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THE

RAILROAD RECORD,

AND

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AND

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For TERMS and list of Agents, see last column last page.

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OUR RAILROAD MAP---NEW EDITION.

We have now ready a new and revised edition of our RAILROAD MAP, containing corrections and additions from reliable sources, making it as reliable as it is possible to make such a map.

We are prepared to print maps for Railroad Companies to illustrate their reports, either from the stone as it now is, or make any alterations to suit parties. Railroad Companies will find this much more economical than getting up maps especially for their roads.

Price of maps as follows:

Plain, sized,	40 cents.
Colored in outline,	50 "
Colored in States,	75 "

A liberal discount where a number are taken.

☞ An accident occurred on the Louisville and Frankfort Railroad, on the 28th ult., by which the down freight train was thrown off the track, and six or eight cars demolished.

COAL CONSUMPTION IN OHIO---COAL RAILROADS---FUTURE SUPPLY.

In the utilities and comforts of civilization there are few elements surpassing coal in value. As society advances, land is too valuable to maintain woods, unless wood is at a price which makes it a heavy burden on the income of families, and almost inaccessible to the poor. Besides this, coal is an essential element in many manufactories, which are of the highest importance. Coal, in fine, is one of the wants of civilization; and one of the means of national strength. With this fact before us, it is evident that coal in the United States is to be one of the great sources of its wealth and power; especially is this the case in the Valley of the Ohio, where coal is accessible at every point, and where it is entirely inexhaustible. A country must advance however, some generations before the full value of coal is understood. It is only within twenty years, that Pennsylvania has begun to open her immense coal veins, and now she digs *one hundred and fifty millions of bushels per annum!* Ohio had been a State forty years, young as she is, before coal begun to be sought for, in any considerable amount. But, in the last ten years, the increase in the consumption of coal has been very decided. It is now just beginning to be an important business. We believe that in the next ten years, the consumption of coal in Ohio, will be increased at least ten fold. If so then it is an interesting matter of investigation, and will become important both to consumers and carriers. In Ohio there are *six* railways which will be engaged, more or less, in coal carrying, viz:

The Cleveland, Akron and Zanesville;
The Central Ohio;
The Cin'ti, Wilmington and Zanesville;
The Marietta and Cincinnati;
The Hillsborough and Cincinnati;
The Scioto and Hocking Valley.

there are others that will carry for distribution in connection with these, in which the Dayton, Xenia and Belpre, and the Mansfield and Sandusky are two. In a short time coal will be consumed everywhere in the West, and must, therefore, constitute a large item in railway transportation. By way of showing the *beginnings* of the business, we will give the increase of consumption at various points in Ohio, during the last ten years—near enough for general purposes:

	In 1843. *bushels.*	In 1848. *bushels.*	In 1853. *bushels.*
Cincinnati	2,000,000	3,000,000	6,000,000
Dayton	30,261	89,273	115,617
Columbus	64,185	293,696	812,717
Chillicothe	30,485	223,153	255,415
Circleville	22,532	73,715	150,046
Cleveland	387,834	1,959,240	4,969,174
Middletown	8,334	45,815	22,838
McConnelsville	8,856	33,696	55,197
Piqua	1,420	6,088	6,718
Hamilton	——	59,793	49,619
Harmar	——	15,750	21,360
Maumee	——	——	16,000
Delphos	——	——	7,810
Total	2,553,907	6,680,189	12,474,611

There are several other towns which consume coal, but it is quite clear from this statement, that the consumption of coal increases at the rate of 100 per cent. each five years. This would only make four fold in ten years; but there are three new circumstances to be taken into view; *first*, that it is only now, that the supply of wood in the principal towns has begun to be seriously deficient, and consequently the price very high. For example, wood of a good quality, delivered at the door, is $6 per cord in Cincinnati. *Secondly*, the railways are penetrating the interior in every direction, so that towns that before could not get coal will now use it altogether. And *thirdly*, with the facility of getting coal at a reasonable price, comes the increase of manufacture, and the consequent increase of consumption. The three towns of Columbus, Chillicothe and Circleville, now consume annually twelve hundred thousand bushels of coal; but should they become manufactories (as they will,) they will consume five millions of bushels.

On the above table it should be remembered that Cleveland is a *distributing* point for the Lake Shore, so that the amount arrived there is greater than her consumption; but it is consumed elsewhere in the state.

Let us now look to the places *within this State*, which furnish the supply. The two amounts will not correspond, because we receive a great deal from Pittsburgh, and because, (on the other hand) a great deal mined at Pomeroy, is sold to steamboats, or shipped to points below Cincinnati. The following table will show nearly the amount *mined* in this State:

	bushels.
Pomeroy Mines, Meigs Co.	5,000,000
Nelsonville, Athens Co.	1,259,229
Roscoe, Coshocton Co.	340,684
Canal Dover, Tuscarawas Co.	300,058
Massillon, Stark Co.	187,345
Akron, Summit Co.	3,702,711
Furnaces in Lawrence, Gallia, Vinton, Athens	2,000,000
Aggregate	12,790,027

This is by no means the whole amount of coal mined in Ohio, It is mined largely in Belmont, Jefferson, and Monroe counties; but of these mines we have no definite information. It is mined largely for private use in Jackson, Licking, Muskingum and some other counties. On the whole, we should place the present production of coal in Ohio, at *sixteen millions of bushels*. Of this, we think, at least 50 per cent. is consumed in manufacturing operations, of which the furnaces, rolling mills, founderies, machine shops, etc., take the largest part. 10 per cent. is consumed by steamboats; so that of the coal mined, only about 40 per cent. goes into household use. It is plain enough that this state of things is to be rapidly changed. The railways will carry coal into the interior towns, so easily and cheaply, that coal will everywhere be substituted for wood. Columbus now takes 800,000 bushels of coal. At this rate the Miami country will require 20,000,000 bushels immediately, and we undertake to say, that as soon as the machinery of transportation gets fairly under way, that amount will be required and taken.

We have seen a paragraph somewhere that coal had been found in the upper Miami country. This is a mistake, and people should set themselves at rest about it. The *western* edge of the coal field is 20 miles beyond the Scioto, and between the line of the Scioto and Central Indiana there is no human probability that coal will ever be found; and while we can get unlimited quantities of coal so cheap, and convenient by railway and by river, we should be contented with our fertile lands, whose exhaustless crops will ever render it better for the manufacturer to come to us, than to any other place. Had we not coal and iron, near and cheap, we might dread competition even with abundant food; but while we have all these we may defy the competition of the world. The eagles gather where the carcass is; and where there are both food and facilities for the laborer, there he will go for there he finds it profitable to be.

DAYTON, BLANCHESTER AND MAYSVILLE RAILROAD COMPANY.—On the 17th ult., the Stockholders of the Dayton, Blanchester and Maysville Railroad Co, organized by the election of the following gentlemen as a Board of Directors: W. H. Baldwin, S. R. Oliver, J. L. Carnahan, B. B. Getzendanner, H. Page, B. Baldwin and B. Robinson. The Board of Directors subsequently elected W. H. Baldwin, Esq., President of the Company, and V. B. Horton Esq., Secretary.

OURSELF.

The present number of the *Record* commences the second volume, and affords the public an opportunity of subscribing for a full volume.

Of the *Record*, and its course we said a few words in the last issue. We now only add that we shall endeavor to merit a continuance of the favors of our friends, and the public generally, by putting them in possession of reliable information upon all subjects coming within the range of such a journal.

We have a very small number of complete copies of the first volume of the *Record*, handsomely bound, which we can supply to our subscribers as long as the supply holds out. We can also supply the back numbers, with two or three exceptions only, to such as may desire to complete their sets. In either case, an early application will be necessary.

HANNIBAL AND ST. JOSEPH RAILROAD.

We are indebted to the politeness of Mr. Dowling, Secretary of this Company, for copies of the charter and Engineer's report of the survey of this road, from which we learn that the line is divided into four divisions, viz:

First, Eastwardly from St. Joseph	25 miles.
Second, thence to Medicine Creek	59.2 "
Third, thence to Palmyra	106.2 "
Fourth, thence to Hannibal	11.4 "
Total	202.4 "

The maximum rate of grade is 50 feet per mile; the minimum radius of curvature 1,910 feet.

Accompanying the report are tables of estimates of cost of construction, working, etc., etc., of which the following is a summary, viz:

Total estimated cost, fully equipped,	$4,066,624
" Contract Cost	4,655,200
Per mile estimated cost	20,092
" Contract Cost	23.000
Requisite income to pay 6 per cent. on estimated cost	748,497

This road is one of the lines reaching westward towards the Pacific. It occupies a prominent position, having a due east and west direction on the same parallel with the great divide between the Lakes and the Ohio River, and will require only about two degress northing to approach the South Pass, in a distance of a thousand miles. To perfect the Eastern, direct, connection between Hannibal and the Atlantic, there is only necessary the construction of a road 35 miles long, from a point in Illinois, opposite Hannibal, to Naples. From Naples a direct line is already under construction either to Indianapolis and Cincinnati, or to Fort Wayne, Toledo, Cleveland, &c.

The energetic Company have already laid out a town in Illinois, opposite Hannibal, for the purpose of meeting the "State Policy" views of the Legislature, and have called it "Douglass," in honor of the "Little Giant"—a bad selection of a name we fear just now. Application will be renewed at the present extra session of the Legislature of Illinois, for the necessary charter to construct the 35 miles from Naples to Douglass, as the reason for refusal on a former occasion, viz: "that there was no town in Illinois at the western terminus"—is now removed.

The Hannibal and St. Joseph road is in competent hands, and will be pushed to an early completion. Its advantages to the state of Missouri will be many and its coal trade alone, willl be a source of great profit.

CITY RAILROAD STOCK.

It has been a mooted question among the people as to the propriety of cities and counties subscribing for railroad stock. We have already given some examples where it has been done, and very profitably, too, We now give the report of the Commissioner of the City of Cleveland, which we find in the *Herald* of that City, by which it appears that the net profit accruing to the City from the Stock of two roads, are $19,349 40, in one year! The *Herald* says:

Last evening, the Commissioners having charge of the City's Stock in the Cleveland, Painesville and Ashtabula Road, reported to the Council their action during the past year. The following have beeu their receipts and disbursements:

RECEIPTS.

Delinquent RR. Tax of 1852	$94 50
Interest on Stock from May 7, 1852, to Jan. 1, 1853	4,000 00
Dividend declared Jan. 1, 1853	6.000 00
Interest on $4,000 City Bonds issued to C. C. & C. RR.	120 00
Sale $25,000 Increased Stock	5.000 00
Dividend July 1, 1853	5.200 00
" Feb. 1, 1854	5.600 00
Interest on Erastus Case's Note	24 17
	$26,038 67

DISBURSEMENTS.

Paid Interest on Bonds May 1, 1852, to Jan. 1, 1853	4,666 67
7½ per cent. installment on $20,000 increased Stock	14,500 00
Interest on Bonds from Jan. to July 1853	3,500 00
" " January. 1854	3,500 00
" and Telegraphic Dispatch	6 98
	$26,173 65

During the last year the Company increased its Capital Stock forty-five per cent., and allowed the original Stockholders the right to subscribe to this increased Stock in "pro rata" to the Stock held. The amount of Stock the City of Cleveland was thus entitled to subscribe, amounted to $45,000, and as the Commissioners had no power to subscribe for and in the name of the City to this new Stock, they sold out the City's right to subscribe to $25,000 of it, for $5,000, and subscribed themselves to the remaining $20,000 to be held and used by them for the benefit of the City.

The statement given above, shows that the actual gain to the City, upon the Stock owned in the Cleveland, Painesville and Ashtabula Road, during the past year, over all interest and expenses, is, $14,365 02.

The Commissioners having charge of the City's Stock in the Cleveland and Pittsburgh Railroad, also reported to the Council last even-

ing, that their only action since last report had been the payment of interest on bonds, and loaning the surplus of dividends over said payments to the Company on interest. This surplus, up to Jan. 1st, 1854, amounted to $2,284 38; and on the 25th of January, 1854, the City realized an additional dividend of $5,700, exceeding the semi-annual demand for interest, $2,750, and making the income from the stock since the Commissioners' last report, $4,984 38.

The City's income from the Cleveland, Painesville and Ashtabula, and Cleveland and Pittsburgh Stocks, was $19,349 40.

NEW YORK STATE RAILROADS.

STATE ENGINEER'S ANNUAL REPORT.

For the following items of New York State Railroads, we are intebted to the Cincinnati *Gazette*.

NEW YORK RAILROADS.—We take the following items from the annual report of the State Engineer of the Railroads of the State of New York.

	MILES.
The length of all the Railroads in operation in the State, is	2,433
The length of railroads laid, is about	2,497
The length of double track in addition to the above, is	664
The number of locomotives in use, is.	586
" " passenger cars "	834
" " baggage and freight cars in use is	6,895
" " miles run by passenger trains, is about	6,594,963
" " miles run by freigh tr., is about	4,227,807
Total number of miles run	10,822,770
The capital stock is about	$112,038,131 45
" " " paid in, is about	61,238,829 32
" amount of funded and floating debt. is about	59,669,478 38
" amount paid for construction and equipment is	117,707,620 58

Twenty-three Railroad Corporations have made full reports of cost and construction and equipments from which we make the following estimate of average per mile:

For graduation, masonry and bridges for 2,066 miles of road	$17,162 61
For superstructure, including iron for 2,066 miles of road	11,915 61
For station buildings for 2,066 miles of road	1,555 87
For engine houses and machine shops for 2,066 miles of road	585 29
For land and fencing for 2,066 miles of road	3,751 30
Total exp'ses of construction and equipments for 2,105 miles of road	45,091 81

The No. of locomotives on 2,076 miles is 1 to four and one-third miles of road. The number of passenger cars on 2,076 miles, is one to four and one-third miles of road. The number of freight cars on 2.076 miles, is one to 38-100 miles of road. The average milcage of the passengers for each mile run by the trains, seventy-six. The average distance traveled by each passenger is nearly forty-eight and a half miles. The average speed of the express trains, when in motion is forty miles per hour. The average number of tons of freight for each mile run by the trains, is sixty-two tons. The average distance each ton of train was moved, is 72¼ miles. The average speed of the freight trains when in motion, is sixteen miles per hour. The average weight of the freight trains, exclusive of the freight carried, is 100 tons.

As near as can be ascertained, about one and a half millions of tons of freight were carried on all the railroads of the State.

Of the whole tonnage, the product of the forest is 12 per cent.; animals 20 per cent.; vegetable food 22 per cent.; other agricultural products 4 per cent.; manufactures 12 per cent.; merchandise 11 per cent.; unclassified articles are 17 per cent.

The average cost of maintenance of way, such as repairs of road bed, buildings, fences and taxes, was $690,12 per mile.

The average cost of operating the road, per passenger, and per ton freight, for one mile was 5.56 cents per passenger, and 9.20 cents per ton freight.

ALABAMA AND TENNESSEE RIVER RAILROAD.

From the Mobile Evening News we derive the following particulars in regard to the progress of this work:

The road is now in operation from Salem to Montevallo, a distance of *fifty-five* miles, and is daily traversed by passenger and freight trains. So far it is a permanent and well-constructed work. The grading and masonry of the road is under contract between Montevallo and the east bank of the Coosa river, and also a portion of the road between the Coosa and its terminus at Gadsden. The former is to be finished on the first of July next, and is expected to be in running order by September next. The latter portion—over eighty-two miles—is more than half graded, ready for superstructure, and only twenty four miles is not yet under contract. This portion is light work, and can be graded in from four to eight months from date of contract. The amount required to finish the road to the hundred mile station, and to prepare the read to Gadsden, for the superstructure, is estimated at $848,-647. The treasurer's report shows the probable resources of the company to be $678,082, which only leaves a balance of $170,575 yet to be obtained. These resources are composed of a balance due by stock holders $517844, cash on hand and bills receivable, $125,228 and city of Selma stock, $36,000.

The total cost of the entire road, equipped for business, was estimated in 1851, at $7,770-000—a time when labor, provisions, materials &c., were considerably lower than now. It is ascertained that the preparation of the road bed for the rails will not exceed the estimates but the advance in the price of rails, spikes &c., will add to the cost abeut $1,000 per mile and the probable cost of the road complete to Gadsden will be $2,600,000, which sum includes depots, locomotives, cars &c. This will require a balance to be raised of 948,345, which is proposed to be done as follows:—After the road has been constructed 100 miles to issue the balance of the first mortgage bonds, amountingt $333,450, and to obtain a loan from the State, of 500,000 at 5 per cent. interest—the remainder ($280,470) to be raised by individual subscriptions. If this plan should fail, the several counties through which the road passes will be solicited to subscribe for stock, and this mode can scarcely fail of success. Fifteen hundred tons of rails have been contracted for, to be delivered in Mobile, in May next. The total length of the road will be 167½ miles, fifty-five of which is in operation, thirty more are expected to be in operation in September next, and the remainder —something over eighty-two miles—is more than half graded, and only twenty-four miles is not yet under contract.

The road has earned $37,535, exclusive of $21,312 estimated value of transportation for road itself; expense same time $31,889—leaving a net income from real earnings of $5,646, or including the item of $21,312 mentioned above, it will leave the sum of $26,958 as the earnings of the road since July last, at which time the cars commenced running.

Covington & Ohio Railroad—Appropriation Defeated.—Our Virginia exchanges comes to us filled with regrets in consequence of the action of the Legislature of that state, by which the appropriation of $2,000,000 to aid in the construction of the Covington & Ohio road was defeated. We can truly sympathize with our friends in this strait; and sincerely regret that any minor circumstances should have been permitted to weigh against the prosperity of this valuable connecting link with the West. We are not accurately posted as to the direct cause of the defeat of the appropriation, but we have seen it intimated that the *gauge* adopted by the company, 4 feet 8 inches, had a great influence, inasmuch as it enabled the road to connect without break with other Western roads. We trust that such was not the fact, and that this suicidal, one-idea policy of "break of gauge" is confined to the single locality of Erie. We hope that a more enlightened spirit prevails the "Old Dominion," and that causes of which we yet know nothing, and which will eventually be removed, brought about this much-to-be-regretted state of affairs.

The Virginia connections with the West, and with Ohio in particular, are destined to be of great value to the former state, and should be fostered with truly paternal care.

LOUISVILLE, NASHVILLE AND CLARKSVILLE RAILROAD.—Mr. Peabody, engineer, has concluded his preliminary survey of the Louisville, Nashville and Clarksville Railroad, and laid a report thereof before the Board of Directors. The available resources at the command of the directors, amount to about $1,500,000. The estimated cost of the road, Mr. Peabody sets down in round figures at $150,000 more than that sum.

EVANSVILLE AND INDIANAPOLIS STRAIGHT LINE ROAD.—The Evansville *Enquirer* of the 23d ult., comes to us filled with the speeches of O. H. Smith and Willard Carpenter, Esqrs. upon the importance of this road, and its future prospects. From Mr. Carpenter's remarks we take the following item of subscriptions to this road, already made, viz:

Vanderburgh, including Evansville and Lamasco	$414,970 00
Gibson and Warwick	95,000 00
Pike, ($18,000 conditional)	45,000 00
Daviess, ($38,000 do)	58,000 00
Greene, Owen, Morgan, Jackson and Marion	650,000 00
Stock taken by contractors in 1st Div.	200,000 00
Total	$1,408,970 00

Communications.

LEGALITY OF COUNTY BONDS IN TENNESSEE.

As the decision of the Court is too long for publication, we insert the letter of Mr. Gardner, which gives the substance. The Court decided in favor of the legality of the Bonds.

Office Nashville and N. W. R. R. Co.
NASHVILLE, Feb. 22d, 1854.

E. D. MANSFIELD, ESQ.,

DEAR SIR: Enclosed I send you a copy of Judge Baxter's opinion in the case of the Louisville and Nashville Railroad Co. vs. the County Court of Davidson county.

On the 26th of March, 1853, the people of the county voted $1,000,000 of 6 per cent. County Bonds, to four railroad companies, namely, to the Louisville and Nashville Co., $300,000; to the Nashville and North Western Co., $300,000; to the Tennessee and Alabama Co., $200,000; and to the Nashville and Henderson Co., $200,000.

At the January term of the county Court, 1854, the Louisville and Nashville Co., applied to the Court to levy a tax to pay the interest on $100,000 of Bonds issued to that Co. which the Court refused to do. Whereupon the Company filed their petitition in the Circuit Court praying a *mandamus* to *compel* the county Court to levy the tax, and the enclosed is the opinion of Judge Baxter, determining the case in favor of the railroad Company. An appeal has been taken, which will be tried in December.

I also send you a copy of our Comptroller's report, showing the assets and present liabilities of the State.

In a few days Mr. Clairborne will forward you a statement of the length of each of the roads *within the State*, to which aid, in the shape of State Bonds, has been granted, to the amount of $10,000 per mile, and the aggregate amount of state bonds which may issue to railroad companies.

In any event we shall have a portion of our line under contract within the next three months, and should contractors come forward and offer to take the whole on favorable terms, we would give it to them at any time.

Continue to send me the *Railroad Record*. I am decidedly better pleased with it than any publication of the kind I have yet seen.

Very respectfully, yonr obedient servant,
JNO. A. GARDNER.
Pres. N. & N. W. R, R. Co.

EEL RIVER RAILROAN.—We have rceived a commnnication signed "N," complaining of our article upon the consolidation of this company with the Wabash Valley Road, as it appearod in our issue of the 16th. We refer "N," to No. 52 of the *Record* In which the correction was made, we giving in both cases, our authority for the article.

CINCINNATI, CUMBERLAND GAP AND CHARLESTON RAILROAD.

The following communication from a valued correspondent, will show for itself. We have spoken of this southern connection on a previous occasion, and doubt not that Cincinnati will lend her aid to the project at the proper time.

For the Railroad Record.

MR. EDITOR: In the early part of the present session of the Legislature of Tennessee, I wrote you a few lines in regard to what was being done by our General Assembly for the encouragement of the construction of the Cincinnati, Cumberland Gap and Charleston Railroad. I then told you that a liberal charter had been granted to build said road, and that a bill was pending appropriating the bonds of the state, to the amount of eight thousand dollars per mile, to aid in the construction of said road. I can now inform you, with much pleasure, that said bill has passed into a law, amended so as to grant much more liberal aid than its friends thought fit to ask in the original bill. The bonds of the state are loaned to said railroad company, to the amount of ten thousand dollars per mile, on so much of said road as will lay witbin the limits of Tennessee. Also, the same law provides for an additional appropriation to said road of two hundred thousand dollars, for the purpose of building railroad bridges across the principal water courses on the line of said road. This road will be one of the most important in the state, and the most important to East Tennessee, by affording a direct communication with your flourishing city, for our marble, hydraulic-lime, burr-rock, lead, copper, zinc, and pig iron; and with the cities of Beaufort and Charleston for our grains, fruits, vegetables, pork, beef, etc., thereby enabling us to exchange the products of our country, for your dry goods, g'oceries, and every article manufactured by your city, and for the cotton, rice, tropical fruits and other products of the South. And thus, while we in East Tennessee are to be greatly benefitted, your city cannot be indifferent to the construction of a railway that will penetrate one of the best stock growing states in the Union, one of the most extensive coal fields in the world, one of the richest mineral sections of the Union. in iron marble, copper, and hydraulic-lime, (East Tenn.,) and that will give your city the most direct connexion with the southern seaboard at two very important points—one by way of the Central North Carolina Railroad at Beaufort; the other at Charleston, South Carolina, giving your city direct commercial intercourse with the southern seaboard at those points, which would certainly open a vast field of trade and wealth for the enterprise and industry of the Queen City of the North-West, and make her already thriving citizens much more prosperous.

The importance of the Cincinnati, Cumberland Gap and Charleston Railroad to your city, will, I hope, cause a hearty co-operation with the friends of this enterprise, in Kentucky, Virginia, North and South Carolina, and that you will devote a part of your time, talents and valuable *Railroad Record*, in exciting a lively interest in this great highway of trade between your city and Charleston.

Your Friend,
M. CARRIGER.

Nashville, Feb, 20, 1854.

Eastern and Western through Connection.

At a Railroad Convention held at Philadelphia on the 8th ult., the Peoria Oquawka R. R., represented by a committee—the Logansport and Pacific, by a President and two Directors—the Logansport and Lima by its President—the Steubenville and Indiana by the President—the Steubenville and Pittsburgh by the President—and the Pennsylvania Central by a committee; and all of the representatives being present except one, it was

Resolved, That the Peoria and Oquawka Company of Illinois, the Logansport and Pacific of Indiana and the Ohio Railroad Companies are in one interest, and are ready and willing to unite their lines of road to effect a main through line from the city of Burlington, Iowa, to Philadelphia, if a proper arrangement can be effected witb tbe Pennsylvania & Ohio Roads.

Resolved, That the respective companies represented be requested to furnish statistics of the population and productions of the counties which will rely exclusively upon said line for their eastern trade and travel.

Resolved, That it is important to establish a joint and common interest upon some practicable basis between tbe several companies from Burlington, Iowa, to Philadelphia, for the freight and travel passing from the roads of one of the companies to and over the roads of the other, that delays may be avoided, expenses and commissions prevented, and assurance to capitalists given in lending their means that this great trunk line shall be sustained and governed by one common interest, and made subservient to no other.

Resolved, That the line of the road starting at the Missouri river, at the mouth of the Platte, crossing the Mississippi river at the city of Burlington, the Illinois river at the city of Peoria, the Wabash river at Logansport, and the Ohio at Pittsburgh, to join the great Central Pennsylvania Railroad terminating at this city, is a great national thoroughfare, and commends itself to public confidence for its directness of course, lowness of grades, freedom from curvature, uniformity of gauge, cheapness of construction, the rich agricultural region through which it runs, the timber, stone, metals, coal, and its boundless rich prairies.

Resolved, That the incomplete portions of this line extending to the Missouri river, have a just claim to a grant of the public domain from our national councils, binding as it will, with an iron band, stronger the ties of friendship, interest and consanguinity, the citizens of these several states; expediting the transit of mails, affording facilities for transporting troops and munitions of war, distributing the coin of our mint, and giving by this applica-

tion, to Pennsylvania and Ohio a participation in the grants of the public domain.

Which, after discussion, were unanimously adopted.

Resolved, That an Executive Committee be appointed by this Convention, who shall have full power to carry into effect the spirit and object of this Convention.

Whereupon, Geo. C. Bestor, Williamson Wright and Wm. Chase were appointed said Committee.

COAL IN MISSOURI.

In looking over the Report of James M. Bucklin, Esq., Engineer of the Hannibal and St. Joseph Railroad, we find the following relative to the coal and coal region of Missouri. The Report says:

The greatest obstacle to be surmounted on the route of the Hannibal and St. Joseph Railroad, were supposed to exist in passing the "Elk Knobs," in Macon county, between "Yellow Creek" and Chariton River, a distance of twenty miles. A favorable location was, however, obtained through this locality; the peculiar features of which consist of short conical ridges, formed by irregular ravines, several of which lead to a point common to each, and after running in opposite directions, curve abruptly and unite; thus forming what is generally called the "Knobs," some of which are so regular in contour, that they resemble more the works of Art than of Nature.

The summit of the "Knobs" seems to have been a common level, in some instances two hundred feet above the general surface. A tendency to this conformation is first observed in Township 60, and extends down to Township 56; but they are seen in all their prominent characteristics in Townships 58 and 59. They are drained by the Muscle Fork. The forces operating in producing these distinctive features, must have acted differently upon the surface on either side of this particular locality; for, while the "Knobs" exhibit the effect of the action of subsiding waters, the former indicate that of a violent current, producing extensive, well-defined valleys and ravines. Indeed, the whole surface from the "Elk Knobs" west to "Grand River" seems to have undergone the process of what is termed by Geologists denudation, by which all the superior and a portion of the inferior strata have been carried off. The effect of this denudation has been to expose and render available an immense bed of bituminous coal, with which a greater portion of the country is underlaid; it extends a distance of seventy miles, varying in thickness from one to nine feet; the maximum of which occurs in the vicinity of Bloomington, Macon county. It is discovered at frequent intervals.—On Grand River at a depression of ninety feet below the Missouri River, at St. Joseph; in the Valley of "Locust Creek," at a depression of seventy feet; in the "Muscle Fork" at a depression of 30 feet, and on the middle Fork of the Chariton at five feet above the Missouri River, at the point before mentioned, showing a uniform rise towards the east of about one foot per mile.* It probably terminates in the dividing ridge between the Missouri and Mississippi, a few miles east of Bloomington; between this point and the Mississippi an accurate geological examination will be required to determine the precise condition of this coal measure, as there may have occurred either a dip in the opposite direction, or a "fault" in its position. The coal formation at Grand River is undoubtedly identical with that at Bloomington and the intermediate points, the overlaying strata being the same—laminated sandstone of fine grit. This stratum of coal disappears at Grand River, in consequence of its "dip" westward and the great increase of the elevation of the general surface; it is therefore covered to a depth that prevents its appearance on the line westward. At an elevation of fifty feet above this formation, on the west side of Grand River, there are indications of coal. It was supposed that it might prove to be the margin of another Coal Basin, with a "dip" eastward, increasing in thickness westward. This is probably the case; but the increase of thickness is not sufficient to render it of any practical value. It was traced west for forty miles.

* The true dip is probably S. W.

THE VIRGINIA RAILROAD SURVEY.—The Virginia House of Delegates has adopted an order directing the Board of Public Works to cause to be surveyed the nearest and best routes for a branch railroad from some point of the Covington and Ohio Railroad between the mouth of Green Briar river and Covington to some point of the North Western Railroad between Parkersburg and Three Fork, in Taylor county, and to Wheeling, and to make to the General Assembly a full report of the survey for such road, together with estimates of the cost of construction and such other information as may be deemed useful.

RAILROAD REPORTS, EARNINGS, ETC.—We would once more request that Secretaries of Railroad Companies, would furnish us with statistics of their roads, especially with their regular "monthly earnings," when made public. These "earnings" are of great importance to us in making up various tables, estimates, etc , relative to railway operations, and we propose to publish in the last issue of each month, a table of the earnings of the previous month, as far as we can obtain them. We hope that our request will meet with a ready response.

CHARLESTON AND SAVANNAH RAILROAD.—We see by our exchanges that subscription books for this Company will be opened on the 6th inst. Three different corps of Engineers are now in the field surveying the different routes. A great activity prevails along the line, and measures have been adopted to advance the success of the enterprise, with as little delay as possible.

☞THE Cleveland *Plaindealer* says Alfred Kelley, of Columbus, has resigned the Presidency of the Cleveland, Painesville and Ashtabula Railroad, and is succeeded by William Case, of Cleveland.

EAST TENNESSEE AND VIRGINIA RAILROAD.—At a recent meeting of the Directors of this Company at Jonesboro', Tenn., it was resolved to lay the road with the inverted T rail; and contracts were authorized for iron sufficient to equip the first section from Knoxville.

Sales of the State Bonds in aid of the Company, have been effected to the amount of $66,000, at a premium of 10 per cent., and of $20,000 County Bonds, at 90 cents.

ATLANTIC AND MISSISSIPPI RAILROAD.—The bill authorizing the construction of this road, better known as the Terre Haute and St. Louis, or Brough's road, passed the Legislature of Illinois at its present extra session.

The means have been ready some time, only awaiting the favorable action of the state authorities, to proceed at once to its construction.

RAILROAD CAR AXLES.—No less than sixteen car axles were broken upon the New York Central road in one week, in last month. They became contracted by the cold and broke off like pipe-stems.

Read the article in this issue of the *Record*, on "Hollow Railway Axles."

COLUMBUS, PIQUA AND INDIANA RAILROAD.—The following persons were elected Directors of this road for the ensuing year, in Piqua on the 14th ult.: M. G. Mitchell, R. Walkup, J. R. Hilliard, Wm. Dennison, jr., R. E. Neil, S. G. Brecount, T. M. Gwynne, D. Alexander, E. Martin. S. Medary, D. D. Hunter.

Six thousand seven hundred and seventy-eight votes were cast.

☞It is stated that Charles Minot, Esq., Superintendant of the Erie Road, has resigned his position, the resignation to take effect in a few weeks. His successor is not yet appointed.

FREMONT AND INDIANA RAILROAD.—The entire portion of this road between Fremont and Findlay is graded, and the ties are distributed for about one third of the same distance. Beyond Findlay westwardly, nothing has yet been undertaken. Between Lima and Union two lines have been run, one 53, the other 51½ miles, which will be adopted has not yet been decided upon. Messrs. Shoemaker, Doolittle & Co. are the contractors.

☞A BILL providing a sinking fund of $50,000 the first year, and $10,000 additional every year thereafter, for the purchase of the works of the Camden and Amboy Railroad, at the expiration of their charter, was ordered to a third reading in the House of the New Jersey Legislature without opposition.

HOLLOW RAILWAY AXLES.

There is no portion of the rolling stock of railroads more subject to accident and breakage than *axles*, and no cause of accidents is more prolific of death and maiming than the breaking of axles. It is necessary, therefore, that all attempts to remedy this defect should meet with proper encouragement. The subject of "Hollow Axles," has recently been introduced; and if what is claimed for them, or even the half of it, be true, there can be no question of their superiority.

In numbers 336 and 338 of the Journal of the Franklin Institute, we find a paper read before the "Institution of Practical Engineers" by J. E. McConnell, upon this subject, which being of so much interest to the railroad public, we find room for in our columns.

With the view of improving the strength and durability of railway axles—the two most important points for insuring the safety and security of railway traveling—the writer, after repeated experiments, and obtaining all the experience and information he could collect on the subject, arrived at the conclusion that the hollow or tubular axle combined in itself, if properly manufactured, all the properties necessary to secure the best form for lightness, strength and uniformity of structure in the material, elasticity to neutralize the injurious effects of blows and concussions, and consequent durability, from having a greater freedom from deteriorating effects.

The selection of the tubular form of axle originated from the knowledge, that with a considerably less weight of material in the form of the tube, a much greater strength can be obtained to resist torsion, deflexion by pressure or weight, or concussion from blows. The resistance of a solid system to deflexion and torsion, increasing in proportion to the fourth power of the diameter (or the square of the square), but the weight increasing only as the square of the diameter, two solid cylinders, having the respective diameters of 4 and 5 inches, or 1 to 1¼, will have a proportionate weight of 16 to 25, or 1 to 1½, but a resistance of 256 to 625, or 1 to 2½. Then if a hollow of two-thirds the diameter be made in the larger axle, its weight will be diminished one-half, and its resistance only one-fifth, and the comparison with the smaller solid axle will then be one to 1¼ in diameter, 1 to 7-8th less weight.

The use of hollow axles was tried some years ago, but was not continued, the main objection being, that there appeared a great difficulty of insuring, by the particular mode of manufacture adopted at that time, a sufficient uniformity of thickness of the sides of the tube throughout and also of the soundness of the material. The mode adopted consisted of rolling two or three bars of a semicircular cross section, which were welded together with butt-joints, but with no internal pressure, and with solid ends where the bearings come. These axles having no mandril or internal pressure during the process of welding, were found to be of a very uncertain strength throughout the axle, and the weakest point might be close to that part where the greatest force or strain would be exerted.

To overcome these objections, a mode of manufacturing railway axles has been introduced by the writer, which, it is believed, effectually accomplishes the object in view, securing the utmost strength with the least possible amount of material, uniformity of structure of the iron, perfect equality of thickness of material, and soundness of manufacture.

The plan adopted is as follows:—A number of segmental bars of the best quality of iron are rolled to a section, so as to form when put together ready for welding, a complete cylinder, about 1½ times the diameter of the axle when finished, the bars fitting correctly together, so as to have no interstices, and overlapping in such a manner as to insure a perfect and sound weld when completed.

This cylinder of loose segmental bars is temporarily held together by a screw-clip, and each end being put into the furnace until a welding heat is produced, the bars are then partially welded together, and the clip removed. The whole cylinder is then placed in the furnace, and brought to a proper welding heat; it is then passed through a series of rollers, which have each a mandril of an egg form, in the center of the circular openings, which are attached and supported on the end of a fixed bar, the bar being firmly secured at the opposite end, to resist the end pressure or strain during the process of rolling. The mandrils are made of cast iron, chilled, fitting on like a socket on the end of the bar to a shoulder, and they are secured by a screw-nut, so that they are easily removed when required.

The motion of the rolls is so arranged, by a reversing-clutch on the shaft, that as soon as the axle-cylinder has been drawn clear thro', the motion is reversed, and the axle, which has been drawn on the mandril-rod, is again drawn back through the same opening in the rolls; it is immediately passed through the next smaller groove of the roll, with a decreased size of mandril, and again reversed back through the same groove in a similar manner, and so on through a series of grooves in quick succession, each decreasing in size, and consequently increasing the compression and strength of the iron of which the axle is formed, and by the last groove it is reduced to the proper diameter. At each time it is changed from one groove to another the axle-cylinder is turned by the workmen a quarter round, so as to equalize the pressure on every part of its surface, to insure uniformity of the compression of the iron, and thoroughly complete a sound welding throughout every part of the axle.

The specimens before the meeting showed the soundness and perfection of the manufacture, as a proof of which, in every test applied, either by blows on the outer surface or by an immense splitting pressure, by driving a mandril in the interior, there has never been found in any one instance a failure of the weld, although the test has been applied to pieces cut off the extreme end, where it might be supposed the welding of the cylinder of the axle, from various causes, would not have so good a chance of being perfect.

The axle at this stage, after being welded and drawn down in the rolls to the proper size, is taken at once to a hammer, where it is planished between semicircular swages over its entire surface. A small jet of water plays upon it during this process, which enables the workmen to detect at once, by the inequality of color, any unsoundness in the welding.—From the hammer it is taken to the circular saws, where it is cut accurately to the length required, and ready to have the bearings formed upon it.

On coming from the hammer, the axle is found to be perfectly clean both inside and outside, the scale being entirely removed.—The ends are then re-heated, and gradually drawn down by a hammer to the proper dimensions and form of the journals, a mandril being inserted in the end of the tube during the process of hammering.

The formation of the journals can also be produced by a rolling machine, constructed of tables the entire length of the axle, rolling transversely, each table being a duplicate of the other, and matrices of the axle when finished. Or in another way by two sets of rollers, each set consisting of three rollers running vertically, being of the same diameter, and driven at the same velocity, formed exactly to the shape of the bearing, and set the proper distance apart from shoulder to shoulder of the journals.

As an illustration of the saving in dead weight, take, for instance, a railway employing 15,000 wagons and carriages, and assume each of these vehicles to run on an average 10,000 miles per annum. The weight of two axles of the solid description finished, say 5 cwt., and if replaced with hollow axles of equal strength, the weight per vehicle may be reduced 1½ cwt.; this taken over one mile of the above stock per annum will be 11,250,000 tons, and assuming the cost of traction for locomotive power at ¼*d.* per ton per mile, the saving will amount to 11,700*l.* per annum, without taking into account the other advantages, and also the saving to the permanent way, &c.

In the sample of axles submitted to the meeting, two different kinds of bearings were shown, the parallel bearing with the rounded shoulder, and also the double conical bearing, such as is used on the Great Northern, Great Western, Bristol and Exeter, South Wales, and South Devon Railways.—In either description of bearing, the hollow axle is good, although it is believed that the conical bearing for *either* the solid or hollow axle has less tendency to injure the texture of the iron during the formation of the journal than the paralleled shouldered axle, and it appears a matter well deserving the consideration of the Institution, to ascertain what under all conditions, is the best form of axle bearing.

Experiments, conducted by Mr. Marshall, the Secretary of the Institution, have been tried for the purpose of ascertaining the comparative strength of the hollow and solid axles to resist a transverse strain. Each axle was supported on massive cast iron blocks, fixed at distance of 4 feet 11 in. apart, to represent the support given by the rails to the axle. A cast iron block weighing 18 cwt. was then let fall on the center of the axle from a hight of 12 feet, and the extent of bending was measured. The axle was then turned half round, and another similar blow given on the opposite side, bending it in the opposite direction.—This proceeding was repeated until the axle was broken. The general results of these experiments are as follows:—

An *Old Solid Axle*, 3¾ inches diameter in center, 4¼ inches at ends, which had been at work three years, was bent 8¾ inches by the first blow; it was nearly straightened by the second blow in the opposite direction, then bent 10 inches by the third blow, and with the sixth blow it was broken in the center square across.

A *New Solid Axle*, of the same dimensions, was bent 9¾ inches by the first blow, then nearly straightened by the second blow, and bent 9½

inches by the third blow, and by the fourth blow 2½ inches and by the fifth blow it was broken ¾-inch from the center. The appearance of the fracture was crystalline over three-fourths of the section, the remaining part tough fibre.

A *New Hollow Axle*, 4⅝ inches diameter throughout, was bent 5 inches by the first blow, nearly straightened by the second blow, and bent again 5 inches by the third blow.—The ninth blow bent it 4½ inches, and the tenth blow 1⅜ inch. Up to the fifteenth blow it was bent alternately, the bends varying from 2 to 3½ inches. There was no appearance of failure or cracking, but a slight rising of the surface at the fifteenth blow.—The blows were continued to the twenty-seventh, the bends varying from 2 to 3⅝ inches, and at this blow a fracture took place across the middle of the axle 1½ inch long. The twenty-eighth blow bent it ⅜-inch, and closed the fracture on the opposite made by the prepreceding blow. By the twenty-ninth blow it was fractured two-thirds through, and bent 9½ inches, the appearance of the fracture being very fibrous,

A second series of experiments was made, to ascertain the comparative strength of the journals of the hollow and solid axles to resist breaking.

Each axle was supported on an anvil, with the inner shoulder of the journal projecting 1½ inch beyond the edge of the anvil, to represent the support of the axle in the nave of the wheel; 100 blows with two 24 lb sledge-hammers were then struck upon the upper side of the outer end of the journal, the men being changed after striking each twelve or thirteen blows alternately. The amount of bending of the journal was then measured, and the axle turned half over, and another 100 blows similarly given on the opposite side of the journal; the same proceeding being then further repeated. The general results of these experiments are as follows:

An *Old Solid Axle*, with 3 by 5 inch journals, that had been at work three years, had one journal broken off with 205 blows, and the other with 53 blows; both fractures were square across the journal at the shoulder.

A *New Solid Axle*, with 3 by 5 inch journals, had the journal broken off with 570 blows, the fracture being irregular in form, and fibrous.

A *New Hollow Axle*, with 3 by 5 inch journals, had 400 blows on the journal, which bent down the end ⅝-inch, and produced a longitudinal split on the under side 5¾ inches long, but no transverse fracture.

A *New Hollow Axle*, same size journals, received 800 blows on the end of the journal, which bent it down ⅛-inch, and split the journal longitudinally on both sides, but caused only a slight transverse crack near the shoulder, ⅜-inch long.

The experiments on transverse strength by a heavy weight falling on the center of the axle, and giving the blow on opposite sides alternately, show that the hollow axle is nearly double the strength in that respect of the corresponding solid axle, the amount of bending being only 5 inches instead of 9¾ inches; and the number of blows required to break the hollow axle being 29, whilst the solid axle broke at the fifth blow, shows the hollow axle to be greatly stronger in resistance to fracture.

The hollow axle became ⅛-inch oval in the center after receiving the seventh blow, and it was only ¼-inch oval after receiving the twenty-eighth blow just before the fracture; being bulged outward one-sixteenth inch at each side, and one-sixteenth inch inwards at top and bottom from the original circular section.

The experiments on strength of journals show, that instead of the journals breaking off square and short at the shoulder, as in the solid axles, the hollow axle journals stand a considerably greater number of blows, and then only split up longitudinally, instead of breaking off transversely, being a very important advantage in point of safety in working.

In the course of the discussion which followed the reading of the paper, it was remarked, that in the fracture of the hollow axle all the iron appeared fibrous, but the fracture of the solid axles was mostly crystalline; that the saving in weight of the hollow axles was about two-fifths theoretically to obtain the same strength. but it had been taken at one-third of the solid axles, to be on the safe side. The hollow axles were being extensively applied on the North-Western, Midland, and Great Northern Railways, and more than 500 had already been made; some had been at work for nine months with entire satisfaction.

Mr. McConnell observed, that whatever was the nature of the strain, and the change produced by concussion, the effect of the continued blows and concussion to which a railway axle was subjected, must be greatly diminished when the axle had a large hole through the center, instead of being entirely solid, as the effect of a blow on one side would be mostly lost in the vacant space of the center, instead of being all communicated through the mass of the axle. He showed specimens of a hollow and a solid axle, which had been run hot for two hours without oil in a lathe, at a speed corresponding to about twenty miles an hour traveling; the solid journal broke off with 179 blows quite short and crystalline, but the hollow journal, would not break transversely and split longitudinally in several places with 400 blows, and did not appear injured.

Mr. Adams said, he thought the conical journals were preferable to the ordinary cylindrical ones, and they were particularly adapted to the manufacture of the hollow axles, by avoiding the sudden shoulder. He had found the conical journals less liable to heat than the others when well fitted; in the cylindrical journals, as square shoulders were found preferable in practice to shoulders much rounded, it was important to maintain a uniform strength of metal at the shoulder.

Louisville and Sandusky Railroad.—In our last issue we mentioned that an election had taken place at Piqua, for the officers of this Company, but could not give the result. We now give the names of the officers, for which we are indebted to Mr. Elliott, Secretary, as follows: E. Cooke, J. A. Camp, Sandusky; A. A. Harbison, Huntsville; Robert Young, J. P. Williamson, Piqua; Geo. Nishwiz, Milton; Alfred Denny, Eaton—Directors; E. Cooke, President; Wm. Elliott, Piqua, Secretary; Robert Young, Piqua, Treasurer; and Thos. R. Jones, Engineer in Chief. The office of the company is to be located at Piqua.

The Piqua branch of the Eaton and Hamilton road has been merged into this company.

Alton Extension Railroad.—The St. Louis *Republican* states that the Belleville and Illinoistown Railroad extension to Alton, is now fully under way.

The contract for the first eighteen miles from Illinoistown has been let to Frank Field & Co., at fair prices and shanties are going up and choppers and diggers are lining the road. The present abundance of labor ensures a large force on the line during the season, and from Illinoistown through Brooklyn to Venice, for which distance the line follows closely the river bank, laborers are strung along the whole distance. The grading, which is not very heavy, is, by the contract, to be completed by the first of June.

We heartily wish success to this enterprise, which will, in the future, make us independent of the gorges and low waters of the Upper Mississippi, so far as a connection with Alton is concerned.—*Chicago Democratic Press.*

Toledo and Indianapolis Railroad Company.—The stockholders of this Company recently held a meeting in Toledo, at which its organization was fully perfected. The following gentlemen were elected Directors: M. Johnson, A. J. Field, H. H. Dodd, C. B. Philips, of Toledo; J. Purdy, of Mansfield; C. M. Godfry, of Kalida; H. J. Boemer, of Fort Jennings.

At a meeting of the Directors, H. H. Dodd was chosen President; C. M. Godfry, Vice President; Charles B. Philips, Secretary and Treasurer. The first annual meeting was fixed as early as June next,

The President was directed to appoint a Chief Engineer and cause a survey of the route via Mercer, Delphos, Fort Jennings, Kalida, Medary and Gilead, at the earliest practical moment. Measures were taken to immediately ascertain the ability and intentions of the people interested in the construction of this road.

Lyons (Iowa) Central Railroad.—An election of Directors for the Lyons, (Iowa) Central Railroad was held at Lyons on the 14th ult., and resulted as follows:

Thos. T. Davis, Syracuse, New York, President; Thomas A. Walker, Fort Des Monies, Iowa; James H. Gower, Iowa City, Iowa; John Culbertson, Tipton, Iowa; Wm. G. Haun and Derrick Adams, Lyons, Iowa; H. P. Adams, Abel Chandler and David McCartney, New York; S. M. Allen, Boston; Hiram H. Tucker, Thos. Dyer and Paul B. Ring, Chicago.

Samuel McCoy, Secretary.

Chicago and Rock Island Railroad opened throughout.—On the 22nd ult. an excursion train with some three hundred passengers passed over this road from Chicago to Rock Island City, arriving at the latter place about 5 o'clock, P. M., a distance of one hundred and eighty-one miles.

This is the first road from the east reaching the Mississippi river, where it will be met by the Mississippi and Missouri road to Iowa, and continue on to the Missouri river.

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

CORRECTED TO WEDNESDAY OF EACH WEEK.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'D.	ASK'D
Alabama and Tennessee	1st mortgage, convertible till 1872	7	1872	98	100
Alton and Springfield		8	1865		
Baltimore and Ohio	Transferable. Taxed	6	1867	98	100
Do do	Coupons. Not Taxed	6	1875	90	92
Do do	" "	6	1880	96	98
Do do	"	7	1860	95¼	97
Do do		6	1885	88	90
Bellefontaine and Indiana	1st mortgage, convertible	6	1866	105	107
Buffalo and State Line	1st mortgage, not convertible	7	1866	100	102
Chicago and Rock Island	1st mortgage, convertible	7	1870	93	94
Chicago and Mississippi	1st " "	7	1862	92	95
Chicago and Aurora	1st " "	7	1866	90	92½
Cincinnati and Fort Wayne					
Cleveland, Columbus, and Cincinnati	1st mortgage, convertible	7	1859	128	130
Do do do	No mortgage, convertible	7	1855	124	127
Cleveland and Mahoning					
Cleveland, Painesville and Ashtabula	1st mortgage	7	1861	105	107
Do do	2d " not convertible	7	1861	99	100
Cleveland and Pittsburgh	1st " convertible	7	1860	104	109
Do do	Income "	7	1855	96	97
Cloveland, Zanesville, and Cincinnati					
Cincinnati, Hamilton and Dayton	1st mortgago " till 1855	7	1861	108	110
Cincinnati, New Castle and Michigan	1st mortgage, real estate, convertible	10	5 & 10 y's	96	100
Cincinnati Western	1st " " " "	10	5 & 10 y's	90	98
Cincinnati, Wilmington and Zanesville	1st "	7	1862	93	94
Cincinnati, Indianapolis and Chicago					
Columbus and Lake Erie					
Columbus, Piqua and Indiana	1st mortgage, convertiblo	7	1862	84	86
Do do do	2d "		1852	80	83
Columbus and Xenia	1st mortgage, convertible	7	1859	118	120
Covington and Lexington	1st " " till 1862	7	1862	94	97
Do do	2d " "	6	1862	90	92
Daytou and Michigan	1st " "	7	1867	94	97
Dayton and Western	1st " "	7	1862	90	95
Dayton, Xenia and Belpre					
Eaton and Hamilton	1st mortgage	7	1862	84	87
Eaton and Piqua					
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.	7	1862	93	96
Evansville and Illinois	1st Mortgage, convertible 1857	7	1862	85	87
Frankfort and Lexington	1st " "	6			
Franklin and Warren					
Galena and Chicago Union	Pledge of 2d section, convertible	10	1853-6	125	130
Do do do	" 3d " not convertible	6	1862	80	85
Greenville and Miami					
Illinois Central	1st mortgage, not convertible	7	1875	84	86
Illinois and Wisconsin		10			
Indiana Central	1st mortgage, convertible	7	1866	82	83
Do do	" "	10	1857	102	104
Indianapolis and Bellefontaine	1st " "	7	1860-1	101	103
Indianapolis and Lafayette	" "	7	1861	95	100
Jeffersonville	1st " not "	7	1861	90	94
Junction (Ohio)	1st " "	7	1867	106	108
Do do	2d " "	7		104	106
La Crosse and Milwaukie					
Lawrenceburg and Upper Mississippi	1st mortgage, convertible	7	1866	100	101
Lexington and Big Sandy					
Lexington and Danville					
Little Miami	No mortgage, convertible 1852-4	7	1858-61	114	116
Do	" " till 1855	7	1861	117	120
Louisville and Nashville					
Mad River and Lake Erie	1st mortgage, convertible till 1855	7	1855-6	97¼	100
Do do	2d " "	7	1866	87	90
Do do	Dividend	7	1860	78	83
Madison and Indianapolis	1st mortgage, convertible after 1853	6	1861	100	103
Maricita and Cincinnati	1st " convertible	7	1868	95	97
Maysville and Big Sandy					
Maysville and Lexington	1st mortgage, convertible	6	1870	88	90
Memphis and Charleston					
Michigan Central	No mortgage, convertible	8	1860	108	110
Do do	" "	8	1855-6	100	102
Do do	" not "	8	1857-8	105	106
Michigan Southern	1st " " "	7	1860	86	90
Milwaukie and Mississippi	1st " " 1857	8	1862	103	105
Mobile and Ohio					
Do do Paducah Branch					
Nashville and Chattanooga				83	93
New Albany and Salem	mortgage on 1st section	10	1858-62	109	111
Do do	1st " on other sections, convert.	8	1864-75	99	100
New Castle and Richmond	1st " convertible	6	1873	87	90
New York and Erie	1st mortgage, not convertible	7	1867	115	116
Do do	2d " convertible	7	1859	106	108
Do do	Income, not convertible	7	1855	97	98
Do do	Convertible till 1861	7	1871	92	93
Do do	" " 1862	7	1862	93	95
Northern Indiana	1st mortgage, not convertible	7	1860	96	98
Do do	2d "			93¾	94
Ohio Central	1st mortgage, convertible, west section	7	1861	103	105
Do	1st " " east "	7	1864	103	105
Ohio and Indiana	1st " "	7	1867	97	99
Ohio and Pennsylvania	" "	7	1865-6	107	109
Do do	Income. No mortgage, convertible	7	1872	93	95
Ohio River and Wabash				95	98
Pacific, Mo					
Panama	1st mortgage, convertible	7	1866	98	100
Parkersburgh (or Northwestern Va.)	" Guar. City of Baltimore	7		99	100
Pennsylvania	1st ortgage, convertible till 1860	6	1880	107	109
Peru and Indianapolis	1st " convertible	7		78	83
Rock River Valley Union	1st convertible	7	1872	98	100
Sandusky and Mansfield	1st "	7	1860	82	85
Do do	2d "	10	1853-7	102	104
Scioto and Hocking Valley					
Southwestern, Tennessee					
Sangamon and Morgan, or Great Western					
Springfield and Columbus					
Steubenville and Indiana	1st mortgage, convertible	7	1865		94½
Terre Haute and Alton	1st " convertible		1862-72		
Do do	2d " do	8	1865		
Terre Haute and Richmond	1st mortgage, convertible	7	1866	99	100
Toledo, Norwalk and Cleveland	1st "		1861	92	95
Do do do	2d "			0	9

TABLES OF RAILROAD SHARES.

☞ The following quotations are not PER SHARE, but upon the HUNDRED DOLLARS.

	shares.	off'd.	ask'd.
Baltimore and Ohio	100	58	60
Bellefontaine and Indiana	55	40	50
Bellefontaine and Indiana	50	85	87
Belleville and Illinoistown			
Buffalo and Pennsylvania State Line		125	130
Central Military Tract			
Chicago and Rock Island		97	99
Chicago & Miss., (Alton & Springfd.)			
Cincinnati, Cambridge and Chicago		28	30
Cincinnati and Fort Wayne			
Cincinnati Hamilton and Dayton	100	100¼	102
Cincinnati, Indianapolis and Chicago			
Cincinnati, Logansport and Chicago	50		90
Cincinnati Western	50	38	45
Cin. Wilmington and Zanesville	100	77½	80
Cleveland, Columbus and Cin	100	123	123
Cleveland, Medina and Tuscarawas			
Cleveland, Painesville and Ashtabula	100	110	111
Cleveland and Pittsburgh	50	91	95
Cleveland and Mahoning			
Cleveland, Zanesville, and Cincinnati			
Clinton Line			
Columbus and Lake Erie	50	50	70
Columbus, Piqua and Indiana	50	65	70
Columbus and Xenia	50	108	110
Covington and Lexington	50	65	68
Covington and Ohio, Va			
Dayton and Michigan	50	60	65
Dayton and Western	50	75	85
Dayton Short Line	50		
Dayton, Xeuia and Belpre			
Detroit and Pontiac			
Eaton and Hamilton	25	58	60
Eaton and Piqua			
Erie and Northeast		100	105
Erie and Kalamazoo		95	100
Evansville and Crawfordsville			
Fort Wayne and Mississippi	50		
Fort Wayne and Southern	25		
Franklin and Warren			
Galena and Chicago Union	100	130	135
Greenville and Miami	50	70	75
Hannibal and St. Joseph			
Hempfield			
Henderson and Nashville			
Hillsboro' and Cincinnati	50	60	69
Illinois Central	100	118	120
Illinois and Wisconsin			
Indiana Central	50	80	85
Do do 10 per cent	50	80	85
Indianapolis and Bellefontaine	25	85	90
Indianapolis and Lafayette	50	76	80
Jeffersonville and Indianapolis	50	72	78
Junction (Ohio)	50	90	95
La Crosse and Milwaukie	100		
Lake Erie, Wabash and St. Louis			
Lawrenceburg and Upper Mississippi	50	71	75
Lexington and Frankfort			
Lexington and Danville			
Little Miami	50	110	112
Logansport and Pacific			
Logansport and Marion			
Louisville and Frankfort	50	62	70
Louisville and Nashville	100		
Macon, Georgia		62	63
Mad River and Lake Erie	50	75	80
Madison and Indianapolis		71	72
Marietta and Cincinnati	50	60	60
Marion and Mississinewa Valley			
Maysville and Lexington	50	60	75
Maysville and Big Sandy			
Memphis and Charleston			
Michigan Central		99	110
Michigan Southern		116	118
Milwaukie and Mississippi		77	82
Mobile and Ohio			
Nashville and Chattanooga			
New Albany and Salem	50	46	50
New Orleans and Ohio			
New York and Erie	100	78	80
Northern Indiana		116	118
Ohio Central	50	80	90
Ohio and Indiana		95	75
Onio and Mississippi	50	85	90
Ohio and Pennsylvania	50	102	104
Obio River and Wabash			
Owl Creek Valley			
Pacific, Mo			
Panama		98	100
Parkersburg, or Northwestern Va			
Pennsylvania	50	97	98
Peru and Indianapolis	25	72	75
Sandusky and Mansfield	50	55	60
Sangamon & Morgan, or Great West'n,			
Scioto and Hocking Valley	50	60	70
Southwestern Indiana			
Southwestern, Tenn			
Springfiled Mt. Vernon and Pittsb'gh	50	77½	80
Springfield and Columbus			
Steubenville and Indiana			
Terre Haute and Alton			
Terre Haute and Richmond		100	102
Toledo and Illinois			
Toledo, Norwalk and Cleveland	50	95	100
Toledo and Cleveland	50	91	93

As we are desirous of making these tables as perfect and comprehensive as possible, we shall be much obliged for any information upon the subject

STOCK TABLE.

CORRECTED WEEKLY.

Government Securities.

	INT.	DUE.	OFF'D.	ASK'D.
U. S. Loan	6	1850	110	
Do	6	1862	118	
Do	6	1867	121	121½
Do	6	1868	122½	122¾
Do (int. ceased July 1).	5	1853	101¾	102
Do Coupons		1862	117¾	118
Do "	6	1868	122	123
Do "		1853	100	101

State.

Alabama	5	....	90	95
Do	6	....	102	104
Arkansas	6	....	95	100
Georgia	6	....	106	107
Do	7	....		
Illinois Canal Bonds		1860	96	98
Do do registered		1860	98	100
Do do		1847	92	95
Do do registered		1847	90	96
Do do Interual Impt.		1847	92	95
Do Interest do		....	61	62
Indiana	5	....	97	98
Do	2½	....	54	55
Do Canal Loan	6	....	92	94
Do do preferred	5	....	54	55
Do do deferred	5	....	30	32
Do special preferred	5	....	18	22
Do do deferred.	5	....	10	11
Kentucky, 30 years	6	1871	101	102
Do 15 years	6	....	107	108
Do large bonds	6	....	105	108
Do	5	....	90	91
Michigan	6	....	94½	96
Ohio	6	1856	103	104
Do	6	1860	106	108
Do	6	1870	115	116
Do	6	1875	110	116½
Do	5	1856	102	103
Do	5	1865	105	107
Pennsylvania	6	....	103	105
Do	5	1870	89	90
Tennessee, new loan	6	1890	105	106
Do	5	....	91	93
Virginia Coupons	6	1886	104	105

City Securities.

Albany	6	1867–9	106	107
Allegheny	6	1873	94	96
Baltimore	6	1870–90	105	106
Do	5	1865	87	89
Boston Bonds	4½	1860	101	102
Chicago	6	1876–7	99	100
Covington	6	1881	93	95
Cincinnati	6	1860	102	103
Do	6	1897	104	104½
Do	5	1884	86	87
Do W. W	6	1865	102	103
Jeffersonville, Indiana	7	1872–82	85	88
Lawrenceburgh, In	7	....	86	90
Louisville	6	1880	98¼	98½
Memphis	6	1882	90	92
New York	7	1857	101	103
Do	5	1858–60	97	98
Do	5	1870–5	102	103
Do	5	1890	105	107
Philadelphia	6	1876–90	104	105
Pittsburgh	6	1869–71	95	98
Do coupons	6	1883	101	102
Richmond	6	1882	93	94
St. Louis	6	1870	100	102
Wheeling	6	1872	105	106

County Bonds.

Bourbon, Ky	6	1881	89½	90
Darke, O	7	....	92	95
Fairfield, O	7	1862	90	92
Fayette, Ky	6	1881–2	89½	90
Guernsey, O	7	1862	97	99
Mason, Ky	6	1881	90	92
McCraken co. Ky., endorsed by New Orleans and Ohio R.R.			86	93
St. Louis	6	1866	98	100
Do	7	1871	107	108

Banks.

OHIO.

Ohio Life Insurance and Trust Co	102	102¼
Lafayette, Cincinnati, (closing)	113	115
Franklin do		
Commercial do		
Mech. & Traders do		
State Branches		

KENTUCKY.

Bank of Kentucky and Branches	110	112
Northern, and Branches	115	118
Southern, and Branches	103	106
Bank of Louisville	115	118
Kentucky Trust Co	99	100
Farmers' Bank of Kentucky	107	101
Newport Safety Fund Bank	98	100
Commercial Bank of Kentucky		

INDIANA.

State Bank and Branches		

TENNESSEE.

State Bank and Branches		
Union	94	100
Planters'	97½	100

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g.
On New York	Sight	¾	1 prem.
Do	60 days	interest off	——
Do	90 days	interest off	——
Boston	Sight	¾	1 prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
Philadelphia	Sight	¾	1 prem
Do	90 days	interest off	——
Do	60 days	interest off	——
Baltimore	Sight	¾	1 prem.
Do	90 days	interest off	——
Do	60 days		——
New Orleans	Sight	1	½pem.
Do	90 days	int. & 1½ off	——
Do	60 days	int. & 1 off	——
Do	30 days	1 pr. et off	
England		110½	112½

SPECIE.

GOLD.

California, ℔ oz	$17 50	@	$17 65
Spanish Doubloons	16 50	@	16 60
Patriot Doubloons	15 60	@	15 80
Sovereigns	4 85	@	4 88
Guineas	5 00	@	5 00
American, new	1 00½	@	1 01
American, old	1 04	@	1 06
Portuguese	1 00	@	1 01

SILVER.

American Dollars	1 02	@	1 04
American, halves	1 02	@	1 04
Spanish Dollars	1 05	@	1 07
Spanish Quarters	1 02	@	1 03
Mexican Dollars	1 03	@	1 04
Five Franc pieces	95	@	96

LAND WARRANTS.

	Off'd.	Ask'd.
160 acre warrants	$185	$190
80 acre warrants	95	98
40 acre warrants	46½	47¾

CINCINNATI STOCK SALES.

AT THE STOCK BOARD,

MERCHANTS' EXCHANGE

ISAAC OSBORN DAVIS, AUCTIONEER.

BY HEWSON & HOLMES,

For the week ending Wednesday, March 1st, 1854.

THE SALES WERE AS FOLLOWS:

90	Shares	Little Miami Railroad	109	00
25	"	" " "	110	00
20	"	" " "	111	50
15	"	" " "	110	00
50	"	Indianapolis and Bellefontaine "	85	00
25	"	" " " "	85	00
20	"	Cin'ti, Hamilton & Dayton "	105	00
50	"	" " (int. to pur.) "	105	00
20	"	" " " "	100	25
40	"	" " "	100	00
23	"	" " (no div.) "	100	00
40	"	" " " "	100	50
80	"	Indianapolis and Cin. "	71	00
20	"	" " "	71	00
35	"	New Albany and Salem "	46	00
32	"	Peru and Ind. "	69	50
40	"	Cov. & Lex. "	65	60
36	"	" " "	66	00
12	"	" " "	66	00
5	"	" " " "	65	25
5	"	Mad River and Lake Erie "	50	70
20	"	Columbus and Xenia "	108	50
40	"	" " "	108	00
21	"	Central Ohio "	80	50
206	"	Cin. Wil. and Zanesville "	75	00
6	"	Nat. Ins. Co. per share	70	00
25	"	L. Bank Ky. "	102	00

THE OFFERS WERE:

Indianapolis and Bellefontaine	83	50
Mad River and Lake Erie	73	00
Little Miami	111	00

MONETARY.

The advices from the East, indicate an increasing demand for money for some days past, the rates in New York were, call loans, 7 per cent.; bankers, 7 @ 9 per cent.

The stock market evinced a good feeling tending steadily upward, and the sales have been large at the Stock Board.

Foreign exchange was inactive at 108¾@100.

We note the following sales of stocks at the Board, 24th February.

$1000	Nor. Ind. Bonds		97	00
10,000	" " "	(1st mor.)	92	00
1,000	" " "		91	50
20	Shares Michigan Central road		103 50@104	00
25	" "	Southern	120	00
75	" Cleveland and Pittsburgh		91	00
100	" " "	Toledo	99	75
30	" " "		100	00
14	" Clev. Col. and Cin		121	00

A. H. Nicolay sold Feb. 20th.

10	Bonds, $1,000 each	Buffalo and N. Y. City RR. 1st mor. 7s, 1860	85	25
1	" "	Lyons, Iowa, Central road, 1st mor., 7s, 1873 con	48	00
1	" "	" " " " "	46	00
2	" "	Michigan Sou. road mor. on Jackson Br. 7s 1865	82	75
5	" "	" " " "	82	50
6	" "	Chicago and Mis., 2nd mor. 7s, 1874 con	79	75
10	" "	" " " "	80	00
1	" "	Attica and Allegheny RR. 1st mor. 7s, 1873, con	68	00

A. H. Nicolay sold on the 23d Feb.

2	Bonds $1,000 each	Buffalo and N. Y. City RR. 1st mor. 7s, 1860	85	37½
4	" "	" " " "	85	00
7	" "	" " " "	84	75
5	" "	Hudson River RR. 2nd mor	87	75
2	" "	Lyons, Iowa Central road, 1st mor., 7s, 1873	50	25
19	" "	" " " "	50	00
5	" "	Toledo, Nor. and Clev'd road 2nd mor, 7s 1863	82	12½

At the West, the demand for money has increased very much within the past week, so, indeed, as to be in advance of the supply. Rates of interest range from 1@1½ per cent. per month. according to the name of the parties.

Eastern exchange has advanced to ¾@1 per cent. premium.

The Stock Sales of the week have been brisk and the prices well sustained, for particulars of which we refer to the appropriate column.

In our last issue we made some remarks relative to the *system* upon which the stock sales are conducted in New York City, which has called forth a letter from Mr. A. H. Nicolay to us on the subject, in which he says that the sales are conducted in the strictest honor, on his part, and on the principle long established and acted on in that city—that he has never offered at any of his sales any stock but what he was authorized to sell, and, he adds:

"In every case the owner has had the right to buy it in if it did not reach the price he was willing to sell at.—This is no secret, and is known to everybody. The only fault that may exist in the system is in reprinting the sales, but that does not lay with me. The newspapers have their reporters there, who take down the prices as they are knocked down, and within half an hour they are in the newspapers of the afternoon. I have no mode of correcting this, as it is often the following day before I am aware myself what has been bought in by the parties.

"I never buy in myself, and every representation I make on the stock offered, is as correct as I can obtain it, so that purchasers have only to consult their own judgment, as to the prices they will give; no inducement is held out for them to give more. If they happen to be bought in by the owner, it is not likely that it is at more than ½ to ¾ per. cent. above the bona fide offer, and that can certainly do no great harm in the quotations of sales.

The system followed by Mr. Davis may be very suitable in your city, where you have no regular Board of Brokers; but here it is entirely unsuitable."

In reply we have only to say, in the first place, that our information was *not* derived from "interested sources," at least so far as we know, and secondly that we never impeached the honesty of any of the Stock Auctioneers in New York or any other city; our remarks were aimed at the *system* by which these sales were conducted. Thirdly, that Mr. Nicolay has only proved by his remarks, exactly what we did assert, viz: "That the reports of those sales did not give the true state of market." Fourthly, that it would be far preferable to us, were we purchasing stock at these sales, to know that *every bid from the start was a bona fide one*, even were the lot declared not sold at last, than to feel every time we made a bid, that the owner stood by to out bid us, and not to know when the final bid was announced, whether the stock was sold or only Peter Funked. And lastly, as to the remark that such a system as we advocate might do for Cincinnati, but would not do for New York. Why will it not? We fear Mr. Nicolay has never visited this "city in the woods"—that should he do so, he would expect to find stumps in our streets, and Virginia fences bordering our thoroughfares. We contend that our system will answer anywhere; that it is a fair one for all parties, sellers, buyers and the community, who are not deceived by reports of transactions that never took place.

ALABAMA.—The Legislature of this State adjourned on the 18th ult., without any definite action upon the "Internal Improvement Law"—so this enterprising state is doomed to languish another year without state aid to her numerous railroad enterprizes.

Advertisements.

NOTICE TO CONTRACTORS.

OFFICE PITTSBURGH AND CONNELSVILLE RAILROAD COMPANY.

SEALED Proposals will be received at the Office of this Company, at Neville Hall, in the city of Pittsburgh, until 5 o'clock, P. M. of WEDNESDAY, the 22d day of March next, for the Graduation and Masonry of that part of the Pittsburgh and Connelsville Railroad extending from West Newton, in Westmoreland county, to Connelsville in Fayette county, this State, a distance of 25 miles. This work is generally of a very light character. It will be divided into sections of about one mile each. Proposals will be received for one or more sections.

Proposals will also be received until the same time for the making of the Tunnel at the Sand Patch Summit, on the Allegheny Mountains, about 25 miles from Cumberland. This Tunnel is to be forty-one hundred feet in length, through rock.—The work is worthy the attention of the best contractors. It is in an excellent region to do work cheaply.

Maps, Profiles and Specifications will be ready for the examination of bidders on and after the 6th day of March next, and all proper information given on application to Oliver W. Barnes, Chief Engineer, or the Assistant Engineers on the line.

Satisfactory testimonials will be expected from Contractors not known to the Company. By order of the Board.

W. LARIMEE, JR., President,
mh 1tt] Pittsburgh & Connelsville Railroad Co.

Office Cincinnati, Hamilton and Dayton Railroad,
Cincinnati, February 14th, 1854.

THE Directors have this day declared a dividend of five per cent on the capital stock of this Company, payable at the office of the Company in Cincinnati on and after the 25th inst., till which time the transfer books will be closed; and at the Ohio Life Insurance and Trust Company in New York, on and after the 15th prox.

By order of the Board.
feb.23 FRANK S. BOND, See'y

TO CONTRACTORS.

SEALED Proposals will be received at the office of the undersigned in Indianapolis, until the 15th day of March next, for the grading, masonry and bridging of that portion of the Indiana and Illinois Central Railway between the west line of Edgar county and Decater, Illinois, being a distance of about 53 miles. The map and profile together with the plans and specifications will be ready for inspection at the office of the Company in Decater, on and after March 1st.

Any further information may be obtained at the office of the undrsigned, in Indianapolis.

M. C. STORY, & CO.
Indianapolis, February 16, 1854.

Maysville Car Factory.

THE undersigned are prepared to manufacture for Railroad Companies, Passenger, Baggage, Cattle, Freight, Gravel and Hand Cars; also Baggage Barrows and Warehouse Trucks.

We are agents for the Portsmouth Powder Mills, and Toy, Bickford & Co's safety fuse. Contractors and dealers supplied at manufacturers prices.

F. HUNGERFORD & CO.
Maysville, Ky., Feb. 16, 1854. 2**

J. DAVENPORT....M. D. WELLMAN....C. M. RUSSELL

DAVENPORT, RUSSEL & CO.,

Railway Car Manufacturers,

MASSILON, OHIO.

THE subscriber, late of the firm of Davenport, Bridges & Co., Fitchburg, Mass., having associated himself with Messrs. Wellman and Russell, under the above name, would respectfully solicit calls for any kind of Passenger, Baggage, Post Office, Freight, Coal, Gravel, or Hand Cars.

Having had fifteen years experience in the business and having secured the best of workmen from the Car Factory in Cambridge, Mass., I feel confident, that perfect satisfaction can be given in all work entrusted to our care

We have now on hand the best of dry White Oak with which we think we can build Cars as cheap and as well as any other establishment in the States. JOSEPH DAVENPORT.
Feb. 16†*

OFFICE OF THE AGENCY OF THE

Indianapolis and Cincinnati Junction Railroad Company.

No. 23 West 6th St., between Main and Walnut
CINCINNATI.

THE following Directors of the above Company re-elected on the 20th inst, at Connersville, Ia., o serve for one year, viz:

JOHN WOODS, President.
John D. Jones, Cincinnati,
Johnathan M. Ridenour, College Corner.
Samuel W. Parker, Connersville.
George Hibben, Rushville,
James Blake, Indianapolis.
Wm. M. Smith, Connersville.

This road connects with the Cincinnati, Hamilton and Dayton Railroad at Hamilton, thence to Oxford, College Corner, Liberty, Brownsville, Connersville, Rushville, Burlington, Morristown, Palestine and Indianapolis, passing through five of the best counties in the State of Indiana, viz:—Union, Fayette, Rush, Hancock and Marion.

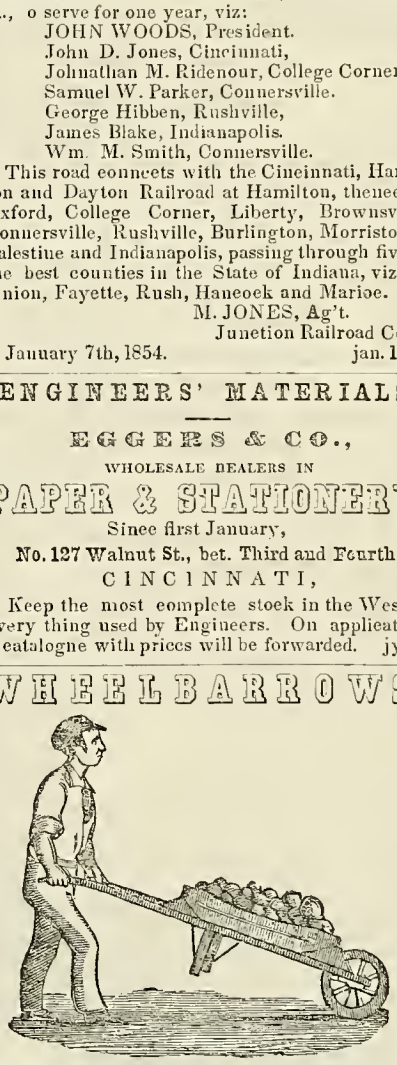
M. JONES, Ag't.
Junction Railroad Co.
January 7th, 1854. jan. 12-tf

ENGINEERS' MATERIALS.

EGGERS & CO.,
WHOLESALE DEALERS IN
PAPER & STATIONERY,
Since first January,
No. 127 Walnut St., bet. Third and Fourth.
CINCINNATI,

Keep the most complete stock in the West of every thing used by Engineers. On application, a catalogue with prices will be forwarded. jy21

WHEELBARROWS!



ON hand, Wheelbarrows, of my own manufacture, suitable for Railroad, Turnpike, Canaling, &c., in lots, to suit purchasers. Orders filled for any reasonable amount

HENRY ROCKEY,
No. 21 East Front street

Indianapolis and Cincinnati Railroad, via. Lawrenceburgh.

NEW Route to Indianapolis, Terre Haute, Lafayette and the West.

Through from Cincinnati to Indianapolis in six hours.

Shortest route between Cincinnati, Indianapolis, Terre Haute, Lafayette and Chicago.

Passengers for this line will leave Cincinnati, from the foot of Main street, at 6 o'clock, A. M., by steamer Forest Queen, every day. (Sunday's excepted,) and arrive at Indianapolis at 12 o'clock, M., in ample time to get dinner, and take any of the trains West or North.

Baggage checked through and baggage master accompanies the same.

Fare between Cincinnati and Indianapolis $3.

At Shelbyville passengers may take the Jeffersonville, Rushville and Knightstown cars.

Returning, leave Indianapolis at 12 o'clock, M.

GEO. HAVEN, Superintendent.

Through tickets may be procured on board the boat, or at the ticket office, corner of Water street and landing (foot of Main street.)

jan 12-† C. S. RUSSELL, Ag't.

CAR MANUFACTORY,
Dayton, Ohio.

E. THRESHER & Co., having enlarged their shops, are prepared to contract on favorable terms, for building every variety of Railroad Cars, in any quantity and at short notice, made of the best materials, and of the most approved workmanship.

They are prepared also to furnish jaws and boxes; the Washburn wheel, thirty and thirty-three inch, adapted to inside or outside bearing; cast iron frogs steel plated; and switches of the most approved patterns.

They also manufacture blacksmith tuyeres, Harris' patent; portable bolt forges; bolt heading and bolt cutting machines; upright drills, wheel presses; wood planers; tenoning and mortising machines; &c.

They respectfully invite the attention of railroad directors and superintendents to their establishment.

Dayton, January 24th, 1853. jan 25-†

TO RAILROAD COMPANIES.

THE subscriber, manufacturer and agent for manufacturers of railroad materials, would solicit from railroad managers in the West their orders for

RAILROAD SPIKES, CAR AXLES, RUBBER SPRINGS, RUBBER HOSE, LOCOMOTIVE TIRES, SPRING STEEL, CAST STEEL, NUTS AND WASHERS, LOCOMOTIVE LANTERNS, ETC.

A. S. WINSLOW,
9 and 11 West Second St.,
Between Main and Walnut St., Cincinnati
†mr24

RAILROAD COMPANIES, ENGINEERS AND OTHERS,

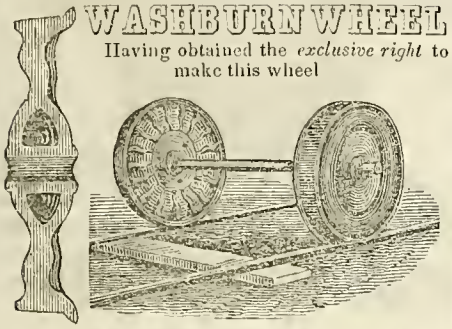
Are respectfully requested to note the following as FACTS, and to remember that the facilities of the establishment for manufacturing are UNSURPASSED.

PAGED
BLANK BOOKS,
OF THE
First Qualities made to Order;
AND
STATIONERY
OF ALL KINDS SOLD LOW BY
MOORE, ANDERSON, WILSTACH & KEYS,
Corner of Main and Fourth Streets,
CINCINNATI. jan 12-†

FULTON CAR WORKS,

CINCINNATI, OHIO.

THE Proprietors of this establishment would respectfully call the attention of Railroad Companies in the West and South to their establishment at Cincinnati. Their facilities for manufacturing are extensive, and the means of transportation to different points speedy and economical.—They are prepared to execute to order, on short notice, eight-wheeled Passenger Cars of the most superior description. Four or eight-wheeled Baggage, Cattle, Freight and Gravel Cars. Also, Crank and Lever Hand Cars, Trucks, Wheels, and Axles fitted.



Having obtained the *exclusive right* to make this wheel

in Cincinnati, Covington, and Newport, they are now prepared to furnish Railroad Companies with that celebrated Wheel, with or without Axles.—Also, Journal Oil Boxes of any pattern, and Castings for Cars fitted to order at the shortest notice.

Address KECK & HUBBARD,
Fulton Car Works, Cincinnati, Ohio.
†ap.14. Office 62 East Second street

GUNPOWDER,

MANUFACTURED BY

The Hazard Powder Company.

HAZARDVILLE, CONN.

H. G. HAZARD, President.
A. E. DOUGLASS, Secretary.

The undersigned are always prepared to furnish Mining and Blasting Powder to any extent, delivered at any point on the lines of railroads, or other places of public improvements in the West or South, at the very lowest rates. Also, SAFETY FUSE of the best Eastern manufacture.

We would respectfully urge all contractors and consumers to call upon or correspond with either of us before arranging for their supplies elsewhere.

To the trade generally we would offer all the brands of Sporting and Rifle Powder manfactured by the above concern.

M. D. W LOOMIS,
Southeast corner Main and Second Sts.,
Cincinnati, O.
S. H. LOOMIS,
Nashville, Tenn.

August 16, 1853.—au18†

HARDWARE!

MEAD, SELDEN & CO.,
No. 15 PEARL STREET,

INVITE the attention of Merchants, Contractors of Public Works, and Dealers in Pump Fixtures, to their assorted stock of heavy and Shelf Hardware, Cutlery, Mechanics' Tools, &c. In part as follows.

Anvils,	Shovels,	Scives,
Vices,	Spike Mails,	Knives and Forks,
Axes,	Smith's Bellows,	Pocket Knives,
Ball Drills,	Stock and Dies,	Razors,
Brass Kettles,	Cast Steel,	Sheers and Scissors.
Crow Bars,	Hinges,	
Chains,	Curry Combs,	Braces and Bitts,
Hames,	Locks and Latches,	Files,
Mattocks & Picks,	Screws,	Hatchets,
Masons and Sledge Hammers,	Steelyards,	Nail Hammers,
	Spoons,	Drawing Knives,
Cut, Wrought and Floor Nails,	Cabinet Brass Goods,	Rules, Squares,
Cotton and Manilla Rope,	Looking Glasses, Japan Ware,	Saws, Coopers' Tools and
Spectacles, &c.	Razor Strops,	Planes.

PUMP FIXTURES,

Including Reel's Galvanic Chain, Pine, Poplar and Zinc Tubing, Wood and Iron Curbs. †je2e

LIGHTNER'S

PATENT AXLE BOXES

FOR RAILWAY CARS.

THE attention of Railway Managers and others is respectfully called to this great improvement in

AXLE BOXES,

As possessing numerous advantages over all others now in use. Some of which are:

1st.—The first cost and "fitting up" is much less.

2d.—It saves seventy-five per cent. in oil.

3d.—The journals and oil are perfectly secure from dust.

4th.—It prevents all possibility of "*heating.*"

5th.—Cars furnished with them run much easier, and require less power to move them.

6th.—Its construction is simple—not liable to become loose by service, and allows a free inspection of the journals and boxes.

7th,—The composition bearings of an eight-wheel LOADED car, can be removed from the journals while under the car, and returned in twenty minutes, by ONE man.

8th.—The trucks and wheels are free from oil and dirt usually seen on Railway cars.

The following testimonials are submitted :—

OFFICE BOSTON AND PROVIDENCE R. R.
Boston, January 1st. 1853.

MR. JOHN LIGHTNER:

Sir:—It affords me pleasure to say, that after three years trial of your boxes, I am fully and entirely satisfied of their superiority over any other pattern we have used. This superiority consists in economy of oil and freedom from "heating."—I have tried every pattern of box in use, of any note, and do not hesitate to say, that you have devised one which in every respect combines greater advantages than any other within my knowledge; these advantages are so manifest, that I am fitting up all our cars with your boxes, as fast as practicable. Very respectfully yours,

W. RAYMOND LEE, Supt.

OFFICE OF THE FITCHBURG AND WORCESTER R. R.
Fitchburg June 2nd, 1853

MR. JOHN LIGHTNER:

Dear Sir:—Your Patent Axle Box has been in use upon our railroad during the last year and has given entire satisfaction. We find our Engines and Cars, require much less power to move them, than others not furnished with this box, and the saving in oil is very great.

Our freight cars run upon connecting roads, and are sometimes beyond our control; therefore as a matter of safety, we have the boxes examined once a month, and oiled if necessary, the quantity of oil required is small.

Our passenger and baggage cars, which are in constant use, run nine hundred miles per week. We find it necessary to oil them only once in three months. In one or two instances they have run more than sixteen thousand miles, without being oiled or sustaining any injury. Yours respectfully,

IVERS PHILLIPS, President.

BOSTON AND MAINE R. R. OFFICE, HAYMARKET SQUARE,
Boston, July 5th, 1853.

MR. WILLIAM SHERBURNE, Agent for Lightner's Axle Box.

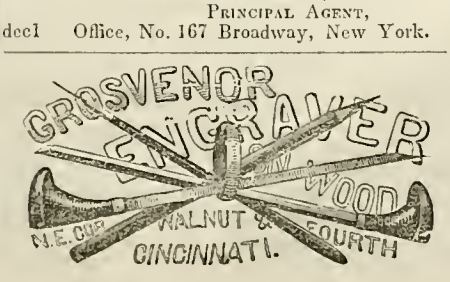
Dear Sir:—We are substituting the Lightner Box in place of all others upon this road, as fast as practicable, satisfied that they are the best we know of. Yours, &c.,

THOMAS S. WILLIAMS, Sup't.

The Subscriber begs leave to suggest to all Railroad Corporations (new or old) the importance of an EARLY application of this valuable improvement, to their NEW CARS, WHILE IN PROCESS OF CONSTRUCTION as thereby much detention of cars, and great expense will be avoided.

Models and testimony of the above Boxes, may be examined, and arrangements may be made for the right to use the same with the subscriber.

WM. SHERBURNE,
PRINCIPAL AGENT,
dec1 Office, No. 167 Broadway, New York.



CARDS.

ALBERT M. LEA,
CIVIL ENGINEER,
KNOXVILLE, TENN,
†oc27

OFFICE OF THE
Cincinnati and Portsmouth R. R. Co.,
Felicity, Clermont County.

☞ Communications addressed to T. H. WHETSTONE, President, and left with Messrs. JOHN F. DAIR & Co. Cincinnati, will receive prompt attention. s29-tf

OFFICE OF
Marietta and Cincinnati R. R. Co.
No. 37 Manchester Buildings,
CORNER THIRD AND SYCAMORE STS.
July 7th†

To Engravers and Draughtsmen.

A FINE ASSORTMENT OF
DRAWING INSTRUMENTS
JUST RECEIVED, OF THE VERY BEST
SWISS, FRENCH, AND ENGLISH MAKE,

Either in cases of every size, or in the single piece, Draughtsmen in want of a fine instrument, will find among the stock, Accurate Scales of various materials, Ivory, Glass, Box, Paper, and Horn; Beam Compasses of different capacities, Bow Do., Pocket Do., Curves, Squares, Dividers, in German Silver and Brass, &c., &c.

For sale by E. MENDENHALL,
At his MAP ESTABLISHMENT,
nov17 3 College Hall, Walnut St.

BANKERS AND BROKERS.

GEORGE MILNE. GEO. M. REED.

GEORGE MILNE & CO.
BANKERS, EXCHANGE AND BILL BROKERS.
No. 19 West Third Street,
CINCINNATI, O.

ELLIS & STURGES,
BANKERS & EXCHANGE BROKERS.
N. E. Corner Third and Walnut Sts.
CINCINNATI.
Collections made on all the principal cities of the Union

WESTERN BANK,
CINCINNATI, O.
Buy and sell Gold, Silver, Bank Notes, and Exchange make collections and allow interest on deposits.

Railroad Stocks

Of Ohio, Indiana, and Kentucky. Also, State and County Bonds bought and sold, or loans made on the same. Address WM. INGALLS, Agent.
Office, No. 7 Burnet House.

T. S. GOODMAN & Co.,
No. 101 Main St. west side, bet. 3d and 4th Sts.
CINCINNATI.
Dealers in Exchange, Bank Notes, Merchants' Paper &c. &c.

P. OUTCALT & CO.,
No. 6 West Third Street, north side, near Main,
CINCINNATI.
Dealers in Bank Notes, Bullion, Business Paper, Exchange, &c. &c.

ALBERT H. NICOLAY,
AUCTIONEER.
Holds his regular auction sales of Stocks, Bonds and other securities, every Monday and Thursday, at 12½ o'clock, at the Merchants' Exchange. First class Stocks and Bonds, at private sale.
Office No. 4 Broad street, New York.

HENRY H. SHIPLEY. WILLIAM SHIPLEY.

H. H. SHIPLEY & BRO.,

No. 22 West Fourth Street, Cincinnati, Ohio.

BANK NOTE,

CARD, SEAL, AND GENERAL ENGRAVERS,

And Copper Plate Printers.

Manufacturers of Embossed Card and Advertising Business Envelopes. Also, their

IMPROVED PERCUSSION & SEAL PRESSES.

H. H. SHIPLEY & BROTHER, (under the direction of GEO. K. STILLMAN,) Designers and Engravers on Wood. Portraits, Landscapes, Views of Buildings, Machinery, &c., executed in the best manner and on reasonable terms. †mr3

Norris' Locomotive Works,

PHILADELPHIA.

ENGAGED for many years in manufacturing Locomotives, offer to Railroad Companies to construct of any plan or size,

LOCOMOTIVES OF SUPERIOR QUALITY.

Our facilities for doing work have been largely increased this year, and orders can be executed with despatch.

Jy7 RICHARD NORRIS & SON.

ASHCROFT'S METALIC STEAM GAUGE.

(BOURDEN'S PATENT.)

THE subscribers offer for sale this valuable Steam Gauge. It is adapted to Locomotive and other steam boilers, indicating with accuracy the continual variations of steam within the boiler, enabling the engineer to maintain a uniform and safe pressure. Any of the Eastern Railroads may be referred to for proof of its importance and value.

BRIDGES & BROTHER,

sep15tf 64 Courtlandt Street, New York.

COLUMBUS

Railroad Chair Manufactory.

THE subscriber having enlarged his works, is prepared to fill orders for wrought iron

RAILROAD CHAIRS,

on short notice. He would call the attention of Railroad Companies to his patent Thick Lip Chair. Chairs made to any pattern and of any size which may be required, and warranted of superior quality of iron and workmanship.

P. HAYDEN can be found at 219 Pearl street, New York, where also specimens of the chairs can be seen.

P. HAYDEN.

Columbus, August 11, 1853.—au18-6*

Lithography and Engraving.

RAILROAD BONDS,

CERTIFICATES AND MAPS,

BUSINESS AND SHOW CARDS,

Views of Buildings, Diplomas, and Portraits,

And all kinds of

Lithographic Engraving,

DESIGNING AND PRINTING,

Executed in the finest style.

MIDDLETON & WALLACE,

No. 115 Walnut Street, Odd Fellow's Building,

†mr3 Cincinnati, Ohio.

BANK NOTE ENGRAVING.

DANFORTH, WRIGHT & Co.,

No. 25 West Third Street, Cincinnati.

Bank Notes, Drafts, Bills of Exchange,

RAILROAD BONDS, & CERTIFICATES

†mr3] Engraved in a style unsurpassed.

S. C. THOMSON & CO.,

MANUFACTURERS OF

PATENT PAD LOCKS,

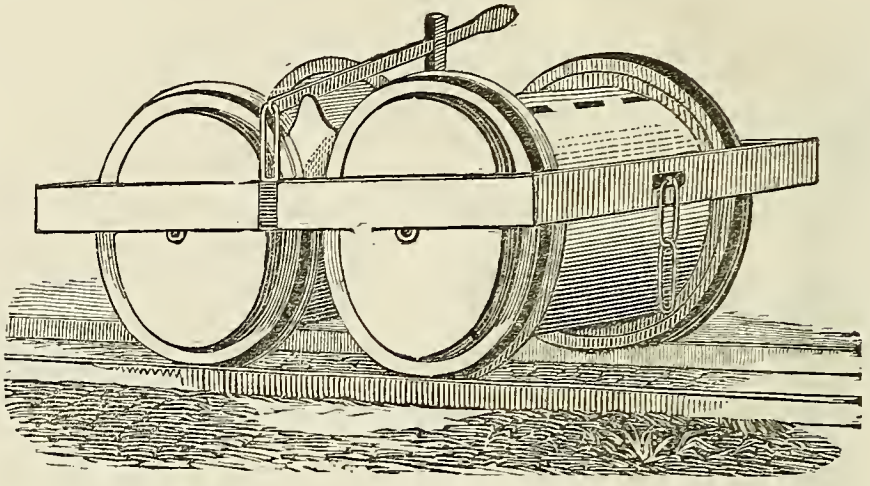
For Railroad Switches, Merchandise Cars, Stores, Cemeteries, Iron Safes, &c.,

Cor. Railroad Avenue and Market st.,

jan.12† NEWARK, N. J.

MYER'S PATENT CAR,

FOR COAL, GRAIN, &c., &c.



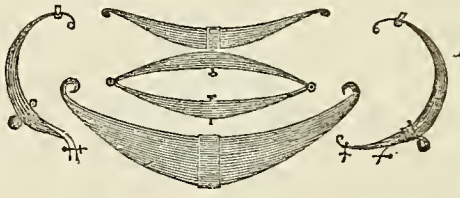
ADDRESS,

C. TIERS MYERS,

No. 33 WALNUT STREET,

dec15-3* **PHILADELPHIA.**

McDANEL & HORNER,

LOCO-MOTIVE  AND CAR SPRING

MANUFACTURERS, WILMINGTON, DEL.

Locomotive and Car Springs of all descriptions manufactured on the most reasonable terms, made of the best STEEL, which we have manufactured to order from the BEST SWEDE IRON. Orders from any part of the United States will be thankfully received and promptly attended to.

McDANEL & HORNER.

All Springs ordered from a distance will be delivered on shipboard at *Philadelphia* free of charge

References.

NORRIS BROTHERS, Locomotive Builders, Philad.
A. C. GRAY, Pres't New Castle Manuf. Co.
U. WELLS, R. R. Car Manuf. Petersburg, Va.
I. R. TRIMBLE, Supt. Philad. R. R. Co.
M. B. MILLEN, Gen. Supt. C. R. R. Savannah, Ga.
EMERSON FOOTE, Supt. M. & W. R. R. Macon, Ga
THOMAS DOUGHERTY, Master Mach. do.
THOS. SHARP, Supt. R. F. & P. R. R. Richmond, Va.

†May 19.

R. M. SHOEMAKER, A. T. LEVIS,
J. P. SHOEMAKER, H. Y. SLAYMAKER.

COPARTNERSHIP.

SHOEMAKER, LEVIS & CO.,

SUCCESSORS TO

MORRELL, SHOEMAKER & CO.

MANUFACTURERS OF

Boiler Iron, Railway Chairs & Spikes.

WORKS—Covington, Ky.

STORE, No. 64 EAST COLUMBIA St.

CINCINNATI, O.

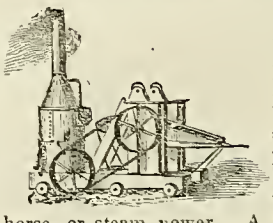
January 5, 1854 jan.12-6*

GLENDON LOCOMOTIVE TIRES.

TIRES of every diameter, for sale

†mr17] GEO. GARDNER & CO., Boston, Mass.

"GARDNER'S ROCK DRILL."



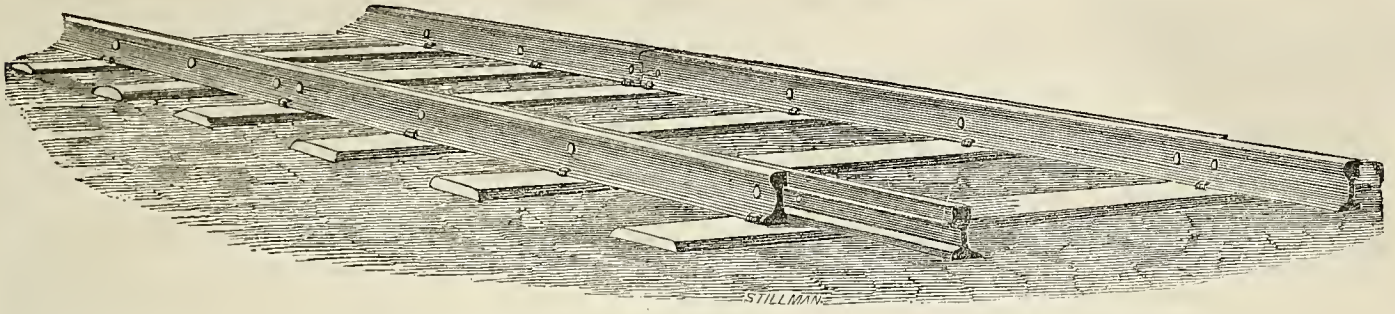
DESIGNED for Mining, Tunneling, Quarry Use, and Rock Excavations of all descriptions, by the use of which a saving of 50 to 75 per cent. is made. This drill can be operated by hand, horse, or steam power. A Machine is now in operation at the Crystal Palace.

Applications for Territorial Rights and Machines must be made to the Patentee.

G. ARTHUR GARDNER,

nov17† Trinity Building, New York

WINSLOW'S PATENT COMPOUND RAIL.



THIS RAIL, which is represented by the above, has now been in use on several Roads for upwards of three years; during which time it has become established among Railroad Managers as realizing the advantages of a THEORETICALLY PERFECT RAIL.

Its advantages over the common form of "T" Rail are,—a saving in the wear and tear of Machinery—it saves to a great extent in the repairs of track—it secures a high rate of speed with the same power, and what is certainly of equal importance, complete protection against some of the accidents to which roads are liable. Being practically a continuous Rail for the entire length of the Road, without break at the ends of bars the jarring motion communicated thereby in passing over the common "T" Rail is avoided, as is also its effect upon cars and machinery. The comfort of travelers must of course be greatly increased.

This Rail is now manufactured at HANGING ROCK IRON WORKS, upon the Ohio River, and at MT. SAVAGE IRON WORKS, Maryland. Specimens of the Rail and patterns of same will be gladly shown, as well as all information in relation thereto, given by application to

A. S. WINSLOW, Nos. 9 & 11 West Second St., bet. Main and Walnut Sts.
CINCINNATI.

J. F. WINSLOW, Troy, New York
ERASTUS CORNING & CO., Albany, N. Y.

ap7tf

Rawdon, Wright, Hatch & Edson,

Bank Note Engravers and Printers.

Also, engraved in a style corresponding in excellence with that of Bank Notes—

RAIL ROAD, STATE, AND COUNTY BONDS,

BILLS OF EXCHANGE, CHECKS,

Drafts, Certificates of Stock and Deposit, Promissory Notes, Bill and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, &c., &c.

Constantly on hand, Bank Note Paper, made to order of a superior quality.

The above office is under the supervision of
GEORGE T. JONES,
South-East corner of Main and Fourth Sts., Cin.

†mr3

TOPPAN, CARPENTER, CASILEAR & Co.,
Bank Note Engravers & Printers.

Also, of Drafts, Notes, Certificates of Stock and Deposit; Bonds for U. S. Government, State Governments, Railroad and other Corporations, &c., New York, Philadelphia, Boston and Cincinnati.

All the best securities against counterfeiting and alterations are combined in the Notes and other instruments executed by this establishment for every State in the Union, and for the General Government; for Canada and other countries. Their means of supplying the demands of business with *new Designs* and Ornamental Die-work are unsurpassed.

Bank Note Paper of a superior quality, manufactured with particular regards to strength and durability, constantly on hand.

Cincinnati Office, corner of Third and Walnut Streets. [†mr3] CHAS. A. JEWETT, Ag't.

ONKEN'S
Lithographic Establishment,
CINCINNATI.

Railroad Bonds, Maps, Drafts, Checks, Illustrated Business Cards, Show Bills for Hotels, Foundrys, &c. Landscapes, Portraits, Buildings, and Illustrations for Books, executed in the best manner.

Also, JUVENILE PUBLISHING HOUSE. Toy Books, Drawing Books, Blanks, Gift Books, Western Views, &c., &c.

Plain and fancy Stationery at very moderate prices. OTTO ONKEN,
Ohio Medical College Building,
Sixth Street, bet. Vine and Race, Cincinnati.

ISAAC OSBORN DAVIS, AUCTIONEER.

HEWSON & HOLMES.
Auctioneers & Commission Merchants.

Stores Nos. 83 and 85 Walnut Street,
CINCINNATI, OHIO.

Bank, Insurance, & Railroad Stock Sales

At the Merchant's Exchange every Wednesday and Saturday.

Have regular sales of
GROCERIES EVERY TUESDAY & FRIDAY
at their Sales Rooms.

Hewson & Holmes have always on hand a
Large Stock of Groceries,
Which they will sell at private sale.

Are agents for the sale of the SUPERIOR SHEETINGS manufactured at the Anchor Mills, Pittsburgh.

Also, agents of
DURYEE & FORSYTH, Rochester, N. Y.
Manufacturers of Fire Proof Safes, Scales of all sizes, Trueks, and Letter Presses.

HEWSON & HOLMES will also attend to the purchase and sale of Merchandise, Produce, and Real Estate, and the forwarding of Goods.

Will make liberal CASH ADVANCES on consignments to their address. †mr24

ENGINEERING!!

The undersigned is prepared to furnish SPECIFICATIONS, ESTIMATES, AND PLANS, In general or detail of all kinds of

Steam Vessels, Engines, Boilers, Mill Work, &c.

Particular attention given to the superintending of

LOCOMOTIVES, TENDERS, CARS,
And Railway Machinery of every Description,
While under construction.

AGENT FOR THE PURCHASE of, on commission, all articles required for Railroads, Steam Vessels, Locomotives, Engines, Boilers, Machinery, &c.

General Agent for
ASHCROFT'S STEAM GAUGE, ALLEN AND NOYES' METALIC SELF ADJUSTING CONICAL PACKING, DUDGEON'S HYDRAULIC JACK.

Also, for Water Gauges, Indicators, Steam Whistles, &c., &c. CHAS. W. COPELAND,
Consulting Engineer,
64 Broadway, N. Y.

\5-tf

Locomotive Works, Cincinnati.

THE undersigned having had considerable experience in the construction of Locomotives, are prepared to furnish them equal in efficiency and durability, to the best Eastern manufacture.

MOORE & RICHARDSON,
oc13-tf Successors to Harkness, Moore & Co.

WANTED!

1,200 Men and 60 Masons,

UPON THE

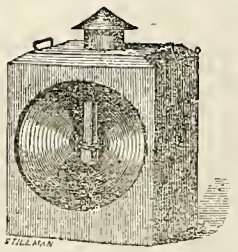
COVINGTON AND OHIO RAILROAD,

Between the mouth of Big Sandy and the mouth of scary

Apply to W. B. FOWLER,

o6-tf GUYANDOTTE, VA.

LOCOMOTIVE LANTERNS.



I AM manufacturing Locomotive Lanterns of the most approved form, with true parabolic Silver-plated reflectors, Copper Cases, and in every way equal to the best manufactured in the country. Orders from Railroad Companies in the West are solicited.

A. S. WINSLOW,
†mr24] 9 and 11 West Second St., Cincinnati

WASON'S
CAR MANUFACTORY,

Near the Pittsburgh R. R. Shops,

CLEVELAND, OHIO.

Passenger, Baggage, Freight, Dumpers, Hand Cars, &c.,

Of the best quality in all respects, style, workmanship, and material, made to order with promptness.

Orders respectfully solicited, with the assurance that no pains will be spared to give entire satisfaction in all cases.

CHARLES WASON,
Late of the firm of T. & E. Wason, Springfield, Massachusetts.
†oc20

TYLER DAVIDSON & CO.,

Agents for the

BOSTON BELTING COMPANY.

India Rubber Machine Belting in any quantity, from 2 to 20 inches.

India Rubber Steam Packing;

Mixed	do	do	1-32 to ¾ inch thick.
Plain	do	do	1-32 to 1 inch thick.
Pure	do	do	

Pipe and Manhole Rings, all sizes;

Square or Rope Packing, do.

HOSE.

India Rubber, Hydrant, Conducting, Fire Engine, and Locomotive, of all sizes, manufactured from the best of Vulcanized Rubber, and for sale only by the agents.

Car Springs, and all other kinds of Vulcanized India Rubber used for Mechanical and Manufacturing purposes.

The undersigned, having been appointed Agents of the Boston Belting Company, beg leave to advise Dealers and Consumers that they are now prepared to supply the above goods in any quantities, on the most favorable terms. On hand and for sale,

50,000 Feet Vulcanized India Rubber Machine Beltings, from 2 inch to 20 inches, 3 and 4 ply.

TO STEAMBOATS AND RAILROADS.

India Rubber Hose, for Pavements, Streets, Gardens, Locomotives, Engines, etc.

40,000 feet Hose, 3, 4, 5, 6, and 7 plys, suitable for pavements, streets, gardens, locomotives, fire engines, etc., 1 to 3 inch, warranted extra quality. Also,

THE vulcanized India Rubber Break Springs now in use by all the Eastern Railroads, and posessing decided advantage over the Steel Springs now in use, for the following reasons:

1st, They are much easier put on.

2d, They are a great deal cheaper.

3d, They are much more durable than steel, and no time lost in making them, the weather having no effect on them.

ALSO—Large 6 inch hose for water stations.—This is a new and important invention. The coldest weather will have no effect on them whatever They are warranted to remain as pliable, in the COLDEST of weather, as they are in 150 Fahrenheit heat.

Armitage Anvils,—10 casks, assorted weights, now in store.

Allen's Revolvers and Self-Cocking Pistols.—Now in store, a large assortment of the above, 3, 4, and 5 inch Revolvers; 3, 4, 5, and 6 inch Pocket Pistols. Also, Dueling Pistols.

Leland's Superior C. S. Car and Auger Bitts.—All sizes.

Brass Kettles, and Sheet Brass, &c.—Brass Kettles, assorted from 6 to 30; Sheet Brass, assorted from No. 0 to 30; Brass Wire, do do do.

Star Breast Chains.—Four casks of those superior double-linked Chains, just received.

Walker's Trace Chains.—70 casks of those superior goods, warranted full length and sizes, 8 to 20 links, straight and twisted, now in store.

American Anvils.—Eagle brand, faced with with cast steel, and warranted by the manufacturers equal to Armitage's Mousehole.

Plated Spoons.—Plain, tipped, and threaded heavy plate, on best quality of German Silver.

Premium Gimlet Screws.—10,000 gross just received.

Mill Saws. Hoe & Co's C. S. Wm. Rowland's, and W. H. Rowland's 6, 6½, 7, 7½, and 8 ft.

Cross Cut Saws.—Hoe & Co.'s C. S., Jno ockerell's C. S. and G. S., Wm. Rowland's and W. & H. Rowland's 5, 5½, 6, 6½, 7, 7½, and 8 feet. Also, 4 and 4½ feet Tennon Saws.

Axes—1000 doz. Axes, assorted Yankee and Kentucky patterns, first, second, and third quality

Nails.—4000 kegs Shoenberger's and Wheeling Nails, now in store.

For sale by TYLER DAVIDSON & CO.,

mr 3 140 and 142 Main street.

PHILADELPHIA

Type and Stereotype Foundry.

NEW BOOK OF

Specimens of Printing Types,

PLAIN AND ORNAMENTAL;

RULES, BORDERS, WOOD CUTS, &c., &c.

THE attention of the printing craft and the literary public is respectfully invited to the Minor Book of Specimens of Printing Types, &c., just published by us. The critical eye will at once perceive that it surpasses every work of a similar kind before issued in America, and that it fairly enters into competition with the finest productions of Europe. Everything shown in this book, excepting Wood Type, is actually manufactured by us in our own Foundry, and may be relied upon as being finished in a workmanlike style.

Among its contents, we beg to draw attention to the specimen of our LABOR-SAVING RULES. The economic printer will soon learn to appreciate their valuable qualities, and will be unwilling to dispense with the assistance they afford in the various kinds of Rule work.

THE CALLIGRAPHIC SCRIPTS

Form a new and beautiful variety of Type; and, with the

SCRIBE TEXTS, THE ARABESQUES,

THE COMPOSITES,

THE CHROMATIC TYPES AND BORDERS,

And a large variety of ORNAMENTAL LETTERS exhibited, give peculiar advantages to the tasteful workman in the production of chaste and ornate printing.

The display of plain and substantial Type of the Roman character is extensive. The Scotch faces have lost none of their value and attractiveness of appearance, and are continually growing in he esteem of competent judges of good Typography.

The MUSIC will be found to be unequalled by any manufactured in this country, and not surpassed by any in the world.

The assortment of CUTS is large and various, many of which are furnished in copper at no greater cost than if in type metal, and yet are much more durable: and an Alphabetical Index is given, by which any Cut made by us may be easily found.

The prices of Type are as follow:

Pica at.....	30 cents.	Minion at.....	48 cents.
Small Pica.....	32 "	Nonpareil.....	58 "
Long Primer.....	34 "	Agate.....	72 "
Bourgeois.....	37 "	Pearl.....	1 08 "
Brevier.....	42 "	Diamond.....	1 60 "

Printing Presses, Standing Presses, Cases, Stands, Chases, Galleys, Printing Ink, and every article used in a Printing Office, constantly on hand, at the lowest rates.

Second-hand Presses, and Type used only in Stereotyping, at reduced prices.

Books, Pamphlets, Music, Labels, Wood Cuts, &c., Stereotyped or Electrotyped in copper, with correctness and despatch.

We are also agents for the sale of HOE'S, ADAMS', RUGGLES' and NORTHRUP'S PRESSES, and are prepared to furnish them promptly and at manufacturers' prices.

☞ Our SPECIMEN BOOK will be forwarded gratuitously to Printers who give us directions how to send it. If by mail, sixty cents in Post Office Stamps should be remitted to us to prepay the postage. The bound edition, however, is too bulky to go in the mails, and it will be necessary in ordering one of these to designate whether it is to be sent by express or otherwise.

L. JOHNSON & Co.,

†oc27 No. 6 Sansom street, Philadelphia.

CINCINNATI TYPE FOUNDRY.

AND

PRINTER'S WAREHOUSE.

L. T. WELLS, Agent.

THIS establishment is prepared to furnish printing materials of every description. We are constantly adding new styles of

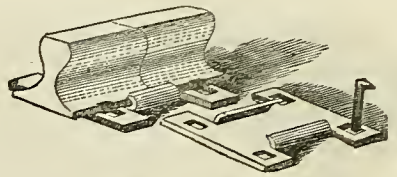
PLAIN AND FANCY JOB TYPE.

Our new Scotch Face Type will be found well adapted for book and newspaper work.

The Washington Press, with our new Inking apparatus, as now made by us, will be found the most complete machine for printers ever made. Machine, and Hand Job Presses, Embossing Presses, and Card Printing Machines of several kinds, etc. etc.

Printers, by giving a description of the kind of work to be done, can be furnished with estimate of cost; and those wishing to make purchases at this establishment can have a specimen book sent them, by giving directions how it shall be sent. When sent by mail, postage-stamps to the amount of 62½ cents should be sent by letter or otherwise. If not pre-paid, the postage will be double that amount †mr3

RAILROAD SPIKES,



WROUGHT IRON

Chairs and Fastenings.

THE subscriber continues to manufacture with increased facilities, Hook and Flat Head Railroad Spikes, and Wrought Iron Chairs of any pattern, either punched or plain. The best quality of Iron is used, and the articles are guaranteed to give satisfaction in every respect. We are prepared to fill orders for any quantity with despatch, and at the lowest market prices.

Also, Boat Spikes, Bolts, and Boiler Rivets, superior quality.

All communications addressed to us will meet with prompt attention.

SMITH & TYSON,

No. 25 South Charles Street, Baltimore.

Railroad Car Findings.

BRIDGES & BROTHER,

64 Courtlandt Street, New York.

Wheels & Axles, Jaws, Boxes, and Castings Fitted

Wrought Nuts, Bolts, & Washers,

Engine and Car Screw Bolts, all sizes; Coach Lag and Telegraph Screws,

LOCOMOTIVE ENGINE LANTERNS,

From the best Manufacturers, and at their prices. Car Hand, and Signal Lanterns.

Cotton Duck for Car Covering,

Of any required width to 124 inches.

ENAMELLED HEAD LININGS,

Plush and Curled Hair.

Hand Cars and Baggage Barrows. Passenger, Freight-Car, and Switch Locks, Door Knobs and Butts. Brass and Iron Wood Screws. Brass and Silver Plated Trimmings for Windows and Seats. Varnish, Coach Japan, and Glue: Paints, Varnish and Glue Brushes.

Silver Plated and White Metal Letters. Engine and Signal Bells, anti-friction or Babbitt Metal.

Portable Forges and Jack Screws.

Hemp Packing, American, Russia, and Italian. Conductors' Badges and Baggage Checks. Iron, Bronzed and Brass Hat Hooks. Ventilators and White Metal Rings. And all other Articles pertaining to Cars.

ALBERT BRIDGES,

Late Davenport & Bridges, Car Manufacturers.

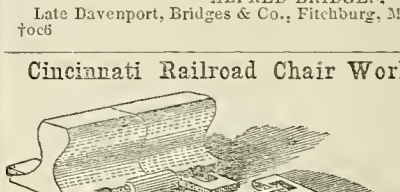
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ALFRED BRIDGES,

Late Davenport, Bridges & Co., Fitchburg, Mass.

†oc6

Cincinnati Railroad Chair Works.



HAVING in use two of the best machines now used for manufacturing Wrought Iron Railroad Chairs, we are prepared to fill orders on short notice.

Our work is warranted in every particular, and Chairs made to any pattern, and of any size and weight required.

Samples may be seen at the office of the Company, 128 Vine Street, directly opposite the Burnet House. W. H. CLARK & Co.

May 12-tf.

FORGINGS.

AXLES, Shafting, and other Forgings, from the Gleadon Forges, for sale by

†mr 17 GEO. GARDNER & CO., Boston, Mass

United States Life Insurance

ANNUITY AND TRUST COMPANY,

S. E. Corner Third and Chestnut Streets.

PHILADELPHIA.

THIS is quite the only Company in the city, state, or United States, that proposes to pay its dividends in cash to its members. This Company do not deal in scrip dividends, payable when convenient, but makes every cent of profits available to its members, if preferred, in cash on demand. Capital and premiums liable for loss is over $250,000, and constantly increasing.

Premium payments can be made with reference to the convenience of the parties opening policies with the Company.

Policies will be issued for the benefit of married women and children, free from the claims of the representatives of husbands or creditors.

Policies may be assigned without the knowledge of the Company.

No policy shall be vitiated through error merely, unless there existed at the time a fraudulent intention.

The original amount of policies will be reduced at any time, to suit the pleasure of insured parties.

Policies of two or more years' standing will be purchased upon surrender.

Policies, with the profits, forfeited by non-payment of premiums, may be renewed at any time by the payment of arrears, with interest, provided the health of the party at the time is unimpaired.

The liberality of the traveling license is peculiar to this Company, permission being granted to cross the Atlantic at any season of the year, in first-class steamers or sailing packets, free of extra charge.

The object aimed at by this Institution is stability and perpetuity. The rates of premium have been carefully prepared with reference to fluctuations. The first object of the plan presented is to make certain provision to meet the first motive to insure, and which consideration should be paramount to all others, viz., the prompt payment of losses as they occur; after which, to make such additions of profits to the policy as the progressive gains of the Company will justify, or pay such gains to its members in cash, on demand.

The plan of operation adopted by this Company is one peculiar to itself; no notes are received for premiums. All its operations being based upon cash, its dividends are made available in like manner, or appropriated to the reduction of premiums, at the option of policy-holders. The system is simple, and easily understood by all, an important fact, (see prospectuses;) and for the accommodation of the Company's correspondents, and the numerous persons changing from others to this Institution, the directors, for the convenience of the public throughout the state, have established the following Branch Offices, where all necessary information, prospectuses, annual reports, policies, etc., may be obtained, viz.:

HOME OFFICE, S. E. corner Third and Chestnut Sts, Philadelphia.
Branch Office, No. 5 Nassau St., New York.
Branch Office, No. 18 Congress St., Boston, Massachusetts.
Branch Office, No. 59 Second St., Baltimore, Maryland.
Branch Office, No. 43 Camp St., New Orleans, Louisiana.
Branch Office, Pittsburgh, and Alleghany City.
Branch Office, No. 30 West Third St., Cincinnati, Ohio.
Branch Office, Wheeling, Va.

Directors.

STEPHEN R. CRAWFORD,	AMBROSE W. THOMPSON,
JACOB L. FLORANCE,	WM. M. GODWIN,
LAWRENCE JOHNSON,	GEORGE M'HENRY,
BENJAMIN W. TINGLEY,	PAUL B. GODDARD,
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AMBROSE W. THOMPSON, Vice Pres't.
CHARLES G. IMLAY, Sec'y and Treas'r.
PLINY FISK, Actuary.

Medical Examiners.

PAUL B. GODDARD, M. D., ALEX. C. HART, M. D.
WILLIAM PEPPER, M. D.

NOTE.—This Company desire to induce business only upon the expectation that policies will be paid when due, after which to return such dividends in cash as the progressive gains of the Company will justify. The value of each risk is computed annually by the Actuary of the Company.

†mr3

MUSKINGUM WORKS,

ZANESVILLE, OHIO.

DOUGLASS, SMITH & CO.

WOULD respectfully call the attention of Railroad Companies to their establishment at Zanesville.

They are prepared to execute orders, on short notice, for

Passenger Cars of the most superior description, Second Class Passenger, Mail Express, and Baggage Cars; Freight, Cattle, four or eight wheeled Gravel Cars.

We manufacture a superior

CAR WHEEL,

Over 2500 of which are now running on the Central Ohio Railroad, and many of these have been in use on the road over two years, having in that time only three to crack, and two to be renewed in consequence of the wearing of the Chill. We have also commenced the manufacture of the celebrated

WASHBURN WHEEL,

And are prepared to furnish this wheel, with or without axles. Also, castings for Cars fitted to order at the shortest notice.

BOLLMAN'S PATENT IRON & WOOD BRIDGE.

We are also agents and builders of the above celebrated Bridge. Are now placing upon the piers an iron bridge on this plan over the Muskingum river at Zanesville. We are ready to contract with companies for the construction of this Bridge. All orders addressed

DOUGLASS, SMITH & CO.,
au4tf Muskingum Works, Zanesville, O.

COLUMBUS PIQUA, AND INDIANA RAILROAD.

New route from Columbus, West and from Urbana, East.

On and after Monday September 19, 1853, two trains per day, (Sunday excepted) each way, will run on this Road, between COLUMBUS and URBANA. Will leave Columbus at 4.50 a.m., and 3.30 p.m.—arriving at Urbana at 8.12 a.m., and 6.14 p.m. Returning—will leave Urbana, for Columbus, at 9.15 a.m., and 3.00 p.m.—arriving at 12.05 and 6.55 p.m.

The 4.50 a.m. train, from Columbus, will connect with the night Express train from Cleveland and arrive at Urbana in time for the morning train north for Sandusky and intermediate points. Persons arriving by the morning Cleveland and Zanesville trains can have a few hours at Columbus and leave by the 3.30 p.m. train—arriving at Urbana in time to get supper and take the 5.35 p.m. train for Dayton and Cincinnati.

The 9.15 a.m. train from Urbana connects with the morning train from Cincinnati and Dayton that arrives at Urbana 8.40 a.m.—arriving at Columbus at 12.05 p.m in time for the 1 p.m. train for Cleveland, connecting with the Buffalo and Dunkirk boats. The 3.00 p.m. train will leave Urbana on the arrival of the Sandusky train—reaching Urbana at 2.45 p.m.—and arrive in Columbus in time for the various night trains.

A line of Omnibuses will connect with the trains at Urbana for the conveyence of passengers to and from Piqua and Greenville over a good Macadamized road.

A. G CONOVER, Sup't

Piqua, Sept. 13, 1853. s29-tf.

Locomotive Tires and Car Axles.

THE undersigned is prepared to supply Railroad Companies and Builders with Tires and Axles of superior quality and finish, made from faggoted charcoal Iron, formed and finished entirely under the hammer For the character of the manufacture he refers to builders and companies who have used them in the West.

A. S. WINSLOW,
jnr24 9 and 11 West SecondSt., Cincinnati

Cincinnati, Wilmington and Zanesville Railroad,

OPEN to Washington, two daily trains (Sundays excepted;) on and after THURSDAY, Nov. 24th, 1853, until further notice, trains will run as follows:

Leave Cincinnati from the depot of the Little Miami Railroad at 7.45 A. M. and 3.10 P. M. arriving at Washington at 12.50, and 8.05 P. M.

Returning, leave Washington at 6.30 A. M. and 2.15 P. M. arriving at Cincinnati at 11.20 A. M. and 7.45 P. M.

Trains will stop for passengers as follows, at Rattlesnake, Sabina, Cross Road, Wilmington, Sligo, Clarksville and Morrow, and on the Little Miami Road, at Deerfield, Butterworth's water tation, Loveland's Miamiville, Milford and Plainville, and on proper notice by flag or to Conductor, at Branch Hill, and Linwood, (at turnpike.)

The downward trains from Washington connect at Morrow with the trains on the Little Miami Road for Columbus.

Lines of Omnibuses will run between Washington. Circleville and Lancaster, connecting with the morning train from, and the evening train to Cincinnati.

Fare from Cincinnati to Washington, $2,25
" " " " Circleville, 3,25

For other information, and tickets, apply at Ticket Office, corner of Broadway and Front Streets, and at the Little Miami Depot, or to the Station Agents at Washington and Wilmington.

E. W. WOODWARD,
Engineer and Superintendent.

☞ The Omnibus Line will call for and deliver passengers to and from the trains in any part of the city. H. B. RUGGLES, Cond'r.

☞ The Company will not be responsible for baggage exceeding $50 in value, unless the same be returned to the conductor or agent, and freight paid at the rate of a passage for every $500 in value above that amount. dec8-tf.

Covington and Lexington Railroad Open to Falmouth.

ON and after Monday, the 7th of Nov., and until further notice, Cars will leave Covington daily (except Sundays) at 7 o'clock. A. M., for Falmouth,—stopping at DeCoursey, Culbertson, Grant's Bend, New Philadelphia, Canton, Benton, Morning Side, Demossville, Butler and Irving.

Returning, will leave Falmouth at 1 P. M., stopping at all of the above stations.

☞ For freight and passage apply to C. CARPENTER, Freight Agent, Covington Depot.

R. M. SHOEMAKER Superintendent.

Office Cov. and Lex. R. R. Co., Nov. 5th.
d c22

South-Western Car Shops,

Madison, Indiana.

THE Subscriber is prepared to execute orders at short notice, for all kinds of Passenger, Freight and other descriptions of Railroad Cars.

Work delivered at any point accessible by railroad, or by the Ohio and Mississippi rivers.

Facilities for transportation, enable the subscriber to afford peculiar advantages to Companies requiring work delivered in the South and West.

W. CLOUGH.

REFER TO

JNO. BROUGH, Esq. WINSLOW, LANIER & CO.
jan. 19-1**

GLENDON REFINED IRON.

BARS, Rods, Band Iron, &c. for sale by
†mr17 GEO. GARDNER & CO., Boston, Mass

Railroad Line.



Cincinnati, Dayton and Sandusky Route.

TWO New York via Lake Steamers, by Sandusky, in 36 hours. To Boston in 41 hours. To Chicago in 21½ hours, via Cincinnati, Hamilton and Dayton Railway.

Five Daily Trains.

First Train—Indianapolis Express.....at 5.30o'clk,A.M.
Second Train—Lightning Express, ...8.20 " A. M.
Third Train—Accommodation,.....2 " P. M.
Fourth Train—Eaton and Richmond.....3.30 " P. M.
Fifth Train—Evening Express,.....5 " P. M.

New York, Boston, and Montreal.

First Train—Indianapolis Express—leaves Cincinnati at 5 A. M.; for Indianapolis and Chicago.

Second Train—Lightning Express—leaves Cincinnati at 8.20 o'clock, A. M., connecting at Sandusky with the new and magnificent low pressure Steamers Mississippi, Captain Hazard, St. Lawrence, Captain Hollister; connecting at Buffalo with the 6 A. M. trains Buffalo and Albany, and New York City, and 9 A. M. Trains Niagara Falls Railroad, for New York, Boston, Niagara Falls, Ogdensburgh, Montreal, &c.

Toledo and Chicago.

Second Train—Lightning Express—leaves Cincinnati at 8.20 o'clock A. M., connecting at Clyde with Railroad to Toledo, connecting at Toledo with Evening Express Train Michigan Southern Railroad to Chicago, direct.

Detroit and Chicago.

Second Train—Lightning Express—leaves Cincinnati at 8.20 o'clock A. M., connecting at Sandusky with the low pressure Steamer Bay City, Captain Atwood, connecting at Detroit with Morning Express Train Michigan Central Railroad to Chicago. From Cincinnati direct.

Indianapolis, Terre Haute and Lafayette.

First Train—At 5 A. M., leaves Cincinnati for Indianapolis, Terre Haute, Lafayette and Chicago same day.

Eaton, Richmond, and Centerville.

First Train—Indianapolis Express—at 5 A. M., connects at Hamilton to Eaton and Richmond.

Fourth Train—3 P. M. Through to Eaton and Richmond without change of cars. Connecting at Richmond with Western Railroad to Centerville.

Troy, Piqua, &c.

Second Train—Lightning Express—at 8.20 o'clock, A. M., and Third Train—Accommodation—at 2 P. M., connecting at Dayton with Railroad to Troy, connecting with Doyle's Omnibus and Canal Packets to Piqua, St. Mary's, and all points on Miami and Wabash Canals.

Fifth Train — Evening Express—at 5.00 o'clock P. M., connecting at Dayton with Railroad to Troy, connecting with Doyle's Omnibus Lines to Piqua.

Oxford and Connersville.

Second Train—Lightning Express at 8.20 o'clock A. M.. and Third Train—Accommodation Express—at 5 P. M. Passengers by these Trains take Western Stage Company's Lines at Hamilton, for Oxford, Connersville, &c.

Fifth Train — Evening Express at 5.00 P. M. Passengers by this Train take the Western Stage Company's Lines at Hamilton to Oxford.

FARE.

From Cincinnati to New York via Lake steamers to Buffalo, and Railroad by either route			$15 00
From Cincinnati to New York via Lake steamers to Buffalo, Railroad to Albany, and Hudson river steamer to New York			14 00
From Cincinnati to Boston via Lake steamers to Buffalo, and New York city and New York and Erie Railroad			19 00
From Cincinnati to Boston, via Lake steamers to Buffalo, Albany and Western Railroads			18 00
An additional charge of 50c. via Niagara Falls and above routes.			
From Cincinnati to Montreal via Lake steamers			17 00
From Cincinnati to Boston via Lake steamers and Ogdensburg			17 00
From Cincinnati to New York via Lake steamers and Ogdensburg			15 75
From Cincinnati to Buffalo via Lake steamers			8 00
Do	do	Detroit	6 75
Do	do	Chicago via Detroit	11 50
Do	do	Toledo	5 75
Do	do	Chicago via Toledo	11 50
Do	do	Chicago via Indianapolis	9 00
Do	do	Sandusky	5 00
Do	do	Clyde	——
Do	do	Terre Hante	5 50
Do	do	Lafayette	5 50
Do	do	Indianapolis	3 00
Do	do	Greenville	2 50
Do	do	Troy	2 50
Do	do	Dayton	1 50
Do	do	Richmond	1 60
Do	do	Eaton	1 25
Do	do	Hamilton	60
Do	do	Springfield	2 00

For all information and through Tickets, please apply at office, southeast corner of Broadway and Front sts., Cincinnati. W. A. LATHAM, Ticket Agent.
au25 P. W. STRADER, Gen'l Agent

Railroad Line.



CINCIN'I, COLUMBUS & CLEVELAND ROUTE.

To New York, via Railway, in	30	hours.
To N. Y., by Lake Steamers via Cleveland	39	"
To Pittsburgh in	14	"
To Boston in	34½	"
To Philadelphia in	38	"
To Baltimore in	38	"
To Wheeling in	18	"

VIA LITTLE MIAMI RAILWAY.

FOUR DAILY TRAINS.

First Train—Lightning Express—at ...6 o'clock, A. M.
Second Train—Accommodation Ex....7.45 " "
Third Train—Hillsborough Train.....3.10 " P. M
Fourth Train—Even'g Accommoda...5 " "

The roads of this route are laid throughout with heavy T rail.

New York, Boston, and Montreal.

First Train—Lightning Express leaves Cincinnati at 6 o'clock A. M., connecting at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo; connecting at Dunkirk with New York and Erie Railroad, and at Buffalo with Buffalo and Albany Railroad to New York and Boston.

Second Train—Accommodation Express, at 7.45 o'clock, A. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad, at Buffalo with Buffalo and Albany and New York City Railroads, and at Buffalo with Niagara Falls Railroad, to New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

—ALSO—

Connects at Cleveland with the new and magnificent low pressure steamers QUEEN OF THE WEST, Capt. McBride; CRESCENT CITY, Capt. Pease; connecting at Buffalo with the Buffalo and Albany, New York City, and Niagara Falls Railroads, for New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

Fourth Train—Evening Express, at 5 o'clock P. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad; connecting at Buffalo with New York City, Buffalo and Albany, and Niagara Falls Railroads, to New York, Boston, and Niagara Falls.

Pittsburgh, Philadelphia, and Baltimore.

First Train—Lightning Express, leaves Cincinnati at 6 o'clock A. M., connecting at Crestline with Ohio and Pennsylvania Railroad to Pittsburgh, connecting with Pennsylvania Railroad to Philadelphia and Baltimoro.

Through from Cincinnati to Philadelphia and Baltimore direct.

Zanesville, Wheeling, Baltimore, &c.

First Train—Lightning Express, at 6 o'clock A. M., and second Train, Accommodation Express, at 7.45 o'clock A. M., connect at Columbus with Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Lines, via National road to Wheeling, connecting with Baltimore and Ohio Railroad to Baltimore, Philadelphia, Washington, etc.

Fourth Train — Evening Express, at 5 o'clock P. M. Passengers by this Train sleep at Columbus and resume by Morning Train, via Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Line to Wheeling.

Hillsborough.

Third Train—Leaves Cincinnati at 3 P. M., connecting at Hillsborough with Ohio Stage Co.'s Lines to Chillicothe, Piketou, etc.

FARE.

From Cincinnati to New York via Railroad, either route	$16 00
From Cincinnati to New York via Railroad to Albany, and Hudson river steamer	15 00
From Cincinnati to New York via Lake Steamers to Buffalo, and Railroad to New York	15 00
From Cincinnati to New York via Lake Steamers to Buffalo, Railroad to Albany, and Hudson river steamer to New York	14 00
From Cincinnati to Boston via Lake Shore, New York and Erie, and New York City Roads	20 00
From Cincinnati to Boston via Lake Steamers and New York City and Erie Roads	19 00
From Cincinnati to Boston via Lake Shore, Buffalo, Albany, and Western Roads	19 00
From Cincinnati to Boston via Lake Steamer, Buffalo, Albany, and Western Roads	18 00
An additional charge of fifty cents via Niagara Falls and above routes.	
From Cincinnati to Montreal via Lake Shore Road,	18 00
From Cincinnati to Montreal via Lake steamer	17 00
From Cincinnati to Boston via Lake Shore Road and Ogdensburg	18 00
From Cincinnati to Boston via Lake Steamer and Ogdensburg	17 00
From Cincinnati to New York via Lake Shore Road and Ogdensburg	16 75
From Cincinnati to New York via Lake Steamer and Ogdensburgh	15 75
From Cincinnati to Buffalo via Lake Shore Road.	9 00
From Cincinnati to Buffalo via Lake Steamer	8 00
From Cincinnati to Philadelphia or Baltimore via Crestline and Pittsburgh	15 00
From Cincinnati to Philadelphia or Baltimore via Cleveland and Pittsburgh	15 50
From Cincinnati to Pittshurgh via Crestline	7 75
From Cincinnati to Pittsburgh via Cleveland	9 00
From Cincinnati to Baltimore via Wheeling	14 65
From Cincinnati to Washington via Wheeling	15 95
From Cincinnati to Philadelphia via Wheeling	15 95
From Cincinnati to Wheeling	7 15
From Cincinnati to Cleveland	6 00
From Cincinnati to Zanesville	4 80
From Cincinnati to Columbus	3 00
From Cincinnati to Springfield	2 00

☞ For all information and Through Tickets, please apply at office, southeast corner of Broadway and Front sts., Cincinnati. W. A. LATHAM. Ticket Agent.
au25 P. W. STRADER, Gen'l Agent.

THE

Railroad Record,

IS PUBLISHED EVERY THURSDAY MORNING,

At No. 167 Walnut St. Cincinnati, O.

E. D. MANSFIELD, EDITOR.

The RAILROAD RECORD will be issued weekly. Will be printed on fine paper, in quarto form, and mailed to Subscribers at THREE DOLLARS per annum, payable in advance.

AS A MEDIUM OF ADVERTISING, for all matters connected with RAILROADS, MACHINERY, Manufactures of all kinds, &c., &c., the RAILROAD RECORD offers inducements seldom equaled. In no portion of the Union is the progress of improvement in Railways, Machinery, &c., more rapid than throughout the West and South, and all information upon subjects connected therewith is eagerly sought for. The circulation of the RAILROAD RECORD will be very extensive throughout these sections, and presents a certain means of bringing all inventions, improvements, &c., in machinery directly before those interested in their uses.

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" " per annum	20 00
One column, single insertion	4 00
" " per month	10 00
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" " per month	25 00
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" " per annum	200 00

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Subscriptions and business communications should be addressed to

J. A. & U. P. JAMES,
Publishers, and Proprietors,
167 Walnut st., Cincinnati

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RAILROAD RECORD.

AND

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THE

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J. A. & U. P. JAMES,
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167 Walnut st., Cincinnati.

Memphis and Ohio Railroad.—The probability of building this important road is now placed beyond a reasonable doubt. The passage of the "Omnibus Bill" secures to this road state aid to the amount of $10,000 per mile to Kentucky line, beside $100,000 for bridging the Tennessee river, $100,000 for the Cumberland river, and $100,000 for the Hatchie river. This, however, can not be made available until the road is prepared for the iron, and it will therefore be necessary to raise a considerable amount by subscription to grade it, and lay the superstructure.

THE AMERICAN RAILROAD JOURNAL AND WESTERN RAILWAYS.

The *American Railroad Journal* having undertaken to instruct the people of the West, as to how far and where they should build railroads, flatly contradicts facts which we had exhibited in proof of their cheapness and profit. It was a question of *fact*, not of opinion, and we proved that the *Journal* was wrong in every instance. It misquoted stocks, underated New England dividends and substituted *parts* of roads running into Cincinnati for the whole, because they were technically under different charters. Here our business in correcting misrepresentation ended; but the *Journal* has advanced some other matters of fact and matters of opinion, which may serve as an illustration of its general knowledge of Western affairs. It says:

"The *Record* prefaced its article by stating that the cost of a first class, double track, *Western* railroad, fully equipped, would not exceed $35,000 per mile. We corrected this statement by showing that the only two single track roads running into Cincinnati, with but partial accommodations and insufficient equipments, have already cost a larger sum than the *Record* stated to be the cost of *double* track Westrn roads, completed and fully equipped."

These two roads, (as the *Journal* intends,) are the Little Miami, and the Hamilton and Dayton—both of them just as much *part* of a whole line, as the Schenectady and Utica Railroad was of the line from Albany to Buffalo, now called the Central. Well, let us look and see how much these lines cost, and how much the double track probably will cost.

We take the total costruction and equipment of the line from Cincinnati to Sandusky *via* Dayton, as given by the *Journal* as an example:

Cin'ti, Hamilton and Dayton	$2,659,653
Mad River and Lake Erie	4,110,148
227 miles	$6,769,801
Cost per mile	$29,700

Before this road will reach $35,000 per mile it must pay out $1,300,000.

The Cincinnati and Cleveland line cost about $7,000,000, and is 254 miles in length.

Now, that these are the most expensive which can be made in the west, is plain enough, because each of them lies through three cities. But the proposition was a general one; and no man doubts, who has the data before him, that $35,000 per mile will complete the whole aggregate of roads in the West.

"There is not a finished railroad in the West, nor will there be for five years to come."

No, and Cincinnati is not *finished*, nor Dayton, nor Columbus, nor Cleveland, and what is more, are not likely to be for the next hundred years. But, these railways are finished enough to do a great business and pay great dividends. We don't expect to be *finished* in the West very soon, and if you are waiting for that, you must wait a long while.

The *Journal's* idea of the fertility and production of the West, is expressed thus:

"The *Record* thinks that because New England is not as fertile as the West, that consequently the former can supply but very little traffic to railroads. This is very far from being the case. In proportion to their area, the states of Massachusetts, Connecticut and Rhode Island are capable of supplying and do supply, at the present time, a much larger traffic to railroads than any portion of the West."

Now that set us to comparing *equal areas*, to see what the *proportion* of production was.

The three states of Massachusetts, Connecticut and Rhode Island contain, in round numbers, 14,000 square miles, and are just equal in area to that part of Ohio, which is called the Valley of the Miamis and Scioto comprising 28 counties. This section of Ohio has 800,000 inhabitants, or a trifle over one-half the three states mentioned; but in the course of time, will have a great deal more than they.

The following is a tabular statement of the agricultural products of the three States of Massachusetts, Connecticut and Rhode Island on the one hand, and of the south-western portion of Ohio, of equal area, on the other. The comparison is made by reducing the articles to tons weight:

	Mass., Con. and R. Island.	Miami and Scioto Vly.
Wheat	2,195 Tons.	211,324 Tons.
Indian Corn	144,592 "	997,762 "
Rye	33,247 "	4,300 "
Potatoes	170,400 "	47,310 "
Butter	10,150 "	4,994 "
Cheese	7,782 "	481 "
Wool	550 "	914 "
Aggregates	368,916 Tons	1,227,085 Tons.

There is, in a small section of the West, known as the Miamis and Scioto Valley, more than three-fold, nearly four-fold the tonnage of agricultural production which is found in the three entire states of Massachusetts, Conecticut and Rhode Island.

The *Journal* thinks this discrepancy is to be made up by the New England factories, and commerce. Ah! does it think the cotton and woolen goods of these States are heavier than the iron which is transported from Cincinnati! Does it think the people of Massachusetts travel more than they do here? If it does they are equally mistaken on both points. So much for the *Journal's* accuracy.

But, let us turn to another assertion in detail. It says:

"Take the country traversed by the Fitchburg Railroad, for instance; a comparatively barren, unproductive and not very densely inhabited district. It does not receive the business of one-third the area of that commanded by the Little Miami, or Cincinnati, Hamilton and Dayton roads, yet the receipts are larger than either, with a much less mileage. Here is a nut for the *Record* to crack."

The nut is "cracked" by the simple fact that there is no truth in the above statement.

1. By the evidence of the *Journal*, (viz. its own table,) the receipts of the Fitchburg and Little Miami Railroads for the last year were in gross:

Fitchburg R.R. receipts	$574,574
Little Miami R.R. receipts	667,559

2. The average breadth of the belt drained by the Fitchburg Railroad is 16 miles, and that is about the general distance between the Little Miami and Hamilton roads.

3. The length of the Fitchburg is 66 miles. The length of the Hamilton and Dayton, 60 miles, in the part so called. The length of the Little Miami is 64 to Xenia, and 84 to Springfield.

So much for the "large" receipts, the "one third area," and "much less" mileage, which the *Journal* ascribes to the Fitchburg road. No one of these statements is correct, but the *Journal* again says:

"If the West is capable of supplying such enormous traffic to railroads, we wonder why the receipts of these roads are not greater."

In the name of common sense how much greater would you have them? The following are some of their receipts:

Cin'ti, Columbus and Cleveland net	13	per cent.
" Hamilton and Dayton net	10	"
Cleveland and Pittsburgh,	10	"
Madison and Indianapolis,	10	"
Michigan Southern,	17	"
" Central,	8	"

How much greater receipts would you have? Very few of the Western Railroads have been in operation more than a year, but we here predict that four-fifths of the Western Railroads, now under way will pay as well as these.

But, we must hasten on; our task of correction is nearly ended.

"In conclusion the *Record* steps entirely out of the *record*, and abuses us roundly for the grounds we have taken in reference to the affairs at *Erie*, and zealously espouses the Pennsylvania side of the question. This is certainly a singular position for an inhabitant of Cincinnati to take, and a still more singular one for the Editor of a paper devoted to the interests of railroads and commerce."

This is another misrepresentation. We censured the *Journal* for abusing the *State* of Pennsylvania, and have never said anything about *Erie* except to reprove the rioters. The *State* of Pennsylvania is another affair. The abuse of an entire state is a folly. We told the *Journal* that Ohio would do nothing in such a crusade, and it has done nothing, for it can have no interest in espousing the cause of one company against another.

The greatest good of the greatest number, is the true policy of commerce and of railways. There are a great many ways of going to the Atlantic, and it is not for the interest of Cincinnati to favor one at the expense of others.

We have reviewed the *Journal*—only to give an illustration of what they know of the resources and interests of the West—who had undertaken the superfluous office of directing how many railroads we might make. The *Journal* has spoken well of the West—as we quoted from it to show—but certainly is not so well informed as to be appointed censor upon its concerns.

The skies are brightening upon all railways, and even Wall street can afford to be a little good natured towards that great section of the country whence it derives its largest profits. In the late attempt to alarm the country, it seems to us Wall street got rather the worst of the battle. Let it remember, once for all, that the West can, and will walk alone.

CLINTON LINE RAILROAD AND CLINTON LINE EXTENSION.

The "First Annual Report" of the President of these Companies is at hand, from which we gather the following *elements*, viz:

President, H. N. Day, Hudson, Ohio.

Chief Engineer, W. B. Brinsmade,

Resident Engineer, Geo. A. Briggs.

Secretary, I. V. Coe,

The eastern terminus of the Clinton Line Road is at Kinsman, in the north-east corner of Trumbull county, Ohio. Its western terminus is at Hudson, a distance of 55.3 miles. The Clinton Line Extension Road, commences at Hudson and terminates at Tiffin, a distance of 94.45 miles. The Clinton Line and the Extension are two distinct organizations, forming together with the Tiffin and Fort Wayne Road, a through line east and west, through the State of Ohio. The estimates of the Clinton Line, are as follows:

Superstruct. Main Line, 53.3 miles.		$616,705 60
" Side Line, 3.7 "		35,520 00
Fully equipped		1,382,500 22
Or per mile		25,000 00
The "Extension Line" as follows, 94.45 miles.		
Fully equipped		2,500,000 00
Or per mile		25,455 00

The following tables taken from the Engineer's Report of these roads, give the grades and alignments, showing them to be eminently practical for railroad purposes:

Clinton Line.

Level	5 53 miles
Less than 10 feet	11.21 "
From 10 to 15 feet	3.77 "
" 15 to 20 "	3.45 "
" 20 to 30 "	9 66 "
" 30 to 35 "	10.10 "
" 35 to 40 "	17.10 "

The "alignment" is as follows:

Straight line	46.87 "
Curved "	8.43 "
Total	55.30 "

The curves are as follows:

Of 11460 feet radius	0,66 miles.
" 5730 " "	5.16 "
" 3820 " "	1.48 "
" 2865 " "	1.13 "

The "Clinton Line Extension" grades are as follows:

Level	15.79 miles.
Under 10 feet	22.58 "
From 10 to 15 feet	12.46 "
" 15 to 20 "	4.63 "
" 20 to 25 "	14.85 "
" 25 to 30 "	9.79 "
" 30 to 35 "	16.22 "
" 35 to 40 "	10.27 "
" 40 to 45 "	4.70 "

The alignment is as follows:

Straight Line	82.22 miles.
Curved "	12.23 "
Total	94.45 "

The Curves are as follows:

Of 11460 feet radius	3.98 miles.
" 5730 " "	1.51 "
" 3820 " "	4.39 "
" 3502 " "	1.20 "
" 2865 " "	1.15 "

The totals of the main line and extension line, stand thus:

Entire length	149 75 miles.
Of which are straight	128.09 "

The maximum grade is 45 feet, and this only for a short distance in ascending from the Cuyaboga river.

In regard to the gauge of the road nothing has yet been determined. As to the style of the "rail," the engineer, in chief, W. B. Brinsmade, Esq., says:

The original estimates contemplated the procuring and laying down a compound rail of the Winslow pattern, weighing 70 pounds to the yard, with cross ties laid two feet from center to center, 6 × 9 inches and of sufficient length to exceed the the gauge of the road (which is yet undecided) at least three feet. I have more recently investigated the comparative merits of the continuous and ordinary T rail, and find myself more confirmed in the favorable opinion I had entertained in regard to the former. It has been urged heretofore, that its recent introduction precluded the possibility of any satisfactory test to determine its comparative durability; but this objection has now lost its force since the Utica and Schenectady company in New York has carried its immense traffic over some ten miles of this compound rail for the last four or five years with the most satisfactory results. It is shown that the more rapid wear of the rail is compensated by the large saving in repairs of the entire superstructure; a much less force of men being required to keep the track at the true surface of grade. Also in the items of repairs to machinery, it is evident that the continuous rail must effect a still more important reduction, although from the nature of

the case, the actual saving cannot so readily be arrived at. This then, in my opinion settles the point of preference as its merits in the question of superior comfort to the traveler, and increased safety at high rates of speed, will not admit of a doubt. In these days when the traveling public have grown impatient at the slow progress of the mere express train, and are content only when flying in the lightning express, it will be your duty as well as privilege to adopt all well established improvements. With the continuous rail, of the weight proposed, well laid in a good road bed of selected material; no grade to exceed 40 feet per mile, and no curve to limit speed, you will possess a thoroughfare of great capacity, and one which competition would only serve to strengthen.

This line of road is a portion of long extended line of railway, reaching from the Pennsylvania State line at Kinsman, on the east, to the Platte River, at its junction with the Missouri, on the west, full particulars of which have been given in our columns.

In another part of our colnmns will be found the report of the Indiana and Illinois portion of the same line. The whole presenting the longest and most direct *straight line* road in the world. A reference to our map will give a view of this line through Ohio, Indiana and Illinois.

The pecuniary affairs of these companies are in a healthy state, and the work upon them will progress steadily and rapidly.

TERRE HAUTE AND RICHMOND RAILROAD.

From authentic documents in our possession we give the following statistics of this road.

The termini are Indianapolis on the East, and Terre Haute on the West. Length 73 miles. Laid with T rail, 60 lbs to the yard. The company was incorporated in 1847. The first letting occurred Dec. 20th, 1848, and the road was opened for travel March, 1852.

The cost of 73 miles fully equipped was		$1,370,457 53
Or, per mile		18,499 42
The company own an interest in the Union Depot at Indianapolis, valued at		17,502 15
Capital Stock		737,350 00
Bonds 7 per cent		600,000 00
" 6 "		29,600 00
Receipts, 1852	$105,943 87	
Expenses, 1852	34,497 82	
Net profit		71,446 05
Receipts, 1853	$117,975 97	
Expenses and repairs	66,331 37	
Net profits		111,644 60
Dividend in 1852		4½ per cent
" July, 1853		3½ "
" Jan. 1824		4 "
Surplus, "		$28,705 03

To the foregoing items we should have been pleased to have added the *elements* of the road, viz: gauge, grade, curvature &c., all of which we hope to receive in good season.

From these statistics we see that this has been one of the best paying roads in the West, all circumstances being taken into consideration. Up to this present time, it has had no outlet on the West, nor any connections other than those of canals and stages. The completion of the Alton and Terre Haute road within another year, will add much to its travel and trafic, while the recent chartering of "Brough's road," from Terre Haute to St. Louis, with the certainty of its being constructed, will also tend to enhance the value of the stock of this company, already some 8 or 10 per cent. above par in the market.

FOX AND WISCONSIN IMPOVEMENT.

In one of our recent issues we asked for information relative to the Fox and Wisconsin River Improvement. The following has since been received, and we give it for the benefit of our readers:

REPORT OF THE DIRECTORS.

To the Stockholders of the Fox and Wisconsin Improvement Co:

The Directors herewith submit their first annual report of the condition and prospects of the Fox and Wisconsin River Improvement.

Immediately after the passage of act incorporating your company, and as preliminary to its taking effect, releases were procured from all the contractors, by paying them the amount of their claims against the State, which amounted to $28,934 75.

The subject next claiming the attention of the Board, was to devise means for commencing and carrying forward the work as rapidly as possible, and for that purpose, as also to take up all the evidences of indebtedness against the state, resolutions were passed authorizing a loan on the credit of the company and its property sufficient to accomplish the object in view. The extreme stringency of the money market and the discredit thrown upon the work the company had taken in hand, by the profligate manner in which its finances have heretofore been managed, proved serious impediments to the immediate negotiation of all the company desired. They have however, been thus far so fortunate as to secure and keep in operation a considerable force and to provide for a portion of the state indebtedness.

The Dredge Boat, which seems to be well adapted to the work for which it was intended, has been kept in operation during the whole season. The main channel of the upper Fox river can at present only be improved by cutting across the principal bends where they occur; and the work of the Dredge during the last summer has in this manner, effected a saving in distance, of some seven miles.

The amount of work done by the company since its organization, up to this date is, including expenses of Dredge, $24,956 18. Only a portion of the warrants and certificates of indebtedness issued by the board of Public Works, have yet been paid, in consequence of the inability of your directors to determine what were legitimate.

No record of cancelled warrants was furnished to the company; and the accounts for which warrants and certificates were issued were withheld by the Board of Public Works. The books received from the State Land Office presented a confused mass of entries, without any ledger or balance-sheet, exhibiting their contents in a condensed form; and it is only by running through these imperfect records, item by item, that an account can be made up showing what warrants have been issued. It is impossible, therefore, to prevent the perpetration of the grossest frauds, should such be attempted by the presentation for payment of warrants already once paid. Under these embarrassing circumstances, your Directors appointed a committee to investigate the matter and requested his Excellency, the late charter.* They were compelled to make this request, because it was the known desire of all the stockholders of the Company, that the conditions of their bonds to the State should be strictly complied with, and in a way satisfactory to the people of the State. The Governor, however, declined taking any action in the matter, under the plea, (whether correct or otherwise we deem it unnecessary to decide,) that it was a question in which the State had no interest. The committee of Directors have investigated the subject as fully as the imperfect records enable, and have reported to pay $87,695 63

Of which have been taken up and cancelled	64,875 75
Leaving a balance of	22,519 83
The committee also reported to disallow	6,141 30
The company has also paid for interest on the State stock certificates due January 1st, 1854	17,880,00

The Directors would further report that they believe arrangements have already been made by the Agents in New York to effect further sales of their Company Bonds, by which all the State liabilities now due will be discharged within the next ninety days. They will also be able to increase the force on the several parts of the lower Fox, so as to complete the navigable connection between Green Bay and lake Winnebago by next autumn

The Directors refer to a statement of the Treasurer for a full exhibit of the financial condition of the Company at the date of this report.

OTTO TANK,
EDGAR CONKLIN.
JOS. G. LAWTON,
Committee of Directors

Green Bay, Jan. 17, 1854.

*There is evidently an omission here in our copy, but of no moment apparently.

TO OUR PATRONS.—The second volume of the RECORD being now fairly under way, and our terms being "in advance," we enclose bills for the year, and trust that we shall find a ready response from our friends.

We have a very small number of complete copies of the first volume of the *Record*, handsomely bound, which we can supply to our subscribers as long as the supply holds out. We can also supply the back numbers, with two or three exceptions only, to such as may desire to complete their sets. In either case, an early application will be necessary.

ATLANTIC AND MISSISSIPPI RAILROAD.—From an Alton paper we learn that it is contemplated to test the legality of the recent charter granted to this company, known as "Brough's road," in the Courts of Illinois.—As Alton has ever been one of the strongest opponents of the charter, we look somewhat doubtingly on the information. The company has been chartered by the Legislature of the state, and we cannot understand what *legal* objection there can be to its construction.

FIRST REPORT
OF THE
PRESIDENT AND DIRECTORS,
Fort Wayne, Lacon, and Platte Valley Air-Line Railroad Company, to the Stockholders.

LACON, November 10th, 1853.

GENTLEMEN: The several Board of Directors of the above named Companies, most respectfully submit the following report:

The Fort Wayne and Mississippi Railroad Company, by virtue of articles of association filed in the Secretary of State's office, of Indiana, March 18th, 1853, in conformity with the general railroad bill of that State, dated May 11th, 1852, and the several amendments thereto, derives all the requisite rights, franchises, etc., necessary for the construction, equipping, maintaining and operating a railroad, from Fort Wayne, in said state, in a westerly direction to the eastern line in the State of Illinois.

The Western Air-Line Railroad Company, by virtue of a special act of the Legislature of Illinois, passed February 9th, 1853, derived similar powers for the construction of a railroad across the State of Illinois, from the town of New Boston, on the Mississippi river, to Lacon on the Illinois river; thence in the direction of Fort Wayne, Indiana, to the dividing line between Indiana and Illinois.

The Philadelphia, Fort Wayne and Platte River, Air-Line Railroad Company, by articles of association filed with the Secretary of State, for the State of Iowa, in the month of February, 1853, is fully empowered to construct a railway, from the Mississippi river opposite New Boston, through Wapello, to Council Bluffs City, in conformity with the several Acts of the State of Iowa.

The three companies thus incorporated, possess all the powers necessary for the construction and operation of a continuous railroad, about five hundred and eighty miles in length; and have by their board of directors, entered into a contract for the construction and common working of the whole, as a unit, and for perpetual consolidation, so far as consistent with the laws of the several states, through which the route will pass; thus forming a line of railway of great importance, (as it will be the shortest connection between the Missouri river, and the leading cities east of Indiana,) having for its terminus Fort Wayne, a place although isolated, and with but one outlet to market, the Wabash and Erie Canal, yet numbering sixty-five hundred inhabitants, well built up, and doing a large manufacturing and mercantile business; from where also will radiate the nine following railroads, viz:—the Fort Wayne and Toledo, running to Toledo on Lake Erie; the Ohio and Indiana, running to Pittsburgh and Philadelphia; the Cincinnati and Fort Wayne, running to Cincinnati; the Wabash Valley Railroad, in the direction of St. Louis; the Fort Wayne and Chicago, running to Chicago; the Fremont Road, connecting with Sandusky and Cleveland; the Fort Wayne and Tiffin, connecting the two latter lake ports, as well as with New York and Philadelphia; the Fort Wayne and Muncie, running in the direction of Louisville; and a road to the North, in the direction of Mackinaw; of which the five first named are far advanced in construction, and the remainder, with one exception, are all under contract, and their construction will no doubt be commenced early in the spring; which. with the canal connecting Lake Erie with the navigable waters of the Wabash, will concentrate at Fort Wayne a business that will undoubtedly make it a city second to none in the state, for all commercial or manufacturing purposes.—The western terminus will be the city of Council Bluffs, now numbering some twenty-five hundred inhabitants, although six years only have elapsed since its cite was the hunting-ground of the Red Man. If its local advantages have in that short period given it such a population, without even a well defined wagon road leading to it, you can readily imagine what its future will be, with its several projected railroads to the Mississippi, and the great Pacific Railroad, via South Pass to Astoria and San Francisco all completed, as well as the local traffic that it will afford. Intermediate are a number of flourishing towns of more or less importance, each calculated to be largely benefitted, and in return to add greatly to the local business of your road.

In its progress west from Fort Wayne, the line will intersect and connect with seven different railroads, all of which will be valuable tributaries, but in no wise competitors, as their general direction is nearly at right angles to your line, viz:—the Eel River, the Cincinnati and La Porte, the New Albany, Salem and New Buffalo, the Chicago branch of the Central Illinois, and the Central Military Tract Railroad. by means of which, connections will be had with all the important business places north and south of the line.—The three navigable rivers, Illinois, Mississippi and Missouri crossed, will also prove valuable tributaries, and aid materially in the economical construction of the road.

We would here call your attention to the report of the Chief Engineer hereto attached, from which you will perceive that the line passes over a country, unusually well adapted to the construction of a railroad, with a rich and fertile soil, and sufficiently populated to justify its construction, and contribute a local business of such character that it will be not only immediately profitable, but be immeasurably increased thereafter.

The Geological surveys and settlement of the country, have devoloped the fact that mineral products, indispensable to an agricultural and manufacturing population, abound in the immediate vicinity of the route. In Western Indiana, iron ore is found; in Illinois and Iowa, bituminous coal and hydraulic lime-stone, with also salt and gypsum in the latter. The article of coal being so essential to the inhabitants of a prairie country, its transportation will not only contribute largely to swell the receipts of the road, but insure a regular and permanent revenue.

By reference to the map of the road accompanying this report its importance will be at once realized, as also its relative position to the finished and most important projected roads, calculated to have an influence upon it either favorable or adverse. In Indiana, the Northern Indiana and Southern Michigan road lies at least forty miles to the north and nearly parallel to your road; and the Fort Wayne and Chicago, and the Wabash Valley roads, although starting at the common point, Fort Wayne, with your road, as they progress west, rapidly diverge; the former to the north, in the direction of Chicago, and the latter to the south, in the direction of Lafayette; consequently they accommodate entirely different localities and will in no wise interfere in the traffic of your road. In Illinois, the Rock Island road lies on an average, twenty-five miles to the north; and the projected Lafayette, Bloomington and Peoria road, more than that distance to the south, and the Peoria Galesburg and Burlington road some twenty miles to the south. In Iowa there are two other roads proposed to cross the state, one of which, the Northern, from Lyons to Iowa City, is in progress of construction, and will probably be extended from the latter place through Fort Des Moines to Council Bluffs. It is supposed that the company having it in charge will unite their road with yours, at some point near the eastern line of Adair county, as the interests of both companies would be materially advanced thereby.—Should it, however, be constructed through to the Missouri river on an independent line, it will not interfere with the local business of your road, as its average distance therefrom would be nearly twenty-four miles. The other route is to the south, commencing at Burlington, thence to Council Bluffs, either thro' the southern tier of counties of Iowa, or the tier immediately north. Should the second tier be adopted, a union with that interest and your road, would probably be effected, by which a common road bed would be constructed west of Madison county. This line would lie about as far south of your line as the former does north, and consequently it will not interfere locally. It is supposed that the interest of the Iowa section would be advanced by the construction of a branch road from Washington, through Muscatine to Davenport, to connect with the Rock Island and Chicago Railroad at that point.

From the above it will be seen that there is a belt of country between Fort Wayne and Council Bluff, averaging at least fifty miles in width, by about five hundred and eighty miles in length, with no railroad through it in the

direction of the great tide of traffic. In the center of this belt your road will lie, and the facilities that it will furnish, when completed, for carrying off the agricultural products, as well as for intercommunication and exchange of mineral and manufactured articles, will be such as to cause an influx of population and increase of products, that is unprecedented in the growth of any other section of our country, as it has the climate, soil, mineral products and proximity to market, and needs only your road to insure the thorough and complete development of its latent resources; and in return will richly reward you, by securing an enormous local business that can never be diverted as your road will perpetually afford the shortest and best possible route to the great water highways, and to the commercial cities of the East.

Another source of revenue will be from a large through traffic, that is destined for all time to come, to pass to and fro between the principal Atlantic seaports and the Mississippi and Pacific, and that, too, without detracting from that now accommodated by the present avenues, as its increase is fully equal to the general growth of the country, and could not be accommodated by the present roads even if desired, Nor is it necessary for their prosperity, as they are already reaping dividends that are in a high degree *remunerative** and are so crowded as to detract materially from the pleasure and convenience of the passengers.

The following table prepared from the census returns of 1850 indicates the resources of a belt of country twenty-five miles in width, from Fort Wayne to Council Bluffs City, having for its center your road, and may be taken as the territory which will perpetually contribute to its entire local business, embracing the following counties or parts of counties, viz: In Indiana, all of Allen, Whitley, Fulton, Pulaski and Jasper; one half Kosciusko, Wabash and Stark, and one quarter of Huntingdon, Miami, Marshall, Noble, White, Porter and Lake. In Illinois, all of Livingston, Marshall, Stark and Mercer; one half of Iroquois, Will, Putnam and Knox; one third of Henry, Warren and Henderson, and one quarter of Grundy, Lasalle, Woodford, Bureau, and Peoria. In Iowa, all of Louisa, Washington, Keokuk, Mahaska, Marion, Warren, Madison, Adair, Cass and Pottawattamie; one half Des Moines, and one quarter of Muscatine and Henry.

* The dividend of the Michigan Central for the year ending June first, 1852, was 14 per cent, and for the year following 8 per cent.; and that of the Southern Michigan and Northern Indiana, for the year ending July first, 1853, was 12 per cent.

Both roads could have made probably from one to two per cent. more, had it not been for the ruinous and unnecessary strife between them, which led to the employment of steamboats, and a host of entirely *unnecessary agencies*, besides lowering fares.

TABLE:

	Acres.	Population.	Pop. sq. mile.	Acres improv'd	Value of Farms and Implements.	Value of Live Stock.
Indiana.....	2,702,080	57,303	13,6	244,347	$7,251,647	$1,100.691
Illinois.....	3,517,440	53.157	9,7	358,817	7,215,307	1,698,686
Iowa.....	3,987,200	46,261	7,4	167,718	3,724,166	775,224
Aggregate ..	10,206,720	156,721	9,8	770,882	$18,191,120	$3,574,601

	Value of stock slaughtered.	Bushels Wheat, Rye, Barley and Buckwheat.	Bushels Corn and Oats.	Lbs. Wool.	Bushels Irish and sweet Potatoes.	Value of Orchard and Garden Produce.
Indiana.. ...	$197,660	609,269	2,127,529	101,009	174,647	$25,978
Illinois.....	414,159	858,172	4,531,740	189,148	167,760	31,909
Iowa	187,213	230,469	2,468,725	79,404	36,434	4,658
Aggregate...	$799,032	1,697.910	9.127.994	369,561	378,841	$62.545

	Lbs. Butter and Cheese.	Bush. Flax, Clover and Grass Seeds.	Tons Hay.	Lbs. Beeswax, Honey and Maple Sugar.	Gallons Maple Molasses.	Lbs. Flax.	Value of Home Manufactures.
Indiana.....	795,149	2,329	31,640	354,075	9,921	8,267	$54,114
Illinois.....	922,574	1,830	67,076	62,404	305	2,819	43,614
Iowa.....	464,343	569	8,905	79,073	315	16,356	47,178
Aggregate...	2,182,066	4,728	107,621	495,552	10,541	27,442	$144,906

From the foregoing it will be seen that only about one fourteenth of the territory is improved, and that the population averages less than ten souls per square mile. The value of the products of the labor of this sparse population is proof positive of the fertility of the soil, and will give a just appreciation of the necessity for the road, and of the ability of the country to sustain it.

The following is a close approximate to the same for the year ending June 30th, 1850.

Value of Live Stock.....	$3,574,601
Value of Slaughtered Stock.....	799,032
Value of Orchard Products.....	62,545
Value of Home Manufactures....	144,906
Value of 1,697,910 bush. Wheat, Rye, etc., at 50c.....	848,955
Value of 9,127,994 bush, Corn and Oats at 25c.....	2,281,998
Value of 369,561 lbs. Wool at 40c.	147,920
Value of 378,841 bush. Potatoes at 20c.....	75,768
Value of 2,182,066 lbs. Butter at 10c.	218,206
Value of 4,728 bush Grass Seeds at $2 00.....	9,456
Value of 107,621 Tons Hay at $5 00	538,105
Value of 495,552 lbs Honey and Sugar.....	49,555
Value of 10,541 Gallons Molasses at 50c.....	5,270
Value of 27,442 lbs. Flax at 25c....	6,860
Gross sum.....	*$8,763,171

To make the table and results applicable to the present year, the several items should be increased about sixty per cent.; or to the time of the completion of your road, from one hundred and fifty six to two hundred per cent.† By reference to the United States census, it will be seen that the agricultural products and population thereof, for an equal area of territory along either the Central or Southern Michigan and Northern Indiana and Rock Island roads, is but little or no greater than that of yours as above stated, consequently the earnings of your road with its through business will be fully equal to those of either of the above lines, and its stock and bonds furnish as certain, safe and reliable investment for capitalists as they do. It is needless here to enter into detailed calculations to estimate the probable receipts of the road, as the average earnings of the following roads will at least be realized, as they neither run through a more fertile country, or possess any particular merit which does not, or is not compensated by other considerations of greater importance.

	Gross Receipts.	*Per Mile*
Central Michigan, for last fiscal year.....	$1,153,660	$4,107
Southern Michigan and Northern Indiana.....	1,200,922	4,880
Ohio and Peunsylvania...	604,128	3,248
Mad River and Lake Erie.	540,518	3,250
Cleveland and Pittsburgh,	425,000	4,250
Madison and Indianapolis,	516,414	5.840
Galena and Chicago.....	473,548	6,570
Cleveland and Columbus..	777,793	5,761
Av'ge per mile of the 8 roads		$4,738

Assuming that your road will cost when finished $30,000 per mile, and that its receipts for the first year after completion will equal the average of those of the above roads, $4,738 per mile, of which there can be no doubt whatever, you would realize over 9 per cent. thereon after paying the expenses of working, and should one half the cost be realized from 7 per cent. mortgage bonds, then you could make, after paying interest and setting aside

*Exclusive of artizans work, as the census return does not show the value of the product of Factories, Shops, etc.

† The census returns show an increase of population for the ten years preceding 1850, Indiana forty-four per cent, Illinois seventy-nine per cent. and Iowa three hundred and forty-six per cent., or an average of one hundred and fifty-six per cent. There is every reason to suppose that the increase for the following ten years, will be equal if not greater, by reason of the early completion of many of the projected railroads in them, by which the immense prairies now in a state of nature will be made at once available for agriculture.

the proper sum for deterioration, a dividend on the stock of 11 per cent.

Owing to the peculiar physical features of the country lying between the Atlantic seaboard and the state of Ohio, as well as the position of the Lakes, the four great cities, Baltimore, Philadelphia, New York and Boston, in endeavoring to reach by means of artificial highways, the rich producing lands of the Western States, were compelled to penetrate Ohio, and at its eastern boundary are all within the space of one hundred and twenty miles—the most northern lying on the southern shore of Lake Erie, and the southern at Wheeling, Virginia, with a branch also to the Ohio River at Parkersburg, where all will connect with the various railway lines of Ohio, and through them reach all the principal commercial places of the Western States. The four arterial roads named will have direct connection with Fort Wayne, the most important of which will be the Clinton and Tiffin and Fort Wayne roads; by means of which your road will have an extension nearly due east across the state of Ohio, and be brought in direct connection with the four principal lines terminating at the seaports named—and with your line will form the shortest and best possible railway connection between Council Bluffs and either of those places, and it will consequently become the principal highway for a large portion of the traffic that is to pass between the two extremes of our country for all time to come.

The amount of subscriptions that have been pledged and secured up to this time, is about as follows:

In Indiana, in cash and Real Estate,. $500,000
In Illinois, in cash and County Bonds, 490,000
In Iowa, in cash and County Bonds. 1,000,000

Owing to the great extent of line and lack of facilities for intercommunication the several Boards have been unable finally to adjust the same, but they have little or no doubt of realizing not only the above sum, but of increasing it at least 50 per cent., which will, it is thought, give your road a local basis of the most unquestionable character and places its construction beyond all doubt.

The initiative steps have also been taken to secure an appropriation of lands from the General Government, and up to this time, we have no doubt of success, as your line is such that it possesses more of the elements of a national highway than any other, and it is believed that Congres will extend to it that helping hand which has ever characterized our republic when solicited by a work of equal national importance.

Parties are already in treaty for the construction of the entire road, and the Board feel confident that they will be able to effect an arrangement with one or more of them, who will be amply able to carry forward the work as rapidly as the money market and the means of the company will justify.

In behalf of the several Board of Directors,
E. GEST, President.

SELLERS' GRADE ENGINE.

In the construction of railways, two of the most prominent obstacles to be encountered are *Grades* and *Curves*, and it not unfrequently occurs that in mountainous districts the idea of railway communication is abandoned, only because the heavy excavations or tunnelling necessary to bring the grades of such roads within the tractive power of the ordinary engine, would not be warranted by the estimated traffic of the road when completed.

The subject of *grades* has occupied the attention of railroad men for a long time, and many attempts have been made to obviate the difficulty by means of inclined planes, and stationary and grade engines.

Of *Grade Engines* we have made mention in some of the recent numbers of the RECORD, and owe Mr. Sellers an apology, that, while speaking of them, we omitted to mention his very ingenious and valuable invention for this very purpose As we would not be unjust to our own citizens, and feeling anxious that Cincinnati should have all the credit for useful inventions that is her due, we subjoin a few remarks and extracts concerning the Grade Engine of Mr. Sellers, who has long been a resident of the Queen City, and is an old and experienced machinist.

The invention was first made known several years since, by means of a small working engine, and received the unqualified approbation of distinguished engineers and scientific men, and it was hoped that it would have paved the way for a road to California long ere this.

At the recommendation of Horatio Allen, Esq., and others, the Panama Railroad Company adopted this plan for overcoming the heavy grades on that road, and ordered three of the engines; but when completed, the Company, without a shadow of reason, broke their faith and contract, and would not receive the engines. Had they fulfilled their part of the contract, their Road would, unquestionably, have been in operation long ere this, and the Company have now been reaping a golden reward for their far-sightedness, instead of languishing incomplete, and dragging its slow length along at a snail's pace.

That such would have been the case, we honestly believe; and as a reason for our faith, we give the following extracts from the Report of the "Coal Run Improvement and Railroad Company" of Pennsylvania, as it appears in the *North American* of the 11th ult. The President, C. A. WALBORN, Esq., says:

"Before the commencement of the survey of our road, the Board had thought it probable that either an inclined plane or a switch back would have to be resorted to, in order to overcome the summit which divided the waters of the Susquehanna from those of the Delaware near the Catawissa stage road. They have, however, since adopted, at the suggestion of their Chief Engineer, a plan which obviates the necessity of employing either of these methods. This plan consists in the use of a locomotive on a new principle, devised by Mr. George Escol Sellers, an experienced builder of locomotives in Cincinnati. This engine is furnished with two horizontal rollers, worked by two separate cylinders, and which clasp a center rail in such a manner as to attain the adhesion requisite for the ascent of high grades. By means of an ingenious mode of attaching the train to the engine, the amount of adhesion is rendered self-adjustable to the resistance to be overcome on different grades, or under variable loads.

The feasibility of the plan has been amply demonstrated, not only by theory, but by complete and satisfactory experiments made with a small working engine, constructed for the purpose. These experiments were made in the presence of our Chief Engineer, on grades nearly twice as great as our proposed maximum, and resulted in a perfect conviction of the practical efficacy of the plan, and of its especial applicability to such roads as ours."

JNO. C. TRAUTWINE, Esq., a well known Civil Engineer, of Philadelphia, author of a valuable book on "Railroad Curves," and Engineer of this same road, and in this same Report, says:

"There is, I believe, but one point in the foregoing statement that requires a more especial notice than I have taken of it; and that is, the ascending grade of 150 feet per mile, from near Mount Carmel to the summit.

"The grade considerably exceeds the limits at which ordinary locomotives cease te be economically efficient, especially for heavy freight: and its introduction will consequently appear, at first sight, to be an unadvised measure on my part. I, however, confidently recommend it in this instance, in connection with the use of a locomotive constructed on a new principle, and invented by Mr. George Escol Sellers. Mr. Sellers has for nearly 20 years been engaged in the planning and construction of locomotives, and is, at this moment, at the head of that department in one of the most extensive establishments in Cincinnati.

"In his engine, adhesion is obtained, not by the *weight of the engine alone*, but by *pressure* produced by the load itself. This pressure is made to operate by the means of two horizontal adhesion wheels, or rollers, which act upon the opposite sides of a *center rail*. The force with which they press the rollers, is (by means of a most ingenious device,) made to adjust itself instantaneously to the varying resistance to be overcome, whether that resistance be modified by an increase, or diminution of load, or by change of grade.

"I have seen a small working engine, on Mr. Sellers' principle, ascend and descend a grade of 276 feet per mile, with the same loads that it could barely start on a level.* On this grade the engine was under the most perfect control of the enginemen. The experiments with this engine were witnessed, for some days in succession, not by myself only, but by several of the most eminent civil and mechanical engineers in the country: and all acquiesced, to the fullest exteut, in the well-merited encomiums bestowed upon it, and its really wonderful performances. I shall regard the practical application of this engine to the purposes of freight, as marking a new and most important era in the history of railroad locomotion; and I deem myself most fortunate in having met with a Board of Directors willing to repose in me the confidence necessary for effecting so desirable a consumation.

I cheerfully encounter the doubts of the unbelieving, in view of the prospective credit that must attach to the success of the measure.

"We shall have no difficulty in ascending our 150 feet grade with trains of the same weight as the ordinary engines will transport over the 35 feet grades of the roads with which we connect. The collateral advantages arising from diminished length of road, and the annual expenses of repairs thereof, constitute in themselves a powerful argument, felt with peculiar force in mountainous regions, where its introduction will dispense with the necessity of inclined planes, or of very circuitous routes for avoiding them.

"I am, very respectfully, yours, &c.,
"JOHN TRAUTWINE."

Philadelphia, Feb. 6, 1854.

*On the level there was no center rail; the engine worked with the ordinary drivers and the adhesion of its own weight only.

The remarks of Mr. Trautwine fully explain the principle upon which the engine acts much better than our pen, unskilled in the mysteries of mechanism, could do. We are rejoiced that the value of the invention is being justly appreciated, and hope that railroad companies will speedily avail themselves the immense advantages that a proper use of it will confer upon the counrry.

Fairbanks' New Track Scales.

To railroad companies and others interested, we commend the pernsal of the following, from the Chicago *Journal:*

We were yesterday afternoon indebted to the public attention of B. H. Chadborne, Esq., of 197 South Water st., agent for the Messrs. Fairbanks, for a full explanation of the principles involved in a track scale of novel construction, just erected at the freight depot of the Galena and Chicago Union Railroad Co., in this city. It had been proposed to introduce the ordinary depressed track scale, but the difficulty arising from the impossibility of excluding surface water presented objections which have been by this admirable piece of mechanism, completely surmounted. It may be properly termed a suspension track scale, and is briefly described as the ordinary platform suspended by eight iron rods an inch and a quarter in diameter, which passing up through the floor of the second story, are firmly attached to the under side of another platform resting upon the usual combination of levers, from which a rod returns to a lever immediately connected with the scale beams upon the lower floor. The weight of the wrought iron work is upwards of two tons; the full capacity of the scale is thirty tons, and yet so accurate is its adjustment, that a little towheaded urchin of twelve summers was weighed as a grocer would weigh a pound of candles, and a half grown porker that went scurrying across the platform, had its period of transit clearly indicated by the oscillations of the scale beam. We viewed this new application of the well known admirable principles of the Messrs. Fairbanks' scales, in all its *bearings*, and weighed the subject as carefully as our experience warranted, and could but foresee for it an extensive introduction wherever from the prevalence of similar difficulties to those existing here, an excavation may be deemed inexpedient. This is, we believe the first scale of the kind ever erected. The price, of course, exceeds that of the ordinary-track scale, the expense being about $1100,- while the usual cost of the former is from $500 to $600, but to answer the end for which they are designed, we can conceive of nothing more admirable or complete. As a curiosity it is well worth a visit from all who love to look upon the achievements of well directed skill and enterprise, while to those interested in such matters by their connection with railroad or other heavy freight business, it presents many claims for their examination, and we think entire adoption.

The Messrs. Fairbanks have appointed R. W. Booth & Co., hardware merchants, of our city, agents for the sale of their manufactures, particulars of which will appear in our columns as soon as the necessary cuts can be prepared.

FACTS FROM THE LAST CENSUS WORTHY OF NOTE.

Since the first census of the United States, in 1790, great changes have taken place in the relative position of the original "Thirteen" as well as that of the newer States since their entrance into the Confederacy. The *Wall Street Journal*, of New York, has an interesting article upon this subject, from which we gather the following table, from which it will be seen that 13 stood higher and 15 lower than when they started, Arkansas being the only State that has maintained its rank unchanged, though her position has been changed each ten years :

Risen	From.		Fallen	From.	
Pennsylvania,	3	2	Virginia,	1	4
New York,	5	1	Mass.,	2	6
Georgia,	12	9	N. Carolina	4	10
Kentucky	13	8	Maryland,	6	17
Tennessee,	16	5	S. Carolina	7	14
Ohio,	17	3	Connecticut,	8	21
Mississippi,	19	15	New Jersey,	9	19
Alabama,	19	12	N.Hamp're,	10	22
Indiana,	20	7	Vermont,	11	23
Missouri,	22	13	Rh. Island,	14	23
Illinois,	23	11	Delaware,	15	30
Michigan,	24	20	Maine,	12	16
Wisconsin,	30	24	Louisiana,	17	18
			Dis. of Col.	18	33
			Florida,	26	31

Texas, California, with Oregon, Utah, New Mexico and Minnesota Territories, are, of course, too young to enter into the comparison. There is material for a good deal of interesting and profitable study in the facts so vividly presenting the history of the States of the Union, from the beginning of their career to the present time.

EXCHANGES.—Though we regret to part company with any of our brethren of the the press, yet, as our exchange list has become unwieldy and beyond our power at present to fully avail ourselves of, we shall be constrained to contract it somewhat. Any of the papers with whom we have exchanged, who may not henceforth receive the RECORD, will understand the causc.

GROWTH OF XENIA.—The first house was built in Xenia on the 7th of April, 1804, just seventeen years after the settlement of the State at Marietta. A census has just been taken, which compares with those of 1840 and 1850 thus :—

In 1840	1,414	Inhabitants.
In 1846	2,300	"
In 1850	3,024	"
In 1853	4,248	"

The L. M. R. Road got into operation fully about 1845–6, since which time the town has doubled, and is now rapidly growing. The *Township* of Xenia is the largest in the State as to territory, and contains about 10,000 inhabitants.

FOREIGN IMMIGRATION.—The immigration in the last year (at the port of New York) is fifteen thousand less than the year previous. The principal places whence they come are as follows :—

Irish	113,164.
German	119,644.
English, Scotch and Welsh	34,764.
Swiss, French and Dutch	13,159.

A few Norwegians, Swdes, and Spaniards, make up the residue.

The Irish Exodus reached its hight in 1851, when no less than 163 256 reached this country! In 1853, the number was 50,000 less. While the Irish have diminished, the Germans have increased almost as much.

OHIO TOBACCO.—Ohio raised, in 1850, 10,- 454,459 lbs. tobacco. This was, most of it, raised in four or five counties in the east end of the State, viz :

Belmont	1,652,508 lbs.
Guernsey	1,738,131 "
Monroe	3,681,705 "
Washington	540,392 "

In the Western part of the State, the only large amount raised was in Brown, which was 1,279,510 lbs.

MONTGOMERY AND PENSACOLA RAILROAD.—The *Louisiana Courier* says that this road is now completely surveyed, and will soon be put under contract. The whole distance in Florida, 42 miles, consists of straight lines, with a few exceptions in ascending the hill at Pine Barren. The maximum grade is 24 feet to the mile. The remainder of the route through Alabama, is found very favorable.— The maximum grade, near Sparta, being 45 feet to the mile. The entire line only exceeds an air line by seven miles.

PIKE COUNTY RAILROAD, ILLINOIS.—In the last issue of the RECORD we said that application would be made at the present session of the Legislature of Illinois, for the passage of a charter for a road from Naples on the east, to the new town of Douglasville, on the Mississippi, opposite Hannibal, on the west, 53 miles long. The application was made and the charter granted. Thus another almost straight connection has been formed between the East and West, via the central roads of Ohio, Indiana and Illinois, and the Hannibal and St. Joseph, of Missouri.

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

CORRECTED TO WEDNESDAY OF EACH WEEK.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'D.	ASK'D.
Alabama and Tennessee	1st mortgage, convertible till 1872	7	1872	98	100
Alton and Springfield		8	1865		
Baltimore and Ohio	Transferable. Taxed	6	1867	98	100
Do do	Coupons. Not Taxed	6	1875	90	92
Do do	" "	6	1880	96	98
Do do	"	7	1860	95¼	97
Do do		6	1885	88	90
Bellefontaine and Indiana	1st mortgage, convertible	6	1866	105	107
Buffalo and State Line	1st mortgage, not convertible	7	1866	100	102
Chicago and Rock Island	1st mortgage, convertible	7	1870	94	95
Chicago and Mississippi	1st " "	7	1862	92	95
Chicago and Aurora	1st " "	7	1866	90	92½
Cincinnati and Fort Wayne			....		
Cleveland, Columbus, and Cincinnati	1st mortgage, convertible	7	1859	128	130
Do do do	No mortgage, convertible	7	1855	124	127
Cleveland and Mahoning			....		
Cleveland, Painesville and Ashtabula	1st mortgage	7	1861	105	107
Do do	2d " not convertible	7	1861	99	100
Cleveland and Pittsburgh	1st " convertible	7	1860	104	109
Do do	Income "	7	1855	96	97
Cleveland, Zanesville, and Cincinnati			....		
Cincinnati, Hamilton and Dayton	1st mortgage " till 1855	7	1861	108	110
Cincinnati, New Castle and Michigan	1st mortgage, real estate, convertible	10	5 & 10 y's	96	100
Cincinnati Western	1st " " " "	10	5 & 10 y's	90	98
Cincinnati, Wilmington and Zanesville	1st "	7	1862	93	94
Cincinnati, Indianapolis and Chicago			....		
Columbus and Lake Erie			....		
Columbus, Piqua and Indiana	1st mortgage, convertible	7	1862	84	86
Do do do	2d "		1852	80	83
Columbus and Xenia	1st mortgage, convertible	7	1859	118	120
Covington and Lexington	1st " till 1862	7	1862	94	97
Do do	2d " "	6	1862	90	92
Dayton and Michigan	1st " "	7	1867	94	97
Dayton and Western	1st " "	7	1862	90	95
Dayton, Xenia and Belpre			....		
Eaton and Hamilton	1st mortgage	7	1862	84	87
Eaton and Piqua			....		
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.	7	1862	93	96
Evansville and Illinois	1st Mortgage, convertible 1857	7	1862	85	87
Frankfort and Lexington	1st " "	6	....		
Franklin and Warren			....		
Galena and Chicago Union	Pledge of 2d section, convertible	10	1853-6	125	130
Do do do	" 3d " not convertible	6	1862	80	85
Greenville and Miami			....		
Illinois Central	1st mortgage, not convertible	7	1875	87	90
Illinois and Wisconsin		10	....		
Indiana Central	1st mortgage, convertible	7	1866	82	83
Do do	" "	10	1857	102	104
Indianapolis and Bellefontaine	1st " "	7	1860-1	101	103
Indianapolis and Lafayette	" "	7	1861	95	100
Jeffersonville	1st " not "	7	1861	90	94
Junction (Ohio)	1st " "	7	1867	106	108
Do do	2d " "	7	....	104	106
La Crosse and Milwaukie			....		
Lawrenceburg and Upper Mississippi	1st mortgage, convertible	7	1866	100	101
Lexington and Big Sandy			....		
Lexington and Danville			....		
Little Miami	No mortgage, convertible 1852-4	7	1858-61	114	116
Do	" " till 1855	7	1861	117	120
Louisville and Nashville			....		
Mad River and Lake Erie	1st mortgage, convertible till 1855	7	1855-6	97½	100
Do do	2d " "	7	1866	87	90
Do do	Dividend	7	1860	78	83
Madison and Indianapolis	1st mortgage, convertible after 1853	6	1861	100	103
Marietta and Cincinnati	1st " convertible	7	1868	95	97
Maysville and Big Sandy			....		
Maysville and Lexington	1st mortgage, convertible	6	1870	88	90
Memphis and Charleston			....		
Michigan Central	No mortgage, convertible	8	1860	108	110
Do do	" "	8	1855-6	100	102
Do do	" not "	8	1857-8	105	106
Michigan Southern	1st " " "	7	1860	101	103
Milwaukie and Mississippi	1st " " 1857	8	1862	103	105
Mobile and Ohio			....		
Do do Paducah Branch			....		
Nashville and Chattanooga			....	83	93
New Albany and Salem	mortgage on 1st section	10	1858-62	109	111
Do do	1st " on other sections, convert.	8	1864-75	99	100
New Castle and Richmond	1st " convertible	6	1873	87	90
New York and Erie	1st mortgage, not convertible	7	1867	115	116
Do do	2d " convertible	7	1859	106	108
Do do	Income, not convertible	7	1855	97	98
Do do	Convertible till 1861	7	1871	92	93
Do do	" " 1862	7	1862	93	95
Northern Indiana	1st mortgage, not convertible	7	1860	96	98
Do do	2d "		....	93¼	94
Ohio Central	1st mortgage, convertible, west section	7	1861	103	105
Do	1st " " east "	7	1864	103	105
Ohio and Indiana	1st " "	7	1867	97	99
Ohio and Pennsylvania	" "	7	1865-6	107	109
Do do	Income. No mortgage, convertible	7	1872	93	95
Ohio River and Wabash			....	95	98
Pacific, Mo			....		
Panama	1st mortgage, convertible	7	1866	109	111
Parkersburgh (or Northwestern Va.)	" Guar. City of Baltimore	7	....	99	100
Pennsylvania	1st ortgago, convertible till 1860	6	1880	107	109
Peru and Indianapolis	1st " convertible	7	....	78	83
Rock River Valley Union	1st convertible	7	1872	98	100
Sandusky and Mansfield	1st	7	1860	82	85
Do do	2d	10	1853-7	102	104
Scioto and Hocking Valley			....		
Southwestern, Tennessee			....		
Sangamon and Morgan, or Great Western			....		
Springfield and Columbus			....		
Steubenville and Indiana	1st mortgage, convertible	7	1865		94½
Terre Haute and Alton	1st " convertible		1862-72		
Do do	2d " do	8	1865		
Terre Haute and Richmond	1st mortgage, convertible	7	1866	99	100
Toledo, Norwalk and Cleveland	1st "		1861	92	95
Do do do	2d "		....	90	95

TABLES OF RAILROAD SHARES.

☞ The following quotations are not PER SHARE, but upon the HUNDRED DOLLARS.

	shares.	off'd.	ask'd.
Baltimore and Ohio	100	60	62
Bellefontaine and Delaware	55	40	50
Bellefontaine and Indiana	50	85	87
Belleville and Illinoistown			
Buffalo and Pennsylvania State Line		125	130
Central Military Tract			
Chicago and Rock Island		97	99
Chicago & Miss., (Alton & Springf'd.)			
Cincinnati, Cambridge and Chicago		28	30
Cincinnati and Fort Wayne			
Cincinnati Hamilton and Dayton	100	102	103
Cincinnati, Indianapolis and Chicago			
Cincinnati, Logansport and Chicago	50		90
Cincinnati Western	50	38	45
Cin. Wilmington and Zanesville	100	77½	80
Cleveland, Columbus and Cin	100	123	123
Cleveland, Medina and Tuscarawas			
Cleveland, Painesville and Ashtabula	100	110	111
Cleveland and Pittsburgh	50	91	95
Cleveland and Mahoning			
Cleveland, Zanesville, and Cincinnatt.			
Clinton Line			
Columbus and Lake Erie	50	50	70
Columbus, Piqua and Indiana	50	65	70
Columbus and Xenia	50	108	110
Covington and Lexington	50	65	68
Covington and Ohio, Va			
Dayton and Michigan	50	60	65
Dayton and Western	50	75	85
Dayton Short Line	50		
Dayton, Xenia and Belpre			
Detroit and Pontiac			
Eaton and Hamilton	25	58	60
Eaton and Piqua			
Erie and Northeast		100	105
Erie and Kalamazoo		95	100
Evansville and Crawfordsville			
Fort Wayne and Mississippi	50		
Fort Wayne and Southern	25		
Franklin and Warren			
Galena and Chicago Union	100	118	120
Greenville and Miami	50	70	75
Hannibal and St. Joseph			
Hempfield			
Henderson and Nashville			
Hillsboro' and Cincinnati	50	60	60
Illinois Central	100	131	135
Illinois and Wisconsin			
Indiana Central	50	80	85
Do do 10 per cent	50	80	85
Indianapolis and Bellefontaine	25	85	90
Indianapolis and Lafayette	50	76	80
Jeffersonville and Indianapolis	50	72	78
Junction (Ohio)	50	90	95
La Crosse and Milwaukie	100		
Lake Erie, Wabash and St. Louis			
Lawrenceburg and Upper Mississippi	50	72½	75
Lexington and Frankfort			
Lexington and Danville			
Little Miami	50	111¼	112
Logansport and Pacific			
Logansport and Marion			
Louisville and Frankfort	50	62	70
Louisville and Nashville	100		
Macon, Georgia		62	63
Mad River and Lake Erie	50	75	80
Madison and Indianapolis		71	72
Marietta and Cincinnati	50	60	60
Marion and Mississinewa Valley			
Maysville and Lexington	50	60	75
Maysville and Big Sandy			
Memphis and Charleston			
Michigan Central		105½	110
Michigan Southern		116	118
Milwaukie and Mississippi		77	82
Mobile and Ohio			
Nashville and Chattanooga			
New Albany and Salem	50	46	50
New Orleans and Ohio			
New York and Erie	100	81½	84
Northern Indiana		119	120
Ohio Central	50	85	90
Ohio and Indiana		65	75
Onio and Mississippi	50	85	90
Ohio and Pennsylvania	50	102	104
Ohio River and Wabash			
Owl Creek Valley			
Pacific, Mo			
Panama		111	113
Parkersburg, or Northwestern Va			
Peunsylvania	50	97	98
Peru and Indianapolis	25	72	75
Sandusky and Mansfield	50	55	60
Sangamon & Morgan, or Great West'n,			
Scioto and Hocking Valley	50	60	70
Southwestern Indiana			
Southwestern, Tenn			
Springfiled Mt. Vernon and Pittsb'gh.	50	77½	80
Springfield and Columbus			
Steubenville and Indiana			
Terre Haute and Alton			
Terre Haute and Richmond		100	102
Toledo and Illinois			
Toledo, Norwalk and Cleveland	50	95	100
Toledo and Cleveland	50	101½	105

As we are desirous of making these tables as perfect and comprehensive as possible, we shall be much obliged or any information upon the subject

STOCK TABLE.

CORRECTED WEEKLY.

Government Securities.

	INT.	DUE.	OFF'D.	ASK'D.
U. S. Loan	6	1850	110	
Do	6	1862	118	
Do	6	1867	121	121½
Do	6	1868	122¼	122¾
Do (int. ceased July 1).	5	1853	101¼	102
Do Coupons		1862	117½	118
Do "	6	1868	122	123
Do "		1853	100	101

State.

Alabama	5	....	90	95
Do	6	....	102	104
Arkansas	6	....	95	100
Georgia	6	....	106	107
Do	7	....		
Illinois Canal Bonds		1860	96	98
Do do registered		1860	98	100
Do do		1847	92	95
Do do registered		1847	90	96
Do do Internal Impt.		1847	92	95
Do Interest do		....	61	62
Indiana	5	....	100	101
Do	2½	....	64	65
Do Canal Loan	6	....	92	94
Do do preferred	5	....	54	55
Do do deferred	5	....	30	23
Do special preferred	5	....	29	30
Do do deferred.	5	....	10	11
Kentucky, 30 years	6	1871	101	102
Do 15 years	6	....	107	108
Do large bonds	6	....	105	108
Do	5	....	90	91
Michigan	6	....	94½	96
Ohio	6	1856	103	104
Do	6	1860	106	108
Do	6	1870	115	116
Do	6	1875	110	116½
Do	5	1856	102	103
Do	5	1865	105	107
Pennsylvania	6	....	103	105
Do	5	1870	89	90
Tennessee, new loan	6	1890	105	106
Do	5	....	91	93
Virginia Coupons	6	1886	106	107

City Securities.

Albany	6	1867–9	106	107
Allegheny	6	1873	94	96
Baltimore	6	1870–90	105	106
Do	5	1865	87	89
Boston Bonds	4½	1860	101	102
Chicago	6	1876–7	99	100
Covington	6	1881	93	95
Cincinnati	6	1860	102	103
Do	6	1897	104	104½
Do	5	1884	86	87
Do W. W	6	1865	102	103
Jeffersonville, Indiana	7	1872–82	85	88
Lawrenceburgh, Ia	7	....	80	90
Louisville	6	1880	98¼	98½
Memphis	6	1882	90	92
New York	7	1857	101	103
Do	5	1858–60	97	98
Do	5	1870–5	102	103
Do	5	1890	105	107
Philadelphia	6	1876–90	104	105
Pittsburgh	6	1869–71	95	98
Do coupons	6	1883	101	102
Richmond	6	1882	93	94
St. Louis	6	1870	100	102
Wheeling	6	1872	105	106

County Bonds.

Bourbon, Ky	6	1881	89½	90
Darke, O	7	....	92	95
Fairfield, O	7	1862	90	92
Fayette, Ky	6	1881–2	89¼	90
Guernsey, O	7	1862	97	99
Mason, Ky	6	1881	90	92
McCraken co. Ky., endorsed by New Orleans and Ohio R.R.			86	93
St. Louis	6	1866	98	100
Do	7	1871	107	108

Banks.

OHIO.

Ohio Life Insurance and Trust Co	102	102¾
Lafayette, Cincinnati, (closing)	113	115
Franklin do		
Commercial do		
Mech. & Traders do		
State Branches		

KENTUCKY.

Bank of Kentucky and Branches	110	112
Northern, and Branches	115	118
Southern, and Branches	103	106
Bank of Louisville	115	118
Kentucky Trust Co	99	100
Farmers' Bank of Kentucky	107	110
Newport Safety Fund Bank	98	100
Commercial Bank of Kentucky		

INDIANA.

State Bank and Branches		

TENNESSEE.

State Bank and Branches		
Union	94	100
Planters'	97¾	100

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g.
On New York	Sight	¾	1 prem.
Boston	Sight	¾	1 prem.
Philadelphia	Sight	¾	1 prem.
Baltimore	Sight	¾	1 prem.
New Orleans	Sight	1	½ prem.
England		110½	112½.

SPECIE.

GOLD.

California, ℔ oz	$17 50	@	$17 65
Spanish Doubloons	16 50	@	16 60
Patriot Doubloons	15 60	@	15 80
Sovereigns	4 85	@	4 88
Guineas	5 00	@	5 00
American, new	1 00½	@	1 01
American, old	1 04	@	1 06
Portuguese	1 00	@	1 01

SILVER.

American Dollars	1 02	@	1 04
American, halves	1 02	@	1 04
Spanish Dollars	1 05	@	1 07
Spanish Quarters	1 02	@	1 03
Mexican Dollars	1 03	@	1 04
Five Franc pieces	95	@	96

LAND WARRANTS.

	Off'd.	Ask'd.
160 acre warrants	$185	$190
80 acre warrants	95	98
40 acre warrants	46½	47¾

Reported for the Railroad Record.

By Isaac Osborn Davis.

CINCINNATI STOCK SALES.

AT THE STOCK BOARD,

MERCHANTS' EXCHANGE

And at Private Sale.

ISAAC OSBORN DAVIS, AUCTIONEER.

BY HEWSON & HOLMES,

For the week ending Wednesday, March 8th, 1854.

THE SALES WERE AS FOLLOWS:

169 shares	Indianapoils & Bellefont. Railroad		85 00
20 "	Cin. Wil. and Zanesville	"	75 00
40 "	" " "	"	75 00
60 "	" " "	"	75 00
26 "	Columbus and Xenia	"	108 00
40 "	" "	"	108 00
7 "	" "	"	108 00
50 "	" "	"	108 00
10 "	Little Miami	"	111 00
8 "	" "	"	110 00
30 "	" "	"	111 25
25 "	" "	"	111 25
50 "	" "	"	111 50
15 "	Cin. Ham. & Dayton, less div.	"	100 25
10 "	" " "	"	102 00
25 "	" " "	"	102 00
15 "	" "	"	102 00
23 "	New Albany and Salem	"	50 00
75 "	Indianapolis and Cincinnati	"	72 00
30 "	" "	"	73 00
100 "	Central Ohio, buyer pays int.	"	87 50
30 "	Covington and Lexington	"	65 00
35 "	" "	"	65 50
36 "	" "	"	65 75
60 "	" "	"	66 00
39 "	Mad River and Lake Erie	"	74 50
25 "	Cincinnati Western	"	38 00
10 "	Ky. Trust Co. Bank		96 00
30 "	Washington Ins. Co.	per share	22 00
84 "	Firemen's Ins. Co.	"	18 30
6 "	National Ins. Co.	"	70 00

Money rates 1½ @2 per cent. per month.

MONETARY.

The Money Market at the East is easy, with quick demand and a bouyant market. Call loans are easily made at 6 @ 7 per cent. Short paper, No. 1, 9 @ 10; longer paper at 10 @ 12; Railroad securities at 12 @ 18 per cent.

The Stock Market is bouyant, with an upward tendency, a decided improvement having taken place in all the sound dividend paying stocks.

We make the following selections from the sale at the STOCK BOARD of New York, for the week ending March —, 1854, viz:

Nor. Indiana Bonds, mor. on Goshen Line		92 00
" Stock		119 00
Kentucky 6s		106 75
Mich. So. Bonds		101 00
" " Construction		106 75
Panama "		109 00
" Stock		111 00
Illinois Central Certificates		131 00
" " Privilege Bonds		94 50
" " Stock		131 50
Chicago and R. Island Bonds		94 00
Ohio Life & Trust Co		97 00
N. Y. & Erie Stock	81 25	a 82 00
Michigan Central Stock		105 00
Cleveland & Toledo Stock		101 25
Indiana State 5s		100 00
" " 2½		64 00
Cleveland, Col. & Cin. Stock		121 00
Galena & Chicago "		110 00

A. H. Nicolay sold February 27th,

5 Bonds	$1000 each, Toledo, Norwalk and Cleveland Co. 1st mor. guar. by C. C. & C. Co. 7s, 1853	90 00
6 "	" Mich. So. Co. 1st mor. on Jackson Br. 7s, 1865	85 50
2 "	$500 ea. Troy & Bennington Co. 1st mor. 7s, 1862	66 25

On March 2d,

2 Bonds	$1000 ea. Chicago & Miss. 7s Conv. 1874, Coupons	81 00
4 "	" " " "	80 87½
4 "	" " " "	80 75
2 "	" Mich. So. Coupons, 1863	81 00
8 "	" "	80 00
3 "	" Mich. So. 1st mor. on Jackson Br. Coupons, 7s, 1865	43 87½
7 "	" " "	84 75
5 "	" Chicago & Miss. 1st mor. conv. 7s, 1862, Coupons	93 12½
5 "	" " "	93 00
5 "	" Tol. Nor. & Clv'nd, 1st mor. 7s 1863, guar. C.C. & C.Co. coup.	90 25
6 "	" " " "	90 00
4 "	" " " "	89 87½
5 "	" " " "	89 75
5 "	" Buffalo & N.Y. city 1st mor. 7s 1860, Coupons	84 75
4 "	" " "	84 50
50 "	" Parker vein steamship Co. 7s, 1858, secured by mort.	80 @ 83 00
20 Shares	Buffalo & N. Y. City Stock	63 25
80 "	" " "	60 00

Foreign Exchange remains dull at 108 @ 109.

The balance in the U. S. Treasury, on March 1st, was $26,600,000.

At the West, in the latter part of last week, the demand for money became very urgent, so much so as to be, on Friday and Saturday, quite stringent. Since then it has become more plenty, but still less than the demand, with indications, however, of a continually growing ease.

Eastern Exchange remains at our last quotations, and dull.

In the Stock Market the transactions have been restricted as to quality, by the stringency in the Money Market though prices have been maintained, and in some instances, as the Central Ohio, for instance, materially advanced. For particulars of the stock transactions we refer to our quotations, where each lot is recorded as it was sold.

We notice the following dividends:

RAILROADS.

Cin. Ham. & Dayton, semi-annual	5 per cent.
Galena & Chicago, with surplus of $75,000	10 "
Madison & Indianapolis, in 6 per cent. scrip at 3 years	8 "

Land Warrants are extremely scarce, and worth $189 a $190. Shares in proportion.

We observe that A. H. Nicolay has commenced legal proceedings against J Thompson, Banker, of New York for remarks made, relative to himself, in the Reporter. To those desirous of testing the New York market with stock securities for sale, we commend Mr. Nicolay *on the old* plan of selling, or to those preferring the *new plan* we would commend Messrs. A. H. Muller & Co., whose card will be found in our advertising columns.

We notice that the Directors of the Marietta and Hillsboro' Railroad Companies, met at the Burnet House last evening, to decide upon the contract of union for the two roads. The proceedings had not transpired when we went to press.

Agriculture.

COTTON-SEED OIL---ITS VALUE.

We find an article in the New Orleans *Delta* from the pen of Dr. Edward Zenner Coxe, upon this subject. It is customary to throw away the entire seed of the cotton crop, as useless. Dr. Coxe shows conclusively, that in so doing, the planters throw away what they might make worth to themselves more than $48,000,000, by manufacturing from the seed, oil, soap &c.

"The conclusive proof of this assertion," says Dr Coxe, 'will be found in the following statement furnished by Mr. Woodall, which corresponds with those made by Mr. W. P. Converse and myself:

The cotton crop of the United States.....	3,000,000 bales
At an average weight per bale of 400 lbs., will yield of Ginned Cotton.....	1,200,000,000 lbs.
To each pound of cotton, there are of seed 3 lbs., giving....	3,600,000,000 "
Retained for planting purposes one-half, making.....	1,800,000,000 "
Leaving for manufacturing purposes, oil, soap &c.....	1,800,000,000 "

Now, 100 lbs. of cotton-seed will produce 2 gallons of oil, 48 lbs. of oil cake and 6¼ lbs. of soap stock; which last, with additional ingredients, of small value pecuniarily, will make 20 lbs of soap. Consequently, 1,800-000,000 lbs of cotton-seed will yield 36,000,-000 gallons of oil, 864,000,000 lbs. of oil-cake, 106,000,000 lbs. of soap stock; which, at the lowest estimate, will produce

36,000,000 gallons of oil at 75 cts..	$27,000,000
864,000,000 lbs. oil cake at 1 ct.....	8,640,000
106,000,000 lbs. soap stock at 3 cts..	3,180,000
Total estimated value.....	$38,820,000

$58,000,000; or suppose that one-third be deducted to satisfy skeptics, the gross amount of $25,000,000 is by far to great a loss to the community, not to demand some efforts to reclaim it.

"In reference to the soap made from cotton-oil, it is in all respects, equal to any, whether imported or of domestic production. It makes a good lather, softens the skin, is good to shave with, and with time and practical experience, this soap will not, nor does it now suffer by comparison with the best of Guerlain, Low or others of note.

As regards the oil, for dietetic or medicinal purposes, few could detect, if unapprised of its source, which I have practically proved, the least difference between the far famed olive oil of Italy. Eaten with salad or rice, it has, to all intents and purposes, the same flavor and taste as are given by the best productions of Plaignol. Avigdor or Sue.

To the politeness of the proprietors of the cotton-oil manufactory in New Orleans, corner of Girod and Circus streets, Messrs. Wilbur & Co., I was indebted for an agreeable hour passed in examining the productions from cotton seed, and certainly too much praise cannot be awarded to gentlemen who have devoted many years of toil, and gone to heavy expenses, in bringing this important subject to its present state of perfection.—Who will not say that they and particularly Mr. Wilber, who is the patentee of the great improvements in the machinery required for the purpose, deserve richly the most unbounded success? can it be doubted, in view of the facts disclosed that capitalists will be ready and willing to lend their aid in furtherance of such ends, in case their assistance should be called for?

Possibly it is well to observe, that this oil will burn quite as well as the best sperm or lard oil.

The fact that candles can be made out of this oil has not been practically proved, but there is a strong foreshadowing that such will shortly be announced."

These results of Dr. Coxe, if they can be relied on, are truly astonishing. Of course every thing depends upon the correctness of his data. That oil can be manufactured from cotton-seed in large quantities, there can be no doubt; and that the oil is of great value we are equally certain. The only question to be tested is whether the cost of manufacture will be sufficiently low to place the oil in fair competition with other oils. We hope the experiment will be tried, for the purpose of settling the question—a question which involves millions of dollars.

ACKOWLEDGEMENTS.

Railroad to the Pacific; Northern Route. Its general char·cter, relative merits, etc., by Edward F. Johnston, C. E.

We are indebted to the author for a copy of the above work, second edition, containing maps, engravings, etc., with descriptions, and comparisons of various routes, climate, soil and productions. We have not had time to examine it, but as the subject will occupy public attention for some time, we commend it to all interested.

The Western Journal and Civilian, Vol. XI., No. 4, for January, is at hand, containing an unusual amount of valuable statistical information.

DeBow's Review, Industrial Resources, etc., for February, is at hand filled with its usual quantum of information, concerning the industrial resources of the Union.

The Odd Fellows' Literary Casket.—We are indebted to the Publishers, Messrs. Tidball & Turner, for the numbers of this valuable magazine. It is not as its name would indicate, devoted entirely to the interests of the order, but is fitted expressly for family reading. It is issued monthly. Terms $2 00 per annum.

We have also received the "*First annual Report of the Clinton Line Railroad Company*, showing the undertaking to be a most valuable one, and in a very prosperous and promising state.

Memoranda on Statistics. — Silver — where does it go? In the year 1853, according to a statement by Mr. Law, there was shipped from England, to India and China, $31,405,000 in silver! This is hoarded in the treasuries of India and China. Such a drain as this is quite sufficient to account for the scarcity of silver coin.

Newport and Eminence Railroad.—The Legislature of Kentucky has passed a bill chartering the above named company, also the Louisville and Memphis Railroad Company.

Advertisements.

OUR RAILROAD MAP---NEW EDITION.

We have now ready a new and revised edition of our Railroad Map, containing corrections and additions from reliable sources, making it as reliable as it is possible to make such a map.

We are prepared to print maps for Railroad Companies to illustrate their reports, either from the stone as it now is, or make any alterations to suit parties. Railroad Companies will find this much more economical than getting up maps especially for their roads.

Price of maps as follows:

Plain, sized,	40 cents.
Colored in outline,	50 "
Colored in States,	75 "

A liberal discount where a number are taken.

Sales of Stocks and Bonds at Auction,

THE UNDERSIGNED have adopted the mode for the conducting of Sales of

STOCKS AND BONDS AT AUCTION,

Similar to that now in use in the City of Cincinnati. They are convinced that, by pursuing a method which will satisfy the Public, that all Stocks and Bonds struck off by them at auction as sales, are bona fide such, a business honorable in its character and satisfactory to both buyer and seller, can be conducted, and which will not only meet with the approbation, but also with the support of the public. The undersigned pledge themselves strictly to adhere to the following plan in conducting their sales at auction of Stocks and Bonds:

The vendor will give his confidential instructions to the Auctioneers as to the lowest price at which he will allow his Stocks or Bonds to be sold. They will be offered by Catalogue, as heretofore, but instead of the seller being allowed to make, as they now do, small advance bids on bona fide bidders, the Auctioneers will reserve to themselves the right of making one bid for the protection of and on behalf of the seller, pledging themselves that but ONE BID shall be made; and in all cases where the Stocks or Bonds shall be struck down on their reserved bid, the fact will be publicly announced that no sale was made.

Reporters for the Press will by this method not only be enabled to report real sales, but also the prices offered for such as are not sold.

ADRIAN H. MULLER & CO., Auct'rs.

OFFICE—No. 2 Pine street, cor. of Broadway, New York, } Metropolitan Bank Buildings.
March 1st, 1854.}

☞ Stocks, Bonds and Securities received for private Sale, and to the negotiation of which particular attention will be paid. mar9-3*

NOTICE TO CONTRACTORS.

PACIFIC R.R. OF MISSOURI, 3d and 4th DIVISIONS.

IT is intended to make contract for the 2d and 4th divisions of this road, extending from the Missouri river at Jefferson City, passing near Georgetown and Warrensburgh, to the Missouri river, near Independence, about 160 miles, so soon after the first of May next as satisfactory proposals shall be made.

Contract will be made for the whole now offered, or such parts as particular contractors may select in form and quantity to suit the interests of the Company. Proposals are asked for by the cubic yard, with cash payments; but contractors may if they desire, accompany their offer with proposals for two-thirds cash, and one-third in county and railroad mortage bonds or other securities.

Profiles of maps of approximate location can be seen after the 1st of April next at Pacific Railroad Office, in St. Louis, and any information will be given on application to the Engineer.

The first division of this road is now in operation; the second division to Jefferson City under present course of construction.

The third and fourth divisions now offered pass over a high, rolling mixed prairie and timbered country, and for healthfulness and supply of provisions will compare favorably with any part of the West.

THOS. ALLEN, President.
Thos. S. O'Sullivan, Chief Engineer.
Pacific Railroad Office, }
St. Louis, Feb., 1854.} mar9 ti.

RAILROAD COMPANIES, ENGINEERS AND OTHERS,

Are respectfully requested to note the following as FACTS, and to remember that the facilities of the establishment for manufacturing are UNSURPASSED.

PAGED

BLANK BOOKS,

OF THE

First Qualities made to Order;

AND

STATIONERY

OF ALL KINDS SOLD LOW BY

MOORE, ANDERSON, WILSTACH & KEYS,

Corner of Main and Fourth Streets,

CINCINNATI jan 12-†

To Engravers and Draughtsmen.

A FINE ASSORTMENT OF

DRAWING INSTRUMENTS

JUST RECEIVED, OF THE VERY BEST

SWISS, FRENCH, AND ENGLISH MAKE,

Either in cases of every size, or in the single piece, Draughtsmen in want of a fine instrument, will find among the stock, Accurate Scales of various materials, Ivory, Glass, Box, Paper, and Horn; Beam Compasses of different capacities, Bow Do., Pocket Do., Curves, Squares, Dividers, in German Silver and Brass, &c., &c.

For sale by E. MENDENHALL,

At his MAP ESTABLISHMENT,

nov17 3 College Hall, Walnut St

ENGINEERS' MATERIALS.

EGGERS & CO.,

WHOLESALE DEALERS IN

PAPER & STATIONERY,

Since first January,

No. 127 Walnut St., bet. Third and Fourth.

CINCINNATI,

Keep the most complete stock in the West of every thing used by Engineers. On application, a catalogue with prices will be forwarded. jy21†

Lithography and Engraving.

RAILROAD BONDS,

CERTIFICATES AND MAPS,

BUSINESS AND SHOW CARDS.

Views of Buildings, Diplomas, and Portraits,

And all kinds of

Lithographic Engraving,

DESIGNING AND PRINTING,

Executed in the finest style.

MIDDLETON & WALLACE,

No. 115 Walnut Street, Odd Fellow's Building,

†mr3 Cincinnati, Ohio.

TOPPAN, CARPENTER, CASILEAR & Co.,

Bank Note Engravers & Printers.

Also, of Drafts, Notes, Certificates of Stock and Deposit; Bonds for U. S. Government, State Governments, Railroad and other Corporations, &c., New York, Philadelphia, Boston and Cincinnati.

All the best securities against counterfeiting and alterations are combined in the Notes and other instruments executed by this establishment for every State in the Union, and for the General Government; for Canada and other countries. Their means of supplying the demands of business with *new Designs* and Ornamental Die-work are unsurpassed.

Bank Note Paper of a superior quality, manufactured with particular regards to strength and durability, constantly on hand.

Cincinnati Office, corner of Third and Walnut Streets. [†mr3] CHAS. A. JEWETT, Ag't.

BANK NOTE ENGRAVING.

DANFORTH, WRIGHT & Co.,

No. 25 West Third Street, Cincinnati.

Bank Notes, Drafts, Bills of Exchange,

RAILROAD BONDS, & CERTIFICATES

†mr3] Engraved in a style unsurpassed.

Rawdon, Wright, Hatch & Edson,

Bank Note Engravers and Printers.

Also, engraved in a style corresponding in excellence with that of Bank Notes—

RAIL ROAD, STATE, AND COUNTY BONDS,

BILLS OF EXCHANGE, CHECKS,

Drafts, Certificates of Stock and Deposit, Promissory Notes, Bill and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, &c., &c.

Constantly on hand, Bank Note Paper, made to order of a superior quality.

The above office is under the supervision of

GEORGE T. JONES,

South-East corner of Main and Fourth Sts., Cin.

†mr3



ISAAC OSBORN DAVIS, AUCTIONEER.

HEWSON & HOLMES.

Auctioneers & Commission Merchants,

Stores Nos. 83 and 85 Walnut Street,

CINCINNATI, OHIO.

Bank, Insurance, & Railroad Stock Sales

At the Merchant's Exchange every Wednesday and Saturday.

Have regular sales of

GROCERIES EVERY TUESDAY & FRIDAY

at their Sales Rooms.

Hewson & Holmes have always on hand a

Large Stock of Groceries,

Which they will sell at private sale.

Are agents for the sale of the SUPERIOR SHEETINGS manufactured at the Anchor Mills, Pittsburgh.

Also, agents of

DURYEE & FORSYTH, Rochester, N. Y.

Manufacturers of Fire Proof Safes, Scales of all sizes, Trucks, and Letter Presses.

HEWSON & HOLMES will also attend to the purchase and sale of Merchandise, Produce, and Real Estate, and the forwarding of Goods.

Will make liberal CASH ADVANCES on consignments to their address. †mr24

Office Cincinnati, Hamilton and Dayton Railroad,
Cincinnati, February 14th, 1854.

THE Directors have this day declared a dividend of five per cent on the capital stock of this Company, payable at the office of the Company in Cincinnati on and after the 25th inst., till which time the transfer books will be closed; and at the Ohio Life Insurance and Trust Company in New York, on and after the 15th prox.

By order of the Board.

feb.23 FRANK S. BOND, Sec'y

ALBERT H. NICOLAY,

AUCTIONEER.

Holds his regular auction sales of Stocks, Bonds and other securities, every Monday and Thursday, at 12½ o'clock, at the Merchants' Exchange. First class Stocks and Bonds, at private sale.

Office No. 4 Broad street, New York.

CARDS.

ALBERT M. LEA,

CIVIL ENGINEER,

KNOXVILLE, TENN,

†oc27

OFFICE OF THE

Cincinnati and Portsmouth R. R. Co.,

Felicity, Clermont County.

☞ Communications addressed to T. H. WHETSTONE, President, and left with Messrs. JOHN F. DAIR & Co. Cincinnati, will receive prompt attention. s29-tf

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OFFICE OF

Marietta and Cincinnati R. R. Co.,

No. 37 Manchester Buildings,

CORNER THIRD AND SYCAMORE STS.

July 7th†

OFFICE OF THE AGENCY OF THE

Indianapolis and Cincinnati Junction Railroad Company.

No. 23 West 6th St., between Main and Walnut

CINCINNATI.

THE following Directors of the above Company re-elected on the 20th inst., at Connersville, Ia., to serve for one year, viz:

JOHN WOODS, President.
John D. Jones, Cincinnati,
Johnathan M. Ridenour, College Corner.
Samuel W. Parker, Connersville.
George Hibben, Rushville,
James Blake, Indianapolis.
Wm. M. Smith, Connersville.

This road connects with the Cincinnati, Hamilton and Dayton Railroad at Hamilton, thence to Oxford, College Corner, Liberty, Brownsville, Connersville, Rushville, Burlington, Morristown, Palestine and Indianapolis, passing through five of the best counties in the State of Indiana, viz:—Union, Fayette, Rush, Hancock and Marion.

M. JONES, Ag't.
Junction Railroad Co.

January 7th, 1854. jan.12-tf

BANKERS AND BROKERS.

GEORGE MILNE. GEO. M. REED.

GEORGE MILNE & CO.

BANKERS, EXCHANGE AND BILL BROKERS.

No. 19 West Third Street,

CINCINNATI, O.

T. S. GOODMAN & Co.,

No. 101 Main St. west side, bet. 3d and 4th Sts.

CINCINNATI.

Dealers in Exchange, Bank Notes, Merchants' Pape &c. &c.

ADRAIN H. MULLER & CO.,

AUCTIONEERS

Of the City of New York.

Hold their regular Auction Sales of Stocks, Bonds and other Securities every Wednesday at 12½ o'clock, at the Merchants' Exchange. They would respectfully tender their services in the negotiation of the same, either at private or public sale.

Office, No. 2, Pine Street, corner of Broadway, Metropolitan Bank Building.

REFERENCES BY PERMISSION:

Moses Taylor, Esq.; W. W. DeForest, Esq.; Geo. S. Robins, Esq.; Dow D. Williamson, Esq., Pres. Farmers' Loan and Trust Co.; Wm. F. Hayemeyer, Esq., Pres. Bank North America; Edward Whitehouse, Esq.; Messrs. Camman & Co.; Messrs. Carpenter & Vermilye; Messrs. Fisher, Denny & Co.; Messrs. Wm. & Jno. O'Brien: Messrs. Week, & Co. mh96*

ELLIS & STURGES,

BANKERS & EXCHANGE BROKERS.

N. E. Corner Third and Walnut Sts.

CINCINNATI.

ENGINEERING!!

The undersigned is prepared to furnish SPECIFICATIONS, ESTIMATES, AND PLANS, In general or detail of all kinds of

Steam Vessels, Engines, Boilers, Mill Work, &c.

Particular attention given to the superintending of

LOCOMOTIVES, TENDERS, CARS,

And Railway Machinery of every Description,

While under construction.

AGENT FOR THE PURCHASE of, on commission, all articles required for Railroads, Steam Vessels, Locomotives. Engines, Boilers, Machinery, &c.

General Agent for

ASHCROFT'S STEAM GAUGE, ALLEN AND NOYES' METALIC SELF ADJUSTING CONICAL PACKING, DUDGEON'S HYDRAULIC JACK.

Also, for Water Gauges, Indicators, Steam Whistles, &c., &c.

CHAS. W. COPELAND,
Consulting Engineer,
64 Broadway, N. Y

·5-tf

COLUMBUS
Railroad Chair Manufactory.

THE subscriber having enlarged his works, is prepared to fill orders for wrought iron

RAILROAD CHAIRS,

on short notice. He would call the attention of Railroad Companies to his patent Thick Lip Chair. Chairs made to any pattern and of any size which may be required, and warranted of superior quality of iron and workmanship.

P. HAYNEN can be found at 219 Pearl street, New York, where also specimens of the chairs can be seen.

P. HAYDEN.

Columbus, August 11, 1853.—au18-6*

NOTICE TO CONTRACTORS.

OFFICE PITTSBURGH AND CONNELSVILLE RAILROAD COMPANY,

SEALED Proposals will be received at the Office of this Company, at Neville Hall, in the city of Pittsburgh, until 5 o'clock, P. M. of WEDNESDAY, the 22d day of March next, for the Gradnation and Masonry of that part of the Pittsburgh and Connelsville Railroad extending from West Newton, in Westmoreland county, to Connelsville in Fayette county, this State, a distance of 25 miles. This work is generally of a very light character. It will be divided into sections of about one mile each. Proposals will be received for one or more sections.

Proposals will also be received until the same time for the making of the Tunnel at the Sand Patch Summit, on the Allegheny Mountains, about 25 miles from Cumberland. This Tunnel is to be forty-one hundred feet in length, through rock.—The work is worthy the attention of the best contractors. It is in an excellent region to do work cheaply.

Maps, Profiles and Specifications will be ready for the examination of bidders on and after the 6th day of March next, and all proper information given on on application to Oliver W. Barnes, Chief Engineer, or the Assistant Engineers on the line.

Satisfactory testimonials will be expected from Contractors not known to the Company. By order of the Board.

W. LARIMEE, JR., President,

mh 1tt] Pittsburgh & Connelsville Railroad Co.

TO CONTRACTORS.

SEALED Proposals will be received at the office of the undersigned in Indianapolis, until the 15th day of March next, for the grading, masonry and bridging of that portion of the Indiana and Illinois Central Railway between the west line of Edgar county and Decater, Illinois, being a distance of about 53 miles. The map and profile together with the plans and specifications will be ready for inspection at the office of the Company in Decater, on and after March 1st.

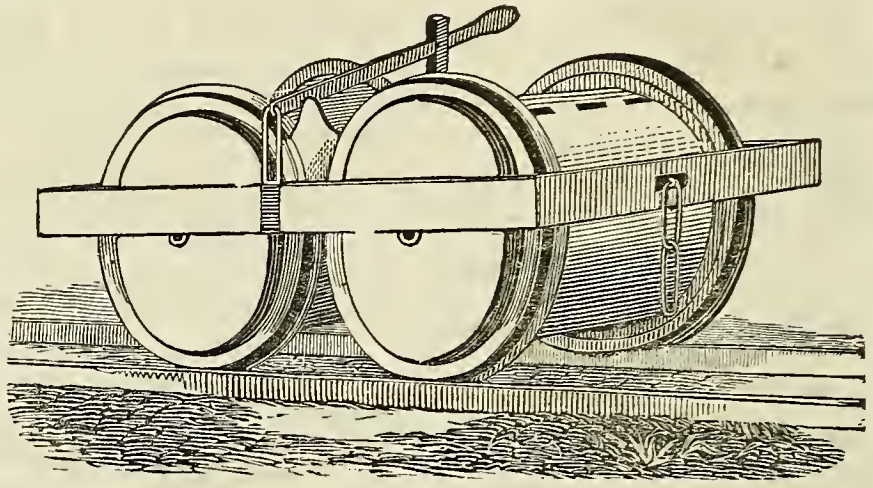
Any further information may be obtained at the office of the undrsigned, in Indianapolis.

M. C. STORY, & CO.

Indianapolis, February 16, 1854.

MYER'S PATENT CAR,

FOR COAL, GRAIN, &c., &c.



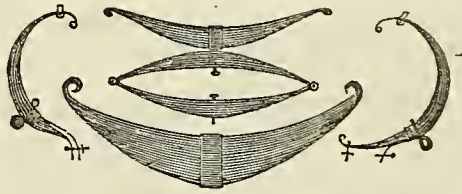
ADDRESS,

C. TIERS MYERS,

No. 33 WALNUT STREET,

dec15-3* PHILADELPHIA.

McDANEL & HORNER,

LOCO-MOTIVE  AND CAR SPRING

MANUFACTURERS, WILMINGTON, DEL.

Locomotive and Car Springs of all descriptions manufactured on the most reasonable terms, made of the best STEEL, which we have manufactured to order from the BEST SWEDE IRON. Orders from any part of the United States will be thankfully received and promptly attended to.

McDANEL & HORNER.

All Springs ordered from a distance will be delivered on shipboard at *Philadelphia* free of charge

References.

NORRIS BROTHERS, Locomotive Builders, Philad.
A. C. GRAY, Pres't New Castle Manuf. Co.
U. WELLS, R. R. Car Manuf. Petersburg, Va.
I. R. TRIMBLE, Supt. Philad. R. R. Co.
M. B. MILLEN, Gen. Supt. C. R. R. Savannah, Ga.
EMERSON FOOTE, Supt. M. & W. R. R. Macon, Ga
THOMAS DOUGHERTY, Master Mach. do.
THOS. SHARP, Supt. R. F. & P. R. R. Richmond, Va.

†May 19.

R. M. SHOEMAKER, J. P. SHOEMAKER, A. T. LEVIS, H. Y. SLAYMAKER.

COPARTNERSHIP.

SHOEMAKER, LEVIS & CO.,

SUCCESSORS TO

MORRELL, SHOEMAKER & CO.

MANUFACTURERS OF

Boiler Iron, Railway Chairs & Spikes.

WORKS—Covington, Ky.

STORE, No. 64 EAST COLUMBIA St.

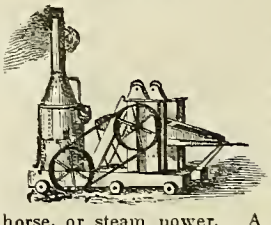
CINCINNATI, O.

January 5, 1854 jan.12-6*

GLENDON LOCOMOTIVE TIRES.

TIRES of every diameter, for sale
†mr17] GEO. GARDNER & CO., Boston, Mass.

"GARDNER'S ROCK DRILL."



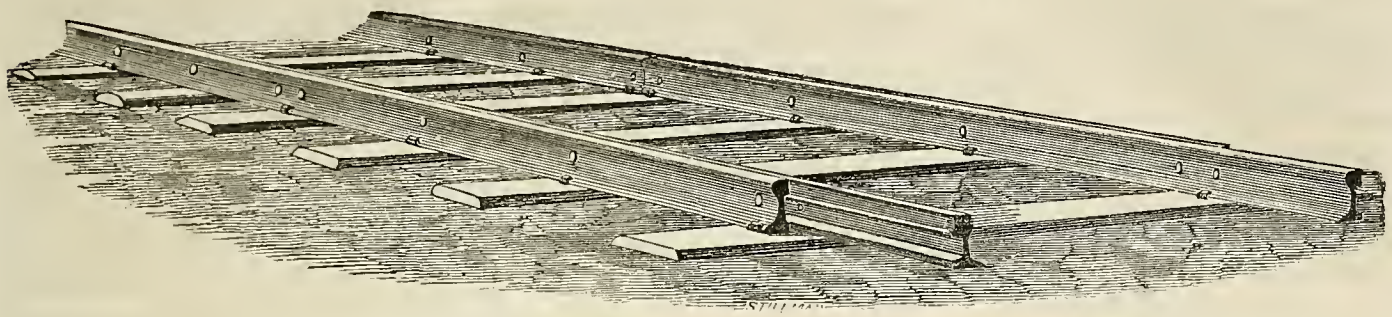
DESIGNED for Mining, Tunneling, Quarry Use, and Rock Excavations of all descriptions, by the use of which a saving of 50 to 75 per cent. is made. This drill can be operated by band, horse, or steam power. A Machine is now in operation at the Crystal Palace.

Applications for Territorial Rights and Machines must be made to the Patentee.

G. ARTHUR GARDNER,

nov17† Trinity Building, New York

WINSLOW'S PATENT COMPOUND RAIL.



THIS RAIL, which is represented by the above, has now been in use on several Roads for upwards of three years; during which time it has become established among Railroad Managers as realizing the advantages of a THEORETICALLY PERFECT RAIL.

Its advantages over the common form of "T" Rail are,—a saving in the wear and tear of Machinery—it saves to a great extent in the repairs of track—it secures a high rate of speed with the same power, and what is certainly of equal importance, complete protection against some of the accidents to which roads are liable. Being practically a continuous Rail for the entire length of the Road, without break at the ends of bars the jarring motion communicated thereby in passing over the common "T" Rail is avoided, as is also its effect upon cars and machinery. The comfort of travelers must of course be greatly increased.

This Rail is now manufactured at HANGING ROCK IRON WORKS, upon the Ohio River, and at MT. SAVAGE IRON WORKS, Maryland. Specimens of the Rail and patterns of same will be gladly shown, as well as all information in relation thereto, given by application to

A. S. WINSLOW, Nos. 9 & 11 West Second St., bet. Main and Walnut Sts. CINCINNATI.

J. F. WINSLOW, Troy, New York
ERASTUS CORNING & CO., Albany, N. Y.

ap7tf

LIGHTNER'S
PATENT AXLE BOXES
FOR RAILWAY CARS.

THE attention of Railway Managers and others is respectfully called to this great improvement in

AXLE BOXES,

As possessing numerous advantages over all others now in use. Some of which are:

1st.—The first cost and "fitting up" is much less.

2d.—It saves seventy-five per cent. in oil.

3d.—The journals and oil are perfectly secure from dust.

4th.—It prevents all possibility of "*heating.*"

5th.—Cars furnished with them run much easier, and require less power to move them.

6th.—Its construction is simple—not liable to become loose by service, and allows a free inspection of the journals and boxes.

7th,—The composition bearings of an eight-wheel LOADED car, can be removed from the journals while under the car, and returned in twenty minutes, by ONE man.

8th.—The trucks and wheels are free from oil and dirt usually seen on Railway cars.

The following testimonials are submitted:—

OFFICE BOSTON AND PROVIDENCE R. R.
Boston, January 1st. 1853.

MR. JOHN LIGHTNER:

SIR:—It affords me pleasure to say, that after three years trial of your boxes, I am fully and entirely satisfied of their superiority over any other pattern we have used. This superiority consists in economy of oil and freedom from "heating."—I have tried every pattern of box in use, of any note, and do not hesitate to say, that you have devised one which in every respect combines greater advantages than any other within my knowledge; these advantages are so manifest, that I am fitting up all our cars with your boxes, as fast as practicable. Very respectfully yours,

W. RAYMOND LEE, Supt.

The Subscriber begs leave to suggest to all Railroad Corporations (new or old) the importance of an EARLY application of this valuable improvement, to their NEW CARS, WHILE IN PROCESS OF CONSTRUCTION; as thereby much detention of cars, and great expense will be avoided.

Models and testimony of the above Boxes, may be examined, and arrangements may be made for the right to use the same with the subscriber.

WM. [illegible],
PRINCIPAL AGENT,
Office, No. 167 Broadway, New York.

dec1

GUNPOWDER,
MANUFACTURED BY
The Hazard Powder Company.
HAZARDVILLE, CONN.

H. G. HAZARD, President.
A. E. DOUGLASS, Secretary.

The undersigned are always prepared to furnish Mining and Blasting Powder to any extent, delivered at any point on the lines of railroads, or other places of public improvements in the West or South, at the very lowest rates. Also, SAFETY FUSE of the best Eastern manufacture.

We would respectfully urge all contractors and consumers to call upon or correspond with either of us before arranging for their supplies elsewhere.

To the trade generally we would offer all the brands of Sporting and Rifle Powder manufactured by the above concern.

M. D. W LOOMIS,
Southeast corner Main and Second Sts.,
Cincinnati, O.
S. H. LOOMIS,
Nashville, Tenn.

August 16, 1853.—au18†

TO RAILROAD COMPANIES.

THE subscriber, manufacturer and agent for manufacturers of railroad materials, would solicit from railroad managers in the West their orders for

RAILROAD SPIKES, CAR AXLES, RUBBER SPRINGS, RUBBER HOSE, LOCOMOTIVE TIRES, SPRING STEEL, CAST STEEL, NUTS AND WASHERS, LOCOMOTIVE LANTERNS, ETC.

A. S. WINSLOW,
9 and 11 West Second St.,
Between Main and Walnut St., Cincinnati

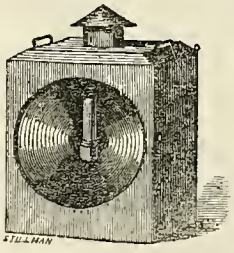
†mr24

Locomotive Tires and Car Axles.

THE undersigned is prepared to supply Railroad Companies and Builders with Tires and Axles of superior quality and finish, made from faggoted charcoal Iron, formed and finished entirely under the hammer. For the character of the manufacture he refers to builders and companies who have used them in the West

A. S. WINSLOW,
†mr24 9 and 11 West SecondSt., Cincinnati

LOCOMOTIVE LANTERNS.



I AM manufacturing Locomotive Lanterns of the most approved form, with true parabolic Silver-plated reflectors, Copper Cases, and in every way equal to the best manufactured in the country. Orders from Railroad Companies in the West are solicited.

A. S. WINSLOW,
†mr24] 9 and 11 West Second St., Cincinnati

Norris' Locomotive Works,
PHILADELPHIA.

ENGAGED for many years in manufacturing Locomotives, offer to Railroad Companies to construct of any plan or size,

LOCOMOTIVES OF SUPERIOR QUALITY.

Our facilities for doing work have been largely increased this year, and orders can be executed with despatch.

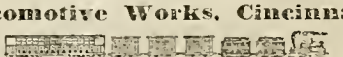
Jy7 RICHARD NORRIS & SON.

ASHCROFT'S
METALIC STEAM GAUGE.
(BOURDEN'S PATENT.)

THE subscribers offer for sale this valuable Steam Gauge. It is adapted to Locomotive and other steam boilers, indicating with accuracy the continual variations of steam within the boiler, enabling the engineer to maintain a uniform and safe pressure. Any of the Eastern Railroads may be referred to for proof of its importance and value.

BRIDGES & BROTHER,
sep15tf 64 Courtlandt Street, New York.

Locomotive Works, Cincinnati.



THE undersigned having had considerable experience in the construction of Locomotives, are prepared to furnish them equal in efficiency and durability, to the best Eastern manufacture.

MOORE & RICHARDSON,
oc13-tf Successors to Harkness, Moore & Co.

Railroad Car Findings.

BRIDGES & BROTHER,

64 Courtlandt Street, New York.

Wheels & Axles, Jaws, Boxes, and Castings Fitted

Wrought Nuts, Bolts, & Washers,

Engine and Car Screw Bolts, all sizes; Coach Lag and Telegraph Screws,

LOCOMOTIVE ENGINE LANTERNS,

From the best Manufacturers, and at their prices. Car Hand, and Signal Lanterns.

Cotton Duck for Car Covering,

Of any required width to 124 inches.

ENAMELLED HEAD LININGS,

Plush and Curled Hair.

Hand Cars and Baggage Barrows. Passenger, Freight-Car, and Switch Locks, Door Knobs and Butts. Brass and Iron Wood Screws. Brass and Silver Plated Trimmings for Windows and Seats. Varnish, Coach Japan, and Glue; Paints, Varnish and Glue Brushes.

Silver Plated and White Metal Letters. Engine and Signal Bells, anti-friction or Babbitt Metal.

Portable Forges and Jack Screws.

Hemp Packing,, American, Russia, and Italian. Conductors' Badges and Baggage Checks. Iron, Bronzed and Brass Hat Hooks. Ventilators and White Metal Rings. And all other Articles pertaining to Cars.

ALBERT BRIDGES,
Late Davenport & Bridges, Car Manufacturers, Cambridgeport, Mass.
ALFRED BRIDGES,
Late Davenport, Bridges & Co., Fitchburg, Mass.
†oc6

HARDWARE!

MEAD, SELDEN & CO.,

No. 15 PEARL STREET,

INVITE the attention of Merchants, Contractors of Public Works, and Dealers in Pump Fixtures, to their assorted stock of heavy and Shelf Hardware, Cutlery, Mechanics' Tools, &c. In part as follows.

Anvils,	Shovels,	Seives,
Vices,	Spike Malls,	Knives and Forks,
Axes,	Smith's Bellows,	Pocket Knives,
Ball Drills,	Stock and Dies,	Razors,
Brass Kettles,	Cast Steel,	Sheers and Scissors.
Crow Bars,	Hinges,	
Chains,	Curry Combs,	Braces and Bitts,
Hames,	Locks and Latches,	Files,
Mattocks & Picks,	Screws,	Hatchets,
Masons and Sledge Hammers,	Steelyards,	Nail Hammers,
	Spoons,	Drawing Knives,
Cut, Wrought and Floor Nails,	Cabinet Brass Goods,	Rules,
		Squares,
Cotton and Manila Rope,	Looking Glasses,	Saws,
	Japan Ware,	Coopers' Tools and
Spectacles, &c.	Razor Strops,	Planes.

PUMP FIXTURES,

Including Reel's Galvanic Chain, Pine, Poplar and Zinc Tubing, Wood and Iron Curbs. †je2c

WASON'S

CAR MANUFACTORY,

Near the Pittsburgh R. R. Shops,

CLEVELAND, OHIO.

Passenger, Baggage, Freight, Dumpers, Hand Cars, &c.,

Of the best quality in all respects, style, workmanship, and material, made to order with promptness.

Orders respectfully solicited, with the assurance that no pains will be spared to give entire satisfaction in all cases.

CHARLES WASON,
Late of the firm of T. & E. Wason, Springfield, Massachusetts.
†oc20

Maysville Car Factory.

THE undersigned are prepared to manufacture for Railroad Companies, Passenger, Baggage, Cattle, Freight, Gravel and Hand Cars; also Baggage Barrows and Warehouse Trucks.

We are agents for the Portsmouth Powder Mills, and Toy, Bickford & Co's safety fuse. Contractors and dealers supplied at manufacturers prices

F. HUNGERFORD & CO.
Maysville, Ky., Feb. 16, 1854. 2**

S. C. THOMSON & CO.,

MANUFACTURERS OF

PATENT PAD LOCKS,

For Railroad Switches, Merchandise Cars, Stores, Cemeteries, Iron Safes, &c.,

Cor. Railroad Avenue and Market st.,

jan.12† NEWARK, N. J.

TYLER DAVIDSON & CO.,

Agents for the

BOSTON BELTING COMPANY.

India Rubber Machine Belting in any quantity, from 2 to 20 inches.

India Rubber Steam Packing;

Mixed	do	do	1-32 to ½ inch thick.
Plain	do	do	1-32 to 1 inch thick.
Pure	do	do	

Pipe and Manhole Rings, all sizes;
Square or Rope Packing, do.

HOSE.

India Rubber, Hydrant, Conducting, Fire Engine, and Locomotive, of all sizes, manufactured from the best of Vulcanized Rubber, and for sale only by the agents.

Car Springs, and all other kinds of Vulcanized India Rubber used for Mechanical and Manufacturing purposes.

The undersigned, having been appointed Agents of the Boston Belting Company, beg leave to advise Dealers and Consumers that they are now prepared to supply the above goods in any quantities, on the most favorable terms. On hand and for sale,

50,000 Feet Vulcanized India Rubber Machine Beltings, from 2 inch to 20 inches, 3 and 4 ply.

TO STEAMBOATS AND RAILROADS.

India Rubber Hose, for Pavements, Streets, Gardens, Locomotives, Engines, etc.

40,000 feet Hose, 3, 4, 5, 6, and 7 plys, suitable for pavements, streets, gardens, locomotives, fire engines, etc., 1 to 3 inch, warranted extra quality. Also,

THE vulcanized India Rubber Break Springs now in use by all the Eastern Railroads, and posessing decided advantage over the Steel Springs now in use, for the following reasons:

1st, They are much easier put on.

2d, They are a great deal cheaper.

3d, They are much more durable than steel, and no time lost in making them, the weather having no effect on them.

ALSO—Large 6 inch hose for water stations.—This is a new and important invention. The coldest weather will have no effect on them whatever They are warranted to remain as pliable, in the COLDEST of weather, as they are in 150 Fahrenheit heat.

Armitage Anvils,-10 casks, assorted weights, now in store.

Allen's Revolvers and Self-Cocking Pistols.—Now in store, a large assortment of the above, 3, 4, and 5 inch Revolvers; 3, 4, 5, and 6 inch Pocket Pistols. Also, Dueling Pistols.

Leland's Superior C. S. Car and Auger Bitts.—All sizes.

Brass Kettles, and Sheet Brass, &c.—Brass Kettles, assorted from 6 to 30; Sheet Brass, assorted from No. 0 to 30; Brass Wire, do do do.

Star Breast Chains.—Four casks of those superior double-linked Chains, just received.

Walker's Trace Chains.—70 casks of those superior goods, warranted full length and sizes, 8 to 20 links, straight and twisted, now in store.

American Anvils.—Eagle brand, faced with with east steel, and warranted by the manufacturers equal to Armitage's Mousehole.

Plated Spoons.—Plain, tipped, and threaded heavy plate, on best quality of German Silver.

Premium Gimlet Screws.—10,000 gross just received.

Mill Saws. Hoe & Co 's C. S. Wm. Rowland's, and W. H. Rowland's 6, 6½, 7, 7½, and 8 ft.

Cross Cut Saws.—Hoe & Co.'s C. S., John ockerell's C. S. and G. S., Wm. Rowland's and W. & H. Rowland's 5, 5½, 6, 6½, 7, 7½, and 8 feet. Also, 4 and 4½ feet Tennon Saws.

Axes.—1000 doz. Axes, assorted Yankee and Kentucky patterns, first, second, and third quality

Nails.—4000 kegs Shoenberger's and Wheeling Nails, now in store.

For sale by TYLER DAVIDSON & CO.,
apr 3 140 and 142 Main street.

PHILADELPHIA

Type and Stereotype Foundry.

NEW BOOK OF

Specimens of Printing Types,

PLAIN AND ORNAMENTAL;

RULES, BORDERS, WOOD CUTS, &c., &c.

THE attention of the printing craft and the literary public is respectfully invited to the Minor Book of Specimens of Printing Types, &c., just published by us. The critical eye will at once perceive that it surpasses every work of a similar kind before issued in America, and that it fairly enters into competition with the finest productions of Europe. Everything shown in this book, excepting Wood Type, is actually manufactured by us in our own Foundry, and may be relied upon as being finished in a workmanlike style.

Among its contents, we beg to draw attention to the specimen of our LABOR-SAVING RULES. The economic printer will soon learn to appreciate their valuable qualities, and will be unwilling to dispense with the assistance they afford in the various kinds of Rule work.

THE CALLIGRAPHIC SCRIPTS

Form a new and beautiful variety of Type; and, with the

SCRIBE TEXTS, THE ARABESQUES,

THE COMPOSITES,

THE CHROMATIC TYPES AND BORDERS,

And a large variety of ORNAMENTAL LETTERS exhibited, give peculiar advantages to the tasteful workman in the production of chaste and ornate printing.

The display of plain and substantial Type of the Roman character is extensive. The Scotch faces have lost none of their value and attractiveness of appearance, and are continually growing in he esteem of competent judges of good Typography.

The MUSIC will be found to be unequalled by any manufactured in this country, and not surpassed by any in the world.

The assortment of CUTS is large and various, many of which are furnished in copper at no greater cost than if in type metal, and yet are much more durable: and an Alphabetical Index is given, by which any Cut made by us may be easily found.

The prices of Type are as follow:

Pica at.....	30 cents.	Minion at.....	48 cents.
Small Pica.....	32 "	Nonpareil	58 "
Long Primer.....	34 "	Agate.....	72 "
Bourgeois.....	37 "	Pearl.....	1 08 "
Brevier.....	42 "	Diamond.....	1 60 "

Printing Presses, Standing Presses, Cases, Stands, Chases, Galleys, Printing Ink, and every article used in a Printing Office, constantly on hand, at the lowest rates.

Second-hand Presses, and Type used only in Stereotyping, at reduced prices.

Books, Pamphlets, Music, Labels, Wood Cuts, &c., Stereotyped or Electrotyped in copper, with correctness and despatch.

We are also agents for the sale of HOE'S, ADAMS', RUGGLES' and NORTHRUP'S PRESSES, and are prepared to furnish them promptly and at manufacturers' prices.

☞ Our SPECIMEN BOOK will be forwarded gratuitously to Printers who give us directions how to send it. If by mail, sixty cents in Post Office Stamps should be remitted to us to prepay the postage. The bound edition, however, is too bulky to go in the mails, and it will be necessary in ordering one of these to designate whether it is to be sent by express or otherwise.

L. JOHNSON & Co.,
†oc27 No. 6 Sansom street, Philadelphia.

CINCINNATI TYPE FOUNDRY.

AND

PRINTER'S WAREHOUSE.

L. T. WELLS, Agent.

THIS establishment is prepared to furnish printing materials of every description. We are constantly adding new styles of

PLAIN AND FANCY JOB TYPE.

Our new Scotch Face Type will be found well adapted for book and newspaper work.

The Washington Press, with our new Inking apparatus, as now made by us, will be found the most complete machine for printers ever made. Machine, and Hand Job Presses, Embossing Presses, and Card Printing Machines of several kinds, etc. etc.

Printers, by giving a description of the kind of work to be done, can be furnished with estimate of cost; and those wishing to make purchases at this establishment can have a specimen book sent them, by giving directions how it shall be sent. When sent by mail, postage-stamps to the amount of 62½ cents should be sent by letter or otherwise. If not pre-paid, the postage will be double that amount †mr3

CAR MANUFACTORY,
Dayton, Ohio.

E. THRESHER & Co., having enlarged their shops, are prepared to contract on favorable terms, for building every variety of Railroad Cars, in any quantity and at short notice, made of the best materials, and of the most approved workmanship.

They are prepared also to furnish jaws and boxes; the Washburn wheel, thirty and thirty-three inch, adapted to inside or outside bearing; cast iron frogs steel plated; and switches of the most approved patterns.

They also manufacture blacksmith tuyeres, Harris' patent; portable bolt forges; bolt heading and bolt cutting machines; upright drills, wheel presses; wood planers; tenoning and mortising machines; &c.

They respectfully invite the attention of railroad directors and superintendents to their establishment.

Dayton, January 24th, 1853. jan 25-†

South-Western Car Shops,
Madison, Indiana.

THE Subscriber is prepared to execute orders at short notice, for all kinds of Passenger, Freight and other descriptions of Railroad Cars.

Work delivered at any point accessible by railroad, or by the Ohio and Mississippi rivers.

Facilities for transportation, enable the subscriber to afford peculiar advantages to Companies requiring work delivered in the South and West.

W. CLOUGH.

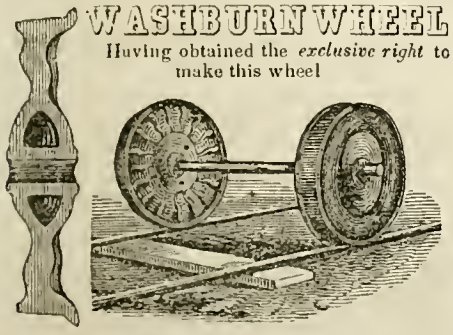
REFER TO

JNO. BROUGH, Esq. WINSLOW, LANIER & CO.

jan. 19-1**

FULTON CAR WORKS,
CINCINNATI, OHIO.

THE Proprietors of this establishment would respectfully call the attention of Railroad Companies in the West and South to their establishment at Cincinnati. Their facilities for manufacturing are extensive, and the means of transportation to different points speedy and economical.—They are prepared to execute to order, on short notice, eight-wheeled Passenger Cars of the most superior description. Four or eight-wheeled Baggage, Cattle, Freight and Gravel Cars. Also, Crank and Lever Hand Cars, Trucks, Wheels, and Axles fitted.



WASHBURN WHEEL
Having obtained the *exclusive right* to make this wheel

in Cincinnati, Covington, and Newport, they are now prepared to furnish Railroad Companies with that celebrated Wheel, with or without Axles.—Also, Journal Oil Boxes of any pattern, and Castings for Cars fitted to order at the shortest notice.

Address KECK & HUBBARD,
Fulton Car Works, Cincinnati, Ohio.
tup 14. Office 62 East Second street

FORGINGS.

AXLES, Shafting, and other Forgings, from the Gleadon Forges, for sale by
feur 17 GEO. GARDNER & CO., Boston, Mass.

MUSKINGUM WORKS,
ZANESVILLE, OHIO.

DOUGLASS, SMITH & CO.

WOULD respectfully call the attention of Railroad Companies to their establishment at Zanesville.

They are prepared to execute orders, on short notice, for

Passenger Cars of the most superior description, Second Class Passenger, Mail Express, and Baggage Cars; Freight, Cattle, four or eight wheeled Gravel Cars.

We manufacture a superior

CAR WHEEL,

Over 2500 of which are now running on the Central Ohio Railroad, and many of these have been in use on the road over two years, having in that time only three to crack, and two to be renewed in consequence of the wearing of the Chill. We have also commenced the manufacture of the celebrated

WASHBURN WHEEL,

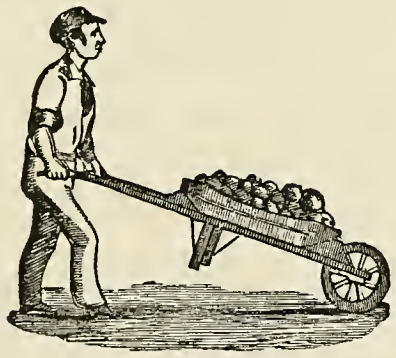
And are prepared to furnish this wheel, with or without axles. Also, castings for Cars fitted to order at the shortest notice.

BOLLMAN'S PATENT IRON & WOOD BRIDGE.

We are also agents and builders of the above celebrated Bridge. Are now placing upon the piers an iron bridge on this plan over the Muskingum river at Zanesville. We are ready to contract with companies for the construction of this Bridge All orders addressed

DOUGLASS, SMITH & CO.,
au4tf Muskingum Works, Zanesville, O.

WHEELBARROWS!



ON hand, Wheelbarrows, of my own manufacture, suitable for Railroad, Turnpike, Canaling, &c., in lots, to suit purchasers. Orders filled for any reasonable amount

HENRY ROCKEY,
No. 21 East Front street

J. DAVENPORT. . . . M. D. WELLMAN. . . . C. M. RUSSELL

DAVENPORT, RUSSEL & CO.,
Railway Car Manufacturers,
MASSILON, OHIO.

THE subscriber, late of the firm of Davenport, Bridges & Co., Fitchburg, Mass., having associated himself with Messrs. Wellman and Russell, under the above name, would respectfully solicit calls for any kind of Passenger, Baggage, Post Office, Freight, Coal, Gravel, or Hand Cars.

Having had fifteen years experience in the business and having secured the best of workmen from the Car Factory in Cambridge, Mass, I feel confident, that perfect satisfaction can be given in all work entrusted to our care

We have now on hand the best of dry White Oak with which we think we can build Cars as cheap and as well as any other establishment in the States. JOSEPH DAVENPORT.

Feb. 16†*

Indianapolis and Cincinnati Railroad, via. Lawrenceburgh.

NEW Route to Indianapolis, Terre Haute, Lafayette and the West.

Through from Cincinnati to Indianapolis in six hours.

Shortest route between Cincinnati, Indianapolis, Terre Haute, Lafayette and Chicago.

Passengers for this line will leave Cincinnati, from the foot of Main street, at 6 o'clock, A. M., by steamer Forest Queen, every day, (Sunday's excepted,) and arrive at Indianapolis at 12 o'clock, M., in ample time to get dinner, and take any of the trains West or North.

Baggage checked through and baggage master accompanies the same.

Fare between Cincinnati and Indianapolis $3.

At Shelbyville passengers may take the Jeffersonville, Rushville and Knightstown cars.

Returning, leave Indianapolis at 12 o'clock, M.

GEO. HAVEN, Superintendent.

Through tickets may be procured on board the boat, or at the ticket office, corner of Water street and landing (foot of Main street.)

jan 12-† C. S. RUSSELL, Ag't.

COLUMBUS PIQUA, AND INDIANA RAIL ROAD.

New route from Columbus, West and from Urbana, East.

On and after Monday September 19, 1853, two train per day, (Sunday excepted) each way, will run on this Road, between COLUMBUS and URBANA. Will leave Columbus at 4.50 a.m., and 3.30 p.m.—arriving at Urbana at 8.12 a.m., and 6.14 p.m. Returning—will leave Urbana, for Columbus, at 9.15 a.m., and 3.00 p.m.—arriving at 12.05 and 6.55 p.m.

The 4.50 a.m. train, from Columbus, will connect with the night Express train from Cleveland and arrive at Urbana in time for the morning train north for Sandusky and intermediate points. Persons arriving by the morning Cleveland and Zanesville trains can have a few hours at Columbus and leave by the 3.30 p.m. train—arriving at Urbana in time to get supper and take the 5.35 p.m. train for Dayton and Cincinnati.

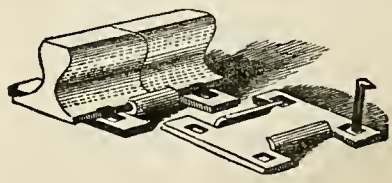
The 9.15 a.m. train from Urbana connects with the morning train from Cincinnati and Dayton that arrives at Urbana 8.40 a.m.—arriving at Columbus at 12.05 p.m in time for the 1 p.m. train for Cleveland, connecting with the Buffalo and Dunkirk boats. The 3.00 p.m. train will leave Urbana on the arrival of the Sandusky train—reaching Urbana at 2.45 p.m.—and arrive in Columbus in time for the various night trains.

A line of Omnibuses will connect with the trains at Urbana for the conveyence of passengers to and from Piqua and Greenville over a good Macadamized road.

A. G CONOVER, Sup't

Piqua, Sept. 13, 1853. s29-tf.

RAILROAD SPIKES,



WROUGHT IRON

Chairs and Fastenings.

THE subscriber continues to manufacture with increased facilities, **Hook and Flat Head Railroad Spikes, and Wrought Iron Chairs of any pattern,** either punched or plain. The best quality of Iron is used, and the articles are guaranteed to give satisfaction in every respect. We are prepared to fill orders for any quantity with despatch, and at the lowest market prices.

Also, Boat Spikes, Bolts, and Boiler Rivets, superior quality.

All communications addressed to us will meet with prompt attention.

SMITH & TYSON,
No. 25 South Charles Street, Baltimore.

Railroad Line.

Cincinnati, Dayton and Sandusky Route.

TIO New York via Lake Steamers, hy Sandusky, in 36 hours. To Boston in 41 hours. To Chicago in 21½ hours, via Cincinnati, Hamilton and Dayton Railway.

Five Daily Trains.

First Train—Indianapolis Express.....at 5.30o'clk, A.M.
Second Train—Lightning Express,.....8.20 " A. M.
Third Train—Accommodation,.....2 " P. M.
Fourth Train—Eaton and Richmond.....3.30 " P. M.
Fifth Train—Evening Express,.....5 " P. M.

New York, Boston, and Montreal.

First Train—Indianapolis Express—leaves Cincinnati at 5 A. M.; for Indianapolis and Chicago.

Second Train—Lightning Express—leaves Cincinnati at 8.20 o'clock, A. M., connecting at Sandusky with the new and magnificent low pressure Steamers Mississippi, Captain Hazard, St. Lawrence, Captain Hollister; connecting at Buffalo with the 6 A. M. trains Buffalo and Albany, and New York City, and 9 A. M. Trains Niagara Falls Railroad, for New York, Boston, Niagara Falls, Ogdensburgh, Montreal, &c.

Toledo and Chicago.

Second Train—Lightning Express—leaves Cincinnati at 8.20 o'clock A. M., connecting at Clyde with Railroad to Toledo, connecting at Toledo with Evening Express Train Michigan Southern Railroad to Chicago, direct.

Detroit and Chicago.

Second Train—Lightning Express—leaves Cincinnati at 8.20 o'clock A. M., connecting at Sandusky with the low pressure Steamer Bay City, Captain Atwood, connecting at Detroit with Morning Express Train Michigan Central Railroad to Chicago. From Cincinnati direct.

Indianapolis, Terre Haute and Lafayette.

First Train—At 5 A. M., leaves Cincinnati for Indianapolis, Terre Haute, Lafayette and Chicago same day.

Eaton, Richmond, and Centerville.

First Train—Indianapolis Express—at 5 A. M., connects at Hamilton to Eaton and Richmond.

Fourth Train—3 P. M. Through to Eaton and Richmond without change of cars. Connecting at Richmond with Western Railroad to Centerville.

Troy, Piqua, &c.

Second Train—Lightning Express—at 8.20 o'clock, A. M., and Third Train—Accommodation—at 2 P. M., connecting at Dayton with Railroad to Troy, connecting with Doyle's Omnibus and Canal Packets to Piqua, St. Mary's, and all points on Miami and Wabash Canals.

Fifth Train — Evening Express—at 5.00 o'clock P. M., connecting at Dayton with Railroad to Troy, connecting with Doyle's Omnibus Lines to Piqua.

Oxford and Connersville.

Second Train—Lightning Express at 8.20 o'clock A. M., and Third Train—Accommodation Express—at 5 P. M. Passengers by these Trains take Western Stage Company's Lines at Hamilton, for Oxford, Connersville, &c.

Fifth Train — Evening Express at 5.00 P. M. Passengers by this Train take the Western Stage Company's Lines at Hamilton to Oxford.

FARE.

From Cincinnati to New York via Lake steamers to Buffalo, and Railroad by either route			$15 00
From Cincinnati to New York via Lake steamers to Buffalo, Railroad to Albany, and Hudson river steamer to New York			14 00
From Cincinnati to Boston via Lake steamers to Buffalo, and New York city and New York and Erie Railroad			19 00
From Cincinnati to Boston, via Lake steamers to Buffalo, Albany and Western Railroads			18 00
An additional charge of 50c. via Niagara Falls and above routes.			
From Cincinnati to Montreal via Lake steamers			17 00
From Cincinnati to Boston via Lake steamers and Ogdensburg			17 00
From Cincinnati to New York via Lake steamers and Ogdensburg			15 75
From Cincinnati to Buffalo via Lake steamers			8 00
Do	do	Detroit	6 75
Do	do	Chicago via Detroit	11 50
Do	do	Toledo	5 75
Do	do	Chicago via Toledo	11 50
Do	do	Chicago via Indianapolis	9 00
Do	do	Sandusky	5 00
Do	do	Clyde	——
Do	do	Terre Haute	5 50
Do	do	Lafayette	5 50
Do	do	Indianapolis	3 00
Do	do	Greenville	2 50
Do	do	Troy	2 50
Do	do	Dayton	1 50
Do	do	Richmond	1 00
Do	do	Eaton	1 25
Do	do	Hamilton	60
Do	do	Springfield	2 00

For all information and through Tickets, please apply at office, southeast corner of Broadway and Front sts., Cincinnati.
W. A. LATHAM, Ticket Agent.
au25 P. W. STRADER, Gen'l Agent

Railroad Line.

CINCIN'I, COLUMBUS & CLEVELAND ROUTE.

To New York, via Railway, in	30	hours.
To N. Y., hy Lake Steamers via Cleveland	39	"
To Pittsburgh in	14	"
To Boston in	34½	"
To Philadelphia in	38	"
To Baltimore in	38	"
To Wheeling in	18	"

VIA LITTLE MIAMI RAILWAY.

FOUR DAILY TRAINS.

First Train—Lightning Express—at ...6 o'clock, A. M.
Second Train—Accommodation Ex....7.45 " "
Third Train—Hillsborough Train.....3.10 " P. M
Fourth Train—Even'g Accommoda...5 " "

The roads of this route are laid throughout with heavy T rail.

New York, Boston, and Montreal.

First Train—Lightning Express leaves Cincinnati at 6 o'clock A. M., connecting at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo; connecting at Dunkirk with New York and Erie Railroad, and at Buffalo with Buffalo and Albany Railroad to New York and Boston.

Second Train—Accommodation Express, at 7.45 o'clock, A. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad, at Buffalo with Buffalo and Albany and New York City Railroads, and at Buffalo with Niagara Falls Railroad, to New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

—ALSO—

Connects at Cleveland with the new and magnificent low pressure steamers QUEEN OF THE WEST, Capt. McBride; CRESCENT CITY, Capt. Pease; connecting at Buffalo with the Buffalo and Albany, New York City, and Niagara Falls Railroads, for New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

Fourth Train—Evening Express, at 5 o'clock P. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad; connecting at Buffalo with New York City, Buffalo and Albany, and Niagara Falls Railroads, to New York, Boston, and Niagara Falls.

Pittsburgh, Philadelphia, and Baltimore.

First Train—Lightning Express, leaves Cincinnati at 6 o'clock A. M., connecting at Crestline with Ohio and Pennsylvania Railroad to Pittsburgh, connectiug with Pennsylvania Railroad to Philadelphia and Baltimore.

Through from Cincinnati to Philadelphia and Baltimore direct.

Zanesville, Wheeling, Baltimore, &c.

First Train—Lightning Express, at 6 o'clock A. M., and second Train, Accommodation Express, at 7.45 o'clock A. M., connect at Columbus with Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Lines, via National road to Wheeling, connecting with Baltimore and Ohio Railroad to Baltimore, Philadelphia, Washington, etc.

Fourth Train — Evening Express, at 5 o'clock P. M. Passengers by this Train sleep at Columbus and resume by Morning Train, via Central Ohio Railroad to Zanesville, counecting with Ohio Stage Co.'s Line to Wheeling.

Hillsborough.

Third Train—Leaves Cincinnati at 3 P. M., connecting at Hillsborough with Ohio Stage Co.'s Lines to Chillicothe, Piketon, etc.

FARE.

From Cincinnati to New York via Railroad, either route	$16 00
From Cincinnati to New York via Railroad to Albany, and Hudson river steamer	15 00
From Cincinnati to New York via Lake Steamers to Buffalo, and Railroad to New York	15 00
From Cincinnati to New York via Lake Steamers to Buffalo, Railroad to Albany, and Hudson river steamer to New York	14 00
From Cincinnati to Boston via Lake Shore, New York and Erie, and New York City Roads	20 00
From Cincinnati to Boston via Lake Steamers and New York City and Erie Roads	19 00
From Cincinnati to Boston via Lake Shore, Buffalo, Albany, and Western Roads	19 00
From Cincinnati to Boston via Lake Steamer, Buffalo, Albany, and Western Roads	18 00
An additional charge of fifty cents via Niagara Falls and above routes.	
From Cincinnati to Montreal via Lake Shore Road,	18 00
From Cincinnati to Montreal via Lake steamer	17 00
From Cincinnati to Boston via Lake Shore Road and Ogdensburg	18 00
From Cincinnati to Boston via Lake Steamer and Ogdensburg	17 00
From Cincinnati to New York via Lake Shore Road and Ogdensburg	16 75
From Cincinnati to New York via Lake steamer and Ogdensburgh	15 75
From Cincinnati to Buffalo via Lake Shore Road.	9 00
From Cincinnati to Buffalo via Lake Steamer	8 00
From Cincinnati to Philadelphia or Baltimore via Crestline and Pittsburgh	15 00
From Cincinnati to Philadelphia or Baltimore via Cleveland and Pittsburgh	15 00
From Cincinnati to Pittsburgh via Crestline	7 75
From Cincinnati to Pittsburgh via Cleveland	9 00
From Cincinnati to Baltimore via Wheeling	14 65
From Cincinnati to Washington via Wheeling	15 95
From Cincinnati to Philadelphia via Wheeling	15 95
From Cincinnati to Wheeling	7 15
From Cincinnati to Cleveland	6 00
From Cincinnati to Zanesville	4 80
From Cincinnati to Columbus	3 00
From Cincinnati to Springfield	2 00

☞ For all information and Through Tickets, please apply at office, southeast corner of Broadway and Front sts., Cincinnati.
W. A. LATHAM. Ticket Agent.
au25 P. W. STRADER, Gen'l Agent.

Cincinnati, Wilmington and Zanesville Railroad,

OPEN to Washington, two daily trains (Sundays excepted;) on and after THURSDAY, Nov. 24th, 1853, until further notice, trains will run as follows:

Leave Cincinnati from the depot of the Little Miami Railroad at 7.45 A. M. and 3.10 P. M. arriving at Wasbington at 12.50, and 8.05 P. M.

Returning, leave Washington at 6.30 A. M. and 2.15 P. M. arriving at Cincinnati at 11.20 A. M. and 7.45 P. M.

Trains will stop for passengers as follows, at Rattlesnake, Sabina, Cross Road, Wilmington, Sligo, Clarksville and Morrow, and on the Little Miami Road, at Deerfield, Butterworth's water tation, Loveland's Miamiville, Milford and Plainville, and on proper notice by flag or to Conductor, at Branch Hill, and Linwood, (at turnpike.)

The downward trains from Washington connect at Morrow with the trains on the Little Miami Road for Columbus.

Lines of Omnibuses will run between Washington. Circleville and Lancaster, connecting with the moruiug train from, and the eveniug train to Cincinnati.

Fare from Cincinnati to Washington, $2,25
" " " " Circleville, 3,25

For other information, and tickets, apply at Ticket Office, corner of Broadway and Front Streets, and at the Little Miami Depot, or to the Station Agents at Washington and Wilmington.

E. W. WOODWARD,
Engineer and Superintendent.

☞ The Omnibus Line will call for and deliver passengers to and from the trains in any part of the city. H. B. RUGGLES, Cond'r.

☞ The Company will not be responsible for baggage exceeding $50 in valne, unless the same be returned to the conductor or agent, and freight paid at the rate of a passage for every $500 in value above that amonnt. dec8-tf.

Covington and Lexington Railroad Open to Falmouth.

ON and after Monday, the 7th of Nov., and until further notice, Cars will leave Coviugton daily (except Sundays) at 7 o'clock. A. M., for Falmouth,—stopping at DeCoursey, Culbertson, Grant's Bend, New Philadelphia, Canton, Benton, Morning Side, Demossville, Butler and Irving.

Returniug, will leave Falmouth at 1 P. M., stopping at all of the above stations.

☞ For freight and passage apply to C. CARENTER, Freight Agent, Covington Depot.

R. M. SHOEMAKER Superinteudent.

Office Cov. and Lex. R. R. Co., Nov. 5th.
d c 22

THE
Railroad Record,
IS PUBLISHED EVERY THURSDAY MORNING.
At No. 167 Walnut St. Cincinnati, O.
E. D. MANSFIELD, EDITOR.

T. WRIGHTSON, PRINTER,
167 Walnut street.

RAILROAD RECORD.

AND

Journal of Commerce, Banking, Manufactures, and Statistics.

Vol. 2.---No. 3. CINCINNATI, THURSDAY, MARCH 16, 1854. Whole No. 55.

THE

Railroad Record

IS PUBLISHED EVERY THURSDAY MORNING,

By J. A. & U. P. JAMES,

At No. 167 Walnut Street, Cincinnati.

E. D. MANSFIELD, Editor.

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☞ For Railroad Advertisements see two last pages.

The Railroad Record will be issued weekly. Will be printed on fine paper, in quarto form, and mailed to Subscribers at Three Dollars per annum, payable in advance.

Advertisements inserted at the following rates:—

One square, single insertion	$1 00
" " per month	3 00
" " six months	12 00
" " per annum	20 00
One column, single insertion	4 00
" " per month	10 00
" " six months	40 00
" " per annum	75 00
One page, single insertion	10 00
" " per month	25 00
" " six months	110 00
" " per annum	200 00

Cards not exceeding 4 lines, $5 per annum.

Subscriptions and business communications should be addressed to

J. A. & U. P. JAMES,
Publishers, and Proprietors,
167 Walnut st., Cincinnati.

Fort Wayne and Southern Railroad.—The council of the city of Jeffersonville have authorized the issue of their bonds to the amount of $200,000, as a subscription towards the building of the Fort Wayne Railroad.

MONETARY CONDITION OF THE UNITED STATES—AMOUNT OF CURRENCY.

In the first number of the Record, (March 3d, 1853,) we gave a statistical review of coin and currency in this country. The result was, that in January, 1853, the amount of money in proportion to the people was greater than it ever had been; that the amount of coin was much greater, and that the proportion of coin to paper was very much greater. There was then, in round numbers, *three hundred millions* in coin and paper, which was twelve dollars to each person. That the proportion between coin and paper at different periods may be clearly seen, we repeat a table of proportions at different periods, deducting from the total amount of coin, the coin in banks:

Years.	Bank Notes.	Coin.	Proportion.
1816	$87,500,000	$7,500,000	11½ to 1
1830	60,000,000	10,000,000	6 to 1
1836	120,000,000	28,000,000	4½ to 1
1853	153,958,358	141,498,899	1⅛ to 1

Here we observe a very remarkable fact, the steady and rapid increase of coin, in proportion to paper. At the close of the war in 1815, there were *twelve* paper dollars to each metal dollar; in 1836, (the period of most rapid expansion of prices,) there were still *four* to one; but in 1853, there was almost dollar for dollar in coin. The greater safety to the people, as to the solvency of bank notes is obvious. There is now no danger whatever from the want of coin, and consequently *cannot* be a suspension of specie payments. An occasional failure of small banks there may be, as in every other mercantile business; but such failure can only be the consequence of fraud, or the greatest mismanagement.

To ascertain the condition of the currency, coin, and credits of 1854, we have only to include the transactions of 1853, in our former aggregate.

At the close of 1852, there were in the United States, of coin, $204,982,435. Now, to ascertain what it was on 1st January, 1854, we must add to this the balance, after deducting the exports from the receipts. The coinage of California Gold for 1853 was:

Gold coined at Philadelphia,	$53,426,205
" " New Orleans,	2,152,254
" " Dahlonega,	452,289
Total,	$56,030,748

About $2,000,000 may be deducted from this, as foreign gold, leaving in round numbers, $54,000,000, added to the coin of the country, from American gold. The *exports* of specie for the last Treasury year (ending, July 1, 1853,) was $27,486,878, from which must be deducted about $4,000,000 imports, so that the *balance* of exported specie for the current year was $23,500,000. Bringing the year down to Jan. 1, 1854, would not vary materially the result. We have then, for the commencement of 1853, this result:

Received American Gold,	$54,000,000
Exported,	23,500,000
Gain,	$30,500,000
Coin at the close of 1852,	$204,982,435
Gain in 1853,	30,500,000
Coin Jan. 1, 1854	$235,482,435

2. Of Bank Notes: The issue of bank notes in the different states, as near the first of January, 1854, as we could ascertain it, was as follows, most of the returns being official, especially in the states issueing the largest amounts:

	Bank Notes.	Coin in hand.
Massachusetts,	$30,402,502	$3,731,764
Connecticut,	11,700,945	1,015,839
Rbode Island,	4,895,599	359,699
Maine,	2,136,396	388,219
Vermont,	4,794,819	1,188,548
New Hampshire,	2,950,665	180,000
New York,	32,427,022	14,149,767
New Jersey,	4,282,006	1,032,000
Pennsylvania,	17,411,970	7,774,700
Virginia,	12,020,373	3,566,000
Maryland,	2,957,532	2,768,708
Kentucky,	8,889,101	3,200,000
Tennessee,	3,913,491	1,143,919
Missouri,	2,487,530	937,835
Ohio,	10,717,380	2,356,451
Indiana,	3,949,280	1,377,804
Illinois,	1,351,788	419,531
Michigan	884,000	2,66800
Wisconsin,	578,721	182,282
North Carolina,	3,415,788	1,410,254
South Carolina,	5,071,564	1,151,774
Georgia,	4,118,419	1,547,626
Alabama,	1,739,646	1,045,533
Louisiana,	5,902,085	7,128,380
Delaware,	651,121	147,612
Aggregate,	$189,657,741	$58,051 085

We find from this, that there are at the present time, in the United States, *one hundred and ninety millions* of dollars in paper money, and about one-third that amount retained for its redemption. Now, by taking the aggregate of coin and paper, and *deducting* from from this the amount of coin retained by the

banks, we shall have the absolute amount of *circulation*. The amount in the sub-treasuries and the amount of bank notes on hand, are neither of them to be fairly deducted, because they are held, like all money, only for the moment, whereas the specie *in the banks* is nearly a constant quantity, never diminishing.

Coin in the United States,	$255,482,435
Bank notes issued, - -	189,657,741
Aggregate, - - - -	$425,140,176
Deduct coin in banks, - -	58,051,085
Total circulation, - -	$367,089,091
Aggregate of coin and bank notes Jan. 1, 1853	$358,940,773
Aggregate of coin and bank notes Jan. 1, 1854,	425,140,176
Increase in 1853, - - -	$66,199,383
Increase of coin, - - - -	30,500,000
Increase of bank notes, - -	35,699,383

The actual increase is doubtless considerably greater, for the returns from Maine, North Carolina, Georgia, Tennessee and Kentucky, are not the latest date, and in some of these states the circulation has increased very rapidly. The total amount of coin and paper is now, in proportion to the whole number of people, as 16 to 1, and the amount of *active* circulation, as 13 to 1. The amount of coin is greater than the amount of paper, so that every dollar of paper money could be redeemed in one day, if the banks chose to call in their debts.

This country has in the last year presented the most extraordinary financial spectacle ever exhibited. There has been a cry of scarcity, a constant demand for money, very high rates of interest, and all this in face of *rapidly increasing currency, of undoubted solvency*, of an accumulation of wealth equally rapid, of a condition of trade and commerce exceedingly prosperous, with, in one word, a condition of high commercial health. To comprehend the cause of this, one must be fully acquainted with the fundamental laws of commerce. One of them, is that what is called the plenty, a scarcity of money does not depend on the *amount* of money in a community, nor upon its rapid increase, but upon the *relation which that amount bears to the demand for it.* Then the *amount* of money, as we see above is rapidly *increasing*; but so is the demand increasing. Now which of these increases the faster? In 1853, particularly the first eight months, the demand for the use of money increased faster than the amount of money increased, though the last was rapid enough.—But some one may say, how is it possible that a community continually increasing in capital and positive wealth, can need so much more money? Precisely because of its prosperity. All, or nearly all kinds of business are profitable; hence every one wishes to enlarge his business, or enter upon new enterprizes. The great number of new railways is one example of this, but only one. All kinds of new manufactures, new improvements, new voyages, and new enterprizes of all descriptions, are entered upon. Every one has a new scheme. In the midst of this, society becomes extravagant, and luxurious; costly houses are built, rich furniture bought, servants are multiplied, balls, parties and amusements are indulged in; diamonds become common where they were before unknown; and jeweled fingers are displayed by the elegant lady and the fashionable gentleman. All these things require great supplies of money, and there is a constant demand for it at high rates of interest. The answer to this demand is a multiplication of banks and bankers. The paper circulation is now one hundred and ninety millions, and in the coming year will probably be increased thirty millions more. Whence is this paper money supplied? The answer to this question is an instructive one. The *West* is the great consumer of paper money, and the Northern states the producers. Take equal population, North and West, and let us see how they compare in bank paper. The population of the Northern and Western states, is about equal to that of New York, Massachusetts and Connecticnt.

Bank notes of New York Mass. and Conn.,	$73,000,000
Bank notes of Ohio, Indiana, Illinois, Michigan and Wisconsin,	$17,000,000

Now these sections use bank notes in about equal proportions. The result is, that New York, Massachusetts and Connecticut *manufacture* twenty-eight million of dollars in bank notes, for the consumption of the West.—There are at least *one hundred* banks in these states whose circulation is used in the West to a great extent. The practice is to loan this manufactured paper to bankers, railroad companies, etc., in the West, at low rates of interest, on condition that their notes shall be *protected*, in which case the interest is clear gain to the bank. Again, a banker or railroad contractor here, is made an agent for the bank which really transacts its main business here. In Connecticut, there are nearly two millions in bank notes, regularly entered at the banks as *protected* notes. But the same thing in other forms, is done in all the Northern states. In the North-west, money has been so scarce that this *artifice* has been a very useful one. But what must we think in such a state of things, of a policy which really makes war on capital and on bank notes?—Such, to a certain extent, is the excessive taxation of Ohio. The true policy undoubtedly is to make our own bank notes plenty, and thus make for ourselves the profits we give to other states. There are thirty-one states in the Union, and the movements of commerce between them, and the abundance and scarcity of money, will depend in no small degree upon the *relative* burdens placed upon banks and commerce by taxation. Our readers will remember how firmly we insisted in the last autumn and winter, that no commercial convulsion *could* occur in in this country, when solid capital and real money were so rapidly increasing, and that in spite of the efforts of some to produce a panic, and the fears of others, nothing more than a salutary stricture of the money market could possibly occur. Our view has been completely realized. Real money is plenty; the alarm is nearly over; the exports are enormous; the war in Europe will be beneficial to American commerce, and no prudent move, or good enterprise has anything to fear, from the condition of the monied world.

Railroads.

CINCINNATI & FORT WAYNE, AND FOUR MILE VALLEY RAILROAD COMPANIES.

We are in receipt of the JOINT REPORT of these two companies, consolidated under one management, for the past year. We gather the following facts from the President's Report. The Cincinnati and Fort Wayne company was organized Feb. 24, 1854, under the general Railroad Law of Indiana. The Four Mile Valley company was organized March 14 1851, under a special charter from the State of Ohio, dated March 12, 1849

These two companies were consolidated as far as possible under the law of Ohio, March 11, 1853.

The road was let to contract June 22, 1853, to be completed within two years and seven months from that date. The contract embraces, main track, 137½ miles; side track, 13½ miles, with a tunnel near Rossville, of 2,900 feet, and arched approaches 1,000 feet.

The contractors are to fully equip the road, and finish it in all respects, a first class road, for $4,500,000. In payments as follows:

Cash	$1,000,000
Stock of the Co. at par	1,000,000
Convertible Bonds of the Co., payable in 20 years, with 7 per cent. interest	2,500,000

Monthly estimates as follows:

In cash	Two ninths.
" stock	Two ninths.
" bonds	Five ninths.

The available means of the company are as follows:

Subscription	$ 500,000
Stock taken by contractors	1.000,000
Bonds, 20 years, at 7 per cent, taken by contractors	2,500,000
Leaving to be made up by additional subscription	500,000
	$4,500,000

The subscriptions already made are not all in cash, portions are payable iu property, lying near the line of the road, or other roads, where they will be benefitted by the improvements. The lands were taken at prices varying from five dollars per acre, for unimproved, to twenty and twenty-five dollars for improved lands.

To accomplish the immediate construction of the line, it was resolved to mortgage these lands for the payment of convertible bonds at 8 and 10 years, bearing 8 per cent. interest, the proceeds to be used in meeting the cash payments in the construction of the road.—In accordance with these resolutions, $300-,000 in the bonds of each of these companies were issued and placed in the hands of the President, who is also the financial agent of the company.

The report goes on to show the value of the line and its numerous connections, and the certainty of its being a remunerative investment to all parties concerned.

We gather the following *elements* from the Engineer's Report:

Total length of road	149 miles.
" curvature	1480°

as follows:

Straight	198,897 feet,
11,460 feet radius	3.300 "
5.730 " "	36.222 "
3.820 " "	17.050 "
2.865 " "	13.705 "
1.910 " "	14.450 "
1.432 " "	3.150 "

Grades, as follows:

Level	33.96 miles.
11 feet and under	25.1-4 "
11 to 22 feet	35.1-4 "
22 to 32 feet	30.1-2 "
32 to 39 6-10 feet	24.1-4 "

The heaviest portion of the work is from Hamilton to Richmond, a distance of 36 miles, including a bridge across the Miami, and the tunnel back of Rossville. From Cincinnati to Hamilton, whether the Short Line road be used to Sharon, or an independent line via Mill Creek, the grade is light and the curves unobjectionable. From Richmond to Fort Wayne, 87 miles, there are no obstructions of any moment. Taken as a whole, from Sharon to Fort Wayne, 137 miles, the line is easy of construction, and if finished as surveyed, and defined by terms of contract, will be unsurpassed either in alignments, grades or appointments, and unrivaled for rapid, easy and ecouomical working.

At the meeting, 22d ult., the following directors were elected for the Fort Wayne and Cincinnati company, viz: P. P. Bailey, R. E. Fleming, C. E. Sturges, Samuel Decker, Anthony Pitman, John Neff, Jr., Geo. W. Monks, A. Stone, M. Hollingsworth. P. P. Bailey, President; A. Stone, Vice President, R. E. Fleming, Secretary and Treasurer.

The election for directors and officers of the Four Mile Valley company, was held at Fair Haven, and resulted, as we learn in the re-election of the old board. We are pleased to see this unanimity, as it is evidence that the course of the energetic board was satisfactory to the stockholders, and that the original course marked out for the road, as well as plan for construction, will be continued.

We also learn that instructions will be given in a few days to the contractors to commence operations in the vicinity of the Indiana State Line, sonth of Richmond, where the heaviest portion of the work of the line is.

EAST TENNESSEE AND GEORGIA RAILROAD.

ANNUAL RPORT.

From the President's Report, C. Wallace, Esq., we glean as follows:

The road has been running from Dalton, Ga., to Loudon, Tenn., a distance of 82 miles only.

The gross earnings for the year ending Nov. 1853, were	$93,975 13
Expenses,	42,321 91
Profit	$51,653 22

The cost of the 82 miles run, and upon which the above amount was earned is, in round numbers, $1,500,000, yielding an increase of about 3½ per cent. Running expenses, 45 per cent. of receipts, a very low estimate for new and incomplete roads.

Some difficulty had been experienced with the original contractor for building the bridge across the Tennessee River; settlement has been made with him, and a contract made with new parties. Iron has been procured, debt due the company from the State under the law of '52 collected, the floating debt of the company liquidated in part, and the remainder put in a way for rapid liquidation, the unlet work north of the Tennessee River has been put under contract, and the delinquent subscribers to the stock have been stimulated to a better effort to meet the calls of the company.

The report embraces much matter relative to the value of the road, the productions of the country along its line, its business present and prospective connections, etc., which tends to impress us favorably as to the future of the company.

From M. B. Prichard's Report, (the chief engineer,) we gather the following, relative to the extension of the road from Loudon to Knoxville:

Cost of Tennessee bridge, with approaches, etc.,	$127,652 50	
Grading and Masonry, 29 miles.	200,832 00	
Iron rails, 3150 tons	211,050 00	
Spikes and Chairs, 150 tons	115,000 00	
Cross Ties, 70,000	14,000 00	
Track laying	12,600 00	
Depots and water stations	25,000 00	
Superintendance and Contin.	18,865 50	
Total	$625,000 00	
To meet this the company have		
State Loans for bridge,	$100,000	
Premium on do	7,000	
State loan for iron	226,050	333,050.00
Remainder already paid, or to be provided for	$291,950 00	
Of which there has been paid	$72,405 56	
Uncollected stock, including company subs.	135,000 00	
Stock taken by contractors.	6,000 00	
Bonds	8,000 00	221,405 56
Loaing to be provided	$70,514,44	

The State loan for iron and equipment is	$240,000 00
Premium on do	16,800 00
Total	$256,800 00
The cost of iron is	226,050 00
Leaving for equipment	$30,750 00*

The length of the road is as follows:

Dalton, Ga., to Loudon	82 miles.
Loudon to Knoxville	39 "
Total	111

Of this 15 miles are in Georgia, and 96 in Tenn. 60 miles are graded for double track, the remainder is 18 to 20 feet wide, in cuts, and 14 to 16 feet in embankments. The maximum grade is 36 feet to mile, but in no instance continues at that for two miles. The curvature varies from 2,865 to to 10,000 feet. Curves of 1,901 and 2,865 feet, 3 and 4 degrees, have been used in a few instances, on light grades. Proportion of straight and curved lines is about 8 to 1. Gauge 5 feet; Total length of bridging 2,194 feet; Rails 100 tons to the mile; ties 8 inches thick, 8 to 15 inches wide, 2½ feet apart, from center to center.

A regular force of 750 men is now constantly employed; the grading is confidently expected to be completed by May next. The delivery of the iron at Savannah and Charleston, will commence in April and continue through May and June; the style is the inverted ⊥—the requirements of the State law making it imperative to use that style or the inverted ⊓.

The Loudon *Free Press* speaks in high terms of the increasing business of this road and says:

"The fondest anticipations ever indulged in regard to this road, are already beginning to be realized. Freights are offering with unprecedented activity, limited only by the capacity of the road, to transport. We are pleased to state in this connection, that Mr. Palmer, Superintendant of Motive Power, has been directed to proceed North, for the of purpose of purchasing an additional number of locomotives, and Major Jackson is now negotiating the purchase of 200 more freight cars. So it will be seen the company are not pursuing a penny-wise pound-foolish policy."

*Sinee the above estimate the *state aid* has been inereased to $10,000 per mile, which will make the amount $300,000 00
Premium 21,000 00
Total, 321,000 00
Less iron 226,050 00
Leaviag for equipments $94,950 00

MARIETTA AND HILLSBORO' RAILROADS.—At a meeting of the Directors of these two Companies, held in this city on the 8th inst., the "Contract of Union," as published by us some time since, was formally accepted, and the two Companies thus united under one management. Mr. Trimble resigned the Presidency of the Hillsboro' Company and entered a protost against tho proceedings.

NEW YORK RAILROADS—ANNUAL REPORT.

In the first No. of the present Volume we gave a small portion of the present Report; but as it embraces so much of the *elements* of railroad economy, and is so valuable for reference, we give it now entire.

Mr. McAlpine deserves the thanks of the Railroad community for his lucid Report, which bears the unmistakable evidence of laborious research and intimate acquaintance with the subject:

ANNUAL REPORT OF THE STATE ENGINEER.

The following is the Annual Report of the State Engineer on the Railroads of the State of New York for 1853:

	Miles.
The length of all the railroads in operation in the State is	2,433
The length of railroads laid is about	2,497
The length of double track in addition to the above is	664
The number of locomotives in use is	586
The number of passenger cars in use is	834
The number of baggage and freight cars in use is	6,895
The number of miles run by the passenger trains is about	6,594,963
The number of miles run by the freight trains is about	4,227,807
Total number of miles run	10,822,770
The whole number of miles travelled by the passengers is about	531,572,298
The whole number of miles each ton of freight was moved, or the number of tons moved one mile is about	246,554,492
The capital stock of which is about	$112,038,131 45
The capital stock paid in is about	61,238,829 32
The am'nt of funded and floating debt is about	59,669, 478 38
The amount paid for construction and equipments is	117,707,620 58

The average distance which each passenger traveled would appear, from the footing of the reports, to be 44½ miles, and the average distance which each ton of freight was moved, would appear to be 65½ miles. But these average distances should be slightly increased, in consequence of a portion of the passengers and freight being carried over two or more roads, and the number of passengers and tons of freight being in those cases repeated on each road.

Twenty-three railroad corporations have made full reports, from which the following statements were made:

The length of railroads is	2,103 miles,
The capital stock, as per charter	$54,748,800,00
" " subscribed	50,137,263,03
" " paid in	47,430,865,04
The amount of funded debt is	43,346,781,27
" " floating debt is	7,111,590,64
Amount expended in grading and bridging	35,457,962,75
Amount expended in superstructure	7,681,097,73
Amount expended in station buildings	3,214,424,75
Am'nt expended in engine houses, machine shops	1,209,205,73
Amount expended for land damages and fencing	7,781,299 72
Amount expended for engineering and agencies	3,254,501,64
Amount expended for locomotives and cars	9,686,520,77
Total am'nt expended in construction and equipment, including grading and superstructure	95,466,243 59
Amount expended on do. during the year	19,130,411 44
Whole length of road laid is, miles	2,093
Whole length of second track laid on the above, is miles	554
Number of locomotives	490
Number of passenger and emigrant cars	595
Number of baggage and freight cars	5,388
Number of miles run by the passenger trains for the year	5,234,963
Number of passengers carried on the cars as reported	2.841,147
Number of miles traveled by all the passengers	397,272,298
Number of miles run by freight trains	3,564,807
Number of miles of movement of the freight	219,454,492
The cost of maintenance of way (17 roads—miles only reporting this item)	$1,447,876 65
Charged to passenger business	$874,975 50
Charged to freight	606,973 08
The cost of repairs of machinery on 18 roads reporting is	1,403,154 81
Charged to passenger business	817,570 51
Charged to freight	564,771 35
The cost of operating on 19 roads reporting is	4,159,310 51
Charged to passenger business	2,155,597 92
Charged to freight	1,945,990 64

The receipts on 19 roads reporting are:

From passengers	$6,799,953 82	
From freight	5,890,638 10	
From other sources	602,298 46	
		$13,292.890 38

The payments other than for construction, on nineteen roads were:

For transportation	$6,418,187 71
For interest on debts	2,644,252 63
For dividends	2,417,536 04

The average cost of construction and equipments per mile of road, of those railroads which have reported their items has been as follows:

For graduation, masonry and bridges for 2,066 miles of road	$17,162 61
For superstructure, including iron for 2,066 miles of road	11,915 61
For station buildings for 2,066 miles of road	1,555 87
For engine houses and machine shops for 2,066 miles of road	585 29
For land and fencing for 2,066 miles of road	3,751 30
Total expenses of construction and equipments for 2,105 miles of road	$45,091 85

The number of locomotives on 2,076 miles is 1 to 4 and ⅓d miles of road. The number of passenger cars on 2.076 miles, is one to four and one-third miles of road. The number of freight cars on 2,076 miles, is one to 38-100 miles of road. The average mileage on the passengers for each mile run by the trains, is seventy-six. The average distance travelled by each passenger is nearly forty-eight and a half miles. The average speed of the express train when in motion, is forty miles per hour. The average number of tons of freight for each mile run by the trains, is sixty-two tons. The average distance each ton of train was moved, 72¼ miles. The average speed of the freight train when in motion, is sixteen miles per hour. The average weight of the freight trains, exclusive of the freight carried, is 100 tons.

The roads reporting the amount of freight carried show an aggregate of 2,831,336 tons passing over the roads, but as the freight is frequently carried over two or more connecting roads, on each of which it is reported, the footing of these several amounts does not show the true aggregate of the tonnage carried. As near as can be ascertained, about one and a half million of tons of freight were carried on all the railroads of the State.

The reports furnish the number of tons of each classification of freight carried, but as the aggregate return must necessarily contain the errors above mentioned, these aggregates are only useful to show the proportions of each description of freight shipped, which are nearly as follows:

Of the whole tonnage, the product of the forest is 12 per cent; animals 20 per cent; vegetable food 22 per cent; other agricultural products 4 per cent; manufactures 12 per cent; merchandize 11 per cent; unclassified articles are 17 per cent.

The average cost of maintenance of way, per mile of road, is as follows:

	Charged to the business of Passenger.	Freight
For repairs of road bed	$374 31	$259 62
" " buildings	22 87	17 62
" " fences	11 38	6 83
" taxes	46 37	38 75
All expen. of maiute'ce of way	455 42	322 81
For all expenses, both passenger and freight	$699 12	

The average cost of repairs of machinery per mile run by the trains, is as follows:

	Cents.	Cents.
For repairs of engines	8 79	7 70
" " cars	6 07	7 30
" " tools	0 64	9 70
" " oil and waste	0 97	1 10
For all repairs of machinery.	16 45	16 80

The average cost of repairs of machinery per passenger, and per ton of freight carried one mile, is as follows:

	Mills.	Mills.
For repairs of engines	1 10	1 20
" " cars	0 80	1 20
" " tools	0 10	0 10
" " oil and waste	0 11	0 10
For all repairs of machinery	2 11	2 00

The average cost of operating the road per mile run by the trains is as follows:

	Charged to the business of Passenger. Cents.	Freight. Cents.
Office expenses, stationary	0 90	1 10
Agents and clerks	4 36	5 56
Labor, loadiug and unloading	——	9 33
Porters, watchmen and switchmen.	2 60	2 31
Wood and water station attendauce	0 93	0 79
Conductors, baggage, and brakemeu	5 00	6 10
Enginemen and firemen	5 00	6 10
Fuel, cost and labor of prepariug	13 60	15 50
Oil and waste for engine	1 83	2 24
Oil and waste for cars	0 69	1 30
Loss and damage to goods and baggage	0 57	1 30
Damages for injuries to persons	1 20	0 32
" to property and cattle	0 48	0 44
General superintendence	1 20	1 38
Contingencies	4 50	3 90
For all expenses of operating	42 80	57 67

The same per passenger and per ton carried one mile:

Office expenses, stationary	0 10	1 20
Agents and clerks	0 54	0 50
Labor, loading and unloading	——	1 50
Porters, switchmen and watchmen.	0 34	0 30
Wood and water station attendauce	0 10	1 10
Conductors, baggage and brakemen.	0 64	1 00
Enginemen and firemen	0 64	1 00

Fuel, cost and labor of preparing	1 70	2 50
Oil and waste for engines	0 23	0 30
Oil and waste for cars	0 10	0 20
Loss and damage to goods and baggage	0 10	0 20
Damages for injuries to persons	0 32	0 05
Damages to property and cattle	0 06	0 10
General superintendence	0 17	0 20
Contingencies	0 52	0 65
All expenses of operating	5 56	9 20

The average receipts per mile of road are as follows:

From passengers	$3,210 78
Freights	2,832 40
Other sources	289 70
Total	$6,393 83

The receipts per mile run by the trains are as follows:

From passengers	$1 34
Freight	1 73
Passengers, freight und other sources	1 56

The receipts per passenger per mile carried was 1¾ cents.

The receipts per ton of freight carried one mile, was 2 8-10 cents.

By comparing the foregoing average expenses, with those furnished in the last report, it will be observed:

That the cost of repairs of the track per mile of road exceeds that of the preceding year nearly fifty per cent., but that the repair of machinery per mile run by the trains is about the same. The better condition of the track has prevented the expense for repairs of machinery from increasing with the increased rates of speed which are now adopted.

The expense of operating the roads has increased about twenty per cent. over those of the preceding year, owing to the increased speed of the trains, and to the higher price of labor.

The tables which have been prepared show the comparitive cost of construction and repairs, and of operating each road, and the average results afford very useful and reliable information on these interesting subjects.

It is to be regretted that all of the railroad companies do not prepare their reports with the same care and accuracy that is generally observed.

The manner which has been adopted for preparing these tables, furnishes the means of detecting many of the errors, and it is believed that the publication of the errors will be found one of the most effectual means of inducing more care in the preparation of the reports.

In my last report, I pointed out some striking discrepancies, and suggested that additional authority should be conferred on the State Engineer, to enable him to inquire into the accuracy of the returns made to his office. I respectfully renew this recommendation.

The following statements, which are exhibited by the tables, will show how widely the cost and expenses of the various roads differ from each other.

	Highest.	*Lowest.*
Cost of gradnation and masonry per mile	$35,099 38	$5,540 57
Cost of superstructure per mile	25,218 02	5,040 14
Cost of land and fences per mile	6,448,93	1,086,28
Cost of construction and equipment per milo	81,812 16	16,848 98
Cost of graduation and masonry per milo of single track	21,506 70	5,200 52
Cost of superstructure per mile for single track	12,150 507	4,896 32
Cost of land and fences per milo for single track	5,573 77	1,140 23
Cost of construction and equipments per mile for single track	50,131 68	16,040 41
Cost and maintenance of way per mile, run by passenger train,—cents	30 39	10 93
Do. do. freight trains	56 39	8 05
Cost of repairs of machinery per mile, passenger trains	25 57	4 31
Do. do. freight trains	27 58	7 93
Cost of operating per mile, passenger trains	72 79	22 48
Do. do. freight trains	226 79	30 12
Cost of repairs of engines	14 44	3 27
Do. cars	9 29	0 70
Do. tools	1 59	0 03
By freight trains, repairs of engines	17 68	1 69
Do. do. cars	18 02	2 54
Do. do. tools	0 85	0 16
Cost of operating per mile ran by trains—		
Passenger agents—cents	10 85	1 17
Fuel	19 15	359
Conductors, &c	10 49	0 86
Enginemen	8 33	2 96
Freight trains	67 86	1 84
Fuel	52 75	5 58
Conductors, &c	48 12	3 05
Enginemen	40 17	2 75

To obtain an accurate average it has been necessary to reject some of the lowest results, and such of the reports as appeared to be evidently erroneous.

The tables, in some cases, show pretty plainly that these errors are caused either by carelessness, or designed probably for the purpose of reducing the expense of some particular item.

The whole number of persons carried in the cars on twenty rail roads	8,174,363
Number of miles traveled	397,272,298
Whole number of passengers injured	
Of whom were killed	11
Whole number of employees injured	97
Of whom were killed	56
Whole number of others injured	93
Of whom were killed	60
Making the total number injured	209
Of whom were killed	137

One passenger was killed for every 36,115,663 miles traveled, and one passenger was injured for every 49,659,037 miles traveled.

The classification of these accidents is as follows:

	Killed.	*Injured.*
Jumping on or off train in motion	14	5
Fell or thrown from train	19	8
Collisions of trains	6	13
Trains thrown off the track	5	5
Run over while walking, standing or lying on the track	57	17
Collisions with vehicles at road crossings	10	2
At work or standing by trains	5	16
Standing on platforms	3	—
Defective machinery	7	4
Other accidents	7	3
Total	136	73

The Albany and West Stockbridge, Buffalo, Corning and New York, Buffalo and New York City, Sackett's Harbor and Ellisburgh and Schenectady and Troy Companies, have not included in their reports any statements in relation to accidents, and it is not known to the department whether or not any have occurred upon these roads. It will be observed how few accidents have occurred to passengers from causes beyond their own control. One passenger was killed from such causes for every 198,637,149 miles traveled, and one passenger injured for every 66,212,050 miles traveled.

By a comparison of the ratio of accidents and miles traveled in 1852, with that of 1853, it will be observed that during the last year the passengers traveled nearly three times the distance traveled in the former years before meeting with an accident causing death, and one-quarter further before meeting with an accident not resulting in death.

These evidences of the increased safety of railroad traveling, both to the passengers and workmen, will be as gratifying to the passengers on railroads as they are to the public, especially when it is remembered that the speed of trains has been greatly increased during the past year.

This is partly due to the better condition in which the track and machinery are now maintained, and partly to the observance of greater care on the part of the travelers, and to the exercise of greater skill on the part of the managers and workmen. Respectfully submitted.

WM. J. McALPINE.

New Railroad Bridge.

We take the following from one of our Wheeling exchanges (we omitted to mark which.) As it is of interest to the railroad community, we give it as we find it.

"We have been shown a plan and drawing, the invention of a gentleman in this vicinity, of acknowledged reputation as a Civil Engineer. This plan consists of throwing across rivers and other navigable streams of any magnitude, first, a wire suspension bridge of sufficient hight to avoid any obstruction to navigation, to which a railway is permanently attached, extending on a level with, and connecting itself to the ordinary rail track on land. Into this receptical, which is designed to be of adequate size and strength to answer all purposes, the cars, engines, etc., are run from the land, and then in almost less time than we have taken to pen these lines, are drawn over the widest streams.

The motive power consists of an endless rope, passing over rollers of suitable form, to sustain it in the proper position, and propelled by steam or other stationary power.

This invention is destined to be one of the most important for the railroad interests of this country, that has ever been made. It supplies a great desideratum, and cannot fail to be brought into general use.

We regret that we cannot speak more freely on this admirable invention at this time.—Due steps have been taken to secure a patent and then the great merits of the plan will be speedily tested.

We again repeat that this invention cannot fail to prove immensely advantageous to those roads now awaiting or expecting soon to await a speedy and uninterrupted transit across our great navigable streams. The recent decision of the District Court of the U. S., sitting for Illinois, against the erection of an ordinary Railroad bridge across the Mississippi at Rock Island, will render this invention highly valuable to the people there enjoined.

"Small Potatoes, and f in a Hill."

We have just experienced an exemplification of the above quotation, and in the remarks we are about to make, we disclaim all desire to force the RAILROAD RECORD upon any person who may not wish to take it; but in the present instance there is so much *littleness* and niggardly feeling manifested, that we cannot refrain from making the circumstances known.

At the inception of an important railway undertaking connecting with our city, feeling a lively interest in its welfare, and deeming it of great advantage to Cincinnati, we freely gave *gratuitous* notices of the proposed road, meetings, &c., and even published the Engineer's Report in full, to the extent in all, of some two pages of matter, besides *giving* the President and Engineer numbers of copies of the issue containing the Report. All this *we* did for the Company, and what did the *company* for us? *Nothing*—not even so much as to subscribe for the paper. But of this we make no complaint. Speaking to a friend of the President of the Company some months afterwards, we incidentally mentioned the fact that the Company had not even subscribed for the RECORD. He told us to send it at once, and to continue to do so, and if the Company would not pay the bill, *he would*. In accordance with this instruction, the name of the Company was entered upon our list, and Nos. 50, 51, and 52 of Vol. 1, and Nos. 1 and 2 of Vol. 2 were regularly mailed to the Company, and all appeared correct. But in No. 2 we also sent a *bill of* $3 for a year's subscription, and whether it be that the *amount* frightened the President of a Company whose road is to be some 481¾ miles long, or because the Company could not afford such extravagance, or because he thought, until the *bill* made its appearance, that he was getting the paper, as he had the notices, &c., gratuitously, we know not; but we do know that we this day (14th inst,) ew received he No. 2 through mail returned to us, *but not until it had been cut open, pinned togelher, and evidently read through.*

Now this is a small matter, we allow; but "straws show which way the wind blows," and we think this no slight indication of the character of the man, and the policy he will pursue in the management of the road now under his charge. The undertaking is a grand one, and will evidently be consumated, but we do feel that, until the Board of Directors shall have for its head a man of more liberal and enlightened views, it will be an up hill road. Such narrow-minded men, in small matters, cannot take far-reaching, clear, unprejudiced views of larger business affairs.

When we commenced this article we had determined to give the name of the Company, but upon more mature consideration, we have concluded to withhold it for the present.

Tunnel on the Pennsylvania Central Railroad.

Deeming a few words relative to this great work acceptable to our readers, we copy as follows from the Philadelphia *Register:*

"The great tunnel passes through the Allegheny mountains. The excavation was commenced on the 13th of October, 1851, and the heading was finished on the first of February, 1854. The tunnel passes through the mountain at a point known as Sugar Run Gap, and lies in the counties of Blair and Cambria—the summit being the dividing line of the two counties. Tne tunnel was worked from both ends, and by means of three shafts of the following depth: east shaft, 150 feet; middle, 195 feet; and west shaft 148 feet. At the east and west shafts the material was hoisted by engines of about 35 horse power, and at the middle shaft a 60 horse power engine was employed, capable of hoisting material and working a winch plunge lift pump 225 feet in length. The material cut through in sinking the shafts was black and gieenish slate rock, several strata of fire clay, one heavy strata of soap stone, and three heavy strata of coal. Of the latter the first strata of coal was six inches thick; the second, 6 feet, and the third, 1 foot 8 inches. The whole amount of material excavation was 84,700 cubic yards.

The tunnel is 4,612 feet long, 2,865 cubic feet of which is arched, containing 7,700 perches of cut stone, and 9,400 perches of brick masonry, and 927 feet is cut through solid rock, where arching is unnecessary.—Eight feet of arch on each side is built of cut stone 22½ inches thick, resting on abutments of rock range work of the same thickness, and the crown consists of five courses of hard burnt brick, the whole laid with hydraulic cement. At grade, the width of the tunnel in the clear is 21 feet—ten feet above the grade, 24 fect. The height above the grade is 23 feet. The greatest elevation above the tide is at the west end of the tunnel, where the height is 2,161 feet. The grade ascending the eastern slope commences at Altona, and in a distance of 12 miles, where the west end commences, the height overcome is 993 feet, or 82¾ feet to the mile.

"The work was under the charge of Edward Miller and H. Haupt, Chief Engineer; Thos. Seabrook, P. A. Engineer, and Thos. Rielly, Assistant Engineer; at present, but a single track is laid through the tunnel. It is graded for a double track, which, when laid, will complete the work at a cost of about $45,000 or bout $125 per foot.

PUBLIC LANDS TO RAILROADS.—Hon. B. E. Gray of Kentucky, has introduced a bill into the House of Representatives, as follows:

That there be and is hereby granted to the state of Kentucky twelve hundred and fifty thousand acres of the Public Lands for the purpose of aiding in constructing a railroad from Louisville along the most advantageous and practicable route to some point on the Mississippi river in said state. And fourteen hundred thousand acres for the purpose of aiding in constructing a railroad from Hopkinsville by Danville, etc., to the mouth of Big Sandy river, with a branch from off some point on said road east of Bowling Green, to or near to Cumberland Gap, to be located by the Legislature of said state. And five hundred thousand acres for the purpose of aiding in constructing a railroad from Henderson toward Nashville Tennessee.

NEW YORK CENTRAL RAILROAD—COMPARATIVE EARNINGS.—The Superintendant of the New York Central Railroad makes the following tabular statatement of the gross receipts of the road for the first six months under the consolidated management, compared with the aggregated receipts of the separate roads constituting the line, for the corresponding months of the previous year. The working or transportation expenses of the six months have not yet been put into official form. When these are published, they will afford a fair criterion of the average per centage on the gross receipts at which this important line can be operated.

	Passengers.	Freight.	Total.	Increase.
1853. Aug.	$349,125.76	$140.000.00	$489,125.76	
1852. Aug.	294,510.80	79,565.19	374,075.90	$115,949.77
1853. Sep.	371,322.06	200.000.00	571,322.06	
1852. Sep.	340,916.87	97.758.00	438,674.97	132,647.09
1853. Oct.	326,706.54	223,500.00	550,206.54	
1852. Oct.	300,649.39	115,891.78	416,541.17	133,665.37
1853. Nov.	242,327.53	215,893.48	458,221.01	
1852. Nov.	209,775.25	152,114.10	361,889.30	96,331.66
1853. Dec.	190,014.53	230,010.86	420,035.39	
1852. Dec.	160,657.89	197,059.32	357,717.21	62,308.18
1854. Jan.	160,790.83	167,456.28	328,247.11	
1853. Jan.	126,767.31	185,599.79	312,367,10	15,880.01

Total increase	$555,882.08
Total receipts New York Central Railroad for six months ending Feb. 1, 1854	$2,817,147.87
Total increase for six months	555,882.08
Average increase per month	92,647,01

A NEW PACIFIC RAILROAD SCHEME.—Senator Foote, of Vermont, reported a bill in the United States Senate, to construct a railroad to the Pacific. The following are the main provisions of the bill:

The company is to be organized under the name of the Pacific Railroad Company, with a capital stock of $75,000,000, or more if necessary, one-third to be subscribed by individual stockholders, one-third to be loaned to the company by the government, principal and interest to be repaid by the year 1885, and one-third to be granted to the company perpetually without interest by the government. To locate the road and attend to the preliminary organization of the company, the bill provides for creating a commission of one from each state. The commission is to meet two months after the passage of the act. It is to be allowed six months to locate the road, and to close its labors within twelve mouths, and receive eight dollars per day for the time employed. When the road is located books are to be opened and closed in two months. The whole number of shares to be 1,750,000, of which 250,000 to be subscribed by individual stockholders at $10 advance on each share, giving $2,500,000 to government, making $7,500,000 for commencing the work. Three commissioners are to be appointed by the government to act in its behalf. The terminus the road to be in the territories, and to have connected with it a telegraph. In consideration of one-third of the stock, the government is to have free use of the road for carrying the mails, troops, etc., and a mortgage from the Board for the other third. Six years are to be allowed to complete the road. No alternate sections of land to be given.—*Buffalo Rough Notes.*.

INDIANAPOLIS AND PERU RAILRAD—The northern terminus of this road was reached, and cars ran through over the road on Monday, the 27th ult., for the first time.

Baltimore & Ohio Railroad—new Depot at Wheeling.—This structure has just been completed; it is neat in its style and elegant in its proportion as any structure of the kind, while the convenience of its arrangement is nowhere surpassed. The cars have a double track through the main building. At the end is the reception room for passengers entering through several doors. On the right is the ticket office and the ladies' reception room, handsomely fitted up and conveniently arranged. On the same side is a passage to the rooms above. On the left is a baggage room, and the passage through the main room leads to South Street, where the omnibusses, &c., will be stationed. This building, as well as that of the freight depot and the bridge, have been under the direct charge of Mr. McComas, who has shown great skill and industry and enterprize in the whole work, and is entitled to great credit for the manner in which he has performed his duties.

Evansville, Indianapolis and Cleveland Straight Line.—The first section of this road has been let on favorable terms. The work is to be commenced on the 1st of April. The length of the section by air line, between the termini, is 54 miles, and only one mile longer by the line of the road—51½ of which is a straight line and 3½ miles curvature, with an average radius of 8,000 feet, and a maximum grade of 39 1-10 feet to the mile.

Cincinnati, Hamilton and Dayton Railroad.—The Dayton *Gazette* says: "The Cincinnati, Hamilton and Dayton Railway is to have a second track. Mr. Shoemaker has been employed, as we learn, to make the surveys and locations, leaving the present track some miles below Hamilton, and passing through Middletown, Miamisburgh and Carrolton. The new track, which is intended to be considerably shorter than the old one, will be used for the quick passenger trains.

Latrobe Compound Rail.—The Baltimore *American* says: "The Directors of the Baltimore and Ohio Railroad are so well satisfied with the trial which has been made of the three part compound rail of Mr. Latrobe upon a section of their road, for the last two or three years, that they have determined to adopt that form of rail for the second track to be laid between Piedmont and Baltimore. They also intend to use it upon such portions of the present track as require renewing, and the Mount Savage Iron Company is now extensively engaged in re-rolling the old rails of the Company into the new Latrobe pattern.

☞ The Columbia Branch of the South Carolina Railroad was very much damaged by floods in the early part of March.

To Contractors.—In our advertising columns will be found several notices worthy the attention of contractors. The St. Louis & Iron Mountain Railroad is a very important one to St. Louis, and will furnish many very eligible jobs to contractors. The State of Missouri supplies $750,000, and the city of St. Louis, $1,000,000 towards its construction. The total amount subscribed is about $2,000,000, which amount will be still greatly increased.

The length of the road is 87 miles, passing through a very healthy region, and tapping the richest iron deposit in the world. The work is tolerably heavy, but it is in the hands of men in St. Louis, who never undertake without completing. It is to be completed in December 1856.

The Memphis and Ohio, late Louisville and Memphis Road, is another company now seeking for contractors It is in the hands of prompt business men, running between two of the most important points in the West, affording a fine opportunity for lucrative and responsible contracts. We commend the advertisements to the consideration of contractors

Hook-head Railroad Spike.—We learn by telegraph from Washington, that the application of Henry Burden, of New York, for an extension of his patent on the machine for the manufacture of Hook-head Railroad Spikes was yesterday denied by the Commissioner of Patents. This decision will have the effect to permit other manufacturers to use the machine hereafter without restriction, after the expiration of the present patent grant.

Louisville and Lake Erie Railroad.—The following is from the Madison *Courier* of Monday:

"Erie Railroad.—At a meeting of the Board of Directors of the Madison and Lake Erie Railroad, held at the office of the Company in the F. & M. Insurance building, Captain White, General Stapp and C. C. Branham, Esq., were appointed a committee to visit Cleveland and close the contract with that city. The former Committee appointed to treat with Louisville, was directed to bring its negotiations to a close also, these movements being necessary before letting the work to contractors.

"The amount of subscriptions are deemed sufficient to commence the work immediately. Before the blossoms fall from the apple and peach trees this Spring we expect to announce the letting of the whole line to contractors."

In accordance with the above instructions, the Committee visited Cleveland, but we have not yet heard the result of this visit.

Waynesboro' Railroad, Ga.—This branch line, connecting Augusta with Charleston, via the Central Georgia, at Millen, has just been completed through. The event was celebrated by the citizens of Augusta on the 28th ult.

Camden and Amboy Railroad.—A bill has passed the Assembly of New Jersey for creating a sinking fund to purchase the works of the Camden and Amboy Railroad Company, as provided by its charter. It appoints the Governor of the state, the President of the Senate, the Speaker of the House and the Secretary of State, and their successors in office, for the time being. Trustees of the sinking fund, and authorizes the Treasurer of the state to pay over to said Trustees fifty thousand dollars on the first of January, 1855 and on the first of January of each year thereafter, a like sum, adding ten thousand dollars additional each year, from the transit duties received from the Joint Companies, until the expiration of the time limited by the charter for the purchase by the state of said railroad. All the appropriations and accumulations of said fund are to be invested in the stocks or bonds of the Joint Companies. In case the company shall relinquish their exclusive privileges, and accept a continuation of their charter, the sinking fund shall be transferred to the Trustees of the School Fund of the State.

Newport and Eminence Railroad.—A meeting of the Commissioners named in the act of incorporation of the Louisville and Newport Branch Railroad Company, assembled pursuant to legal notice, at the office of the Louisville and Frankfort Railroad, in the city of Louisville, on Saturday the 4th of March, 1854, for the purpose of directing the time, places, and manner of opening books for subscriptions of capital stock in said Louisville and Newport Branch Railroad Company. The meeting was organized by the appointment of Dr. Lyman Martin, of Owen county, President, and Norwin Green, of Louisville, Secretary.

A majority of the Commissioners being present, the meeting proceeded to business. Books for subscription were ordered to be opened at several different places, on the 13th inst., to remain open until 29th of April, on which day the Commissioners will reassemble for the perfect organization of the Company. Invitations were sent to the Directors of the Little Miami and the Frankfort and Louisville railroad companies, inviting them to send delegates to attend the next meeting of the Commissioners.

Personal.—We see it stated that Mr. Chas. Minot, whose resignation of the Superintendency of the New York and Erie Road we noticed a few days since, will visit Europe during the coming season, and that the Emperor of Russia has offered him the post of Superintendent of the St. Petersburg and Moscow Railway. D. C. McCallum, Esq., formerly Superintendent of the Susquehanna Division, is talked of as the successor of Mr. Minot.

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

CORRECTED TO WEDNESDAY OF EACH WEEK.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'D.	ASK'D
Alabama and Tennessee	1st mortgage, convertible till 1872	7	1872	98	100
Baltimore and Obio	Transferable. Taxed	6	1867	98	100
Do do	Coupons. Not Taxed	6	1875	90	92
Do do	" "	6	1880	96	98
Do do	"	7	1860	95¼	97
Do do		6	1885	88	90
Bellefontaine and Indiana	1st mortgage, convertible	6	1866	105	107
Buffalo and Penn. State Line	1st mortgage, not convertible	7	1866	100	102
Chicago and Rock Island	1st mortgage, convertible	7	1870	94	95
Chicago and Mississippi	1st " "	7	1862	92	95
Chicago and Aurora	1st " "	7	1866	90	92½
Cincinnati and Fort Wayne			....		
Cleveland, Columbus, and Cincinnati	1st mortgage, convertible	7	1859	128	130
Do do do	No mortgage, convertible	7	1855	124	127
Cleveland and Mahoning			....		
Cleveland, Painesville and Ashtabula	1st mortgage	7	1861	105	107
Do do	2d " not convertible	7	1861	99	100
Cleveland and Pittsburgh	1st " convertible	7	1860	104	109
Do do	Income "	7	1855	96	97
Cleveland, Zanesville, and Cincinnati			....		
Cincinnati, Hamilton and Dayton	1st mortgage " till 1855	7	1861	108	110
Cincinnati, New Castle and Michigan	1st mortgage, real estate, convertible	10	5 & 10 y's	96	100
Cincinnati Western	1st " " " "	10	5 & 10 y's	90	98
Cincinnati, Wilmington and Zanesville	1st "	7	1862	93	94
Cincinnati, Indianapolis and Chicago			....		
Columbus and Lake Erie			....		
Columbus, Piqua and Indiana	1st mortgage, convertible	7	1862	84	86
Do do do	2d "		1852	80	83
Columbus and Xenia	1st mortgage, convertible	7	1859	118	120
Covington and Lexington	1st " " till 1862	7	1862	94	97
Do do	2d " "	6	1862	90	92
Dayton and Michigan	1st " "	7	1867	94	97
Dayton and Western	1st " "	7	1862	90	95
Dayton, Xenia and Belpro			....		
Eaton and Hamilton	1st mortgage	7	1862	84	87
Eaton and Piqua			....		
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.	7	1862	93	96
Evansville and Illinois	1st Mortgage, convertible 1857	7	1862	85	87
Frankfort and Lexington	1st " "	6	....		
Franklin and Warren			....		
Galena and Chicago Union	Pledge of 2d section, convertible	10	1853–6	125	130
Do do do	" 3d " not convertible	6	1862	80	85
Greenville and Miami			....		
Illinois Central	1st mortgage, not convertible	7	1875	87	90
Illinois and Wisconsin		10	....		
Indiana Central	1st mortgage, convertible	7	1866	82	83
Do do	" "	10	1857	102	104
Indianapolis and Bellefontaine	1st " "	7	1860–1	101	103
Indianapolis and Lafayette	" "	7	1861	95	100
Jeffersonville	1st " not "	7	1861	90	94
Junction (Ohio)	1st " "	7	1867	106	108
Do do	2d " "	7	....	104	106
La Crosse and Milwaukie			....		
Lawrenceburg and Upper Mississippi	1st mortgage, convertible	7	1866	100	101
Lexington and Big Sandy			....		
Little Miami	No mortgage, coovertible 1852–4	7	1858–61	114	116
Do	" " till 1855	7	1861	117	120
Louisville and Nashville			....		
Lyons' Iowa Central	1st mortgage, convertible	7	1873	47¾	60
Mad River and Lake Erie	1st mortgage, convertible till 1855	7	1855–6	97½	100
Do do	2d " "	7	1866	87	90
Do do	Dividend	7	1860	78	83
Madison and Indianapolis	1st mortgage, convertible after 1853	6	1861	100	103
Marietta and Cincinnati	1st " convertible	7	1868	95	97
Maysville and Big Sandy			....		
Maysville and Lexington	1st mortgage, convertible	6	1870	88	90
Memphis and Charleston			....		
Michigan Central	No mortgage, convertible	8	1860	108	110
Do do	" "	8	1855–6	100	102
Do do	" not "	8	1857–8	105	106
Michigan Southern	1st " " "	7	1860	101	103
Milwaukie and Mississippi	1st " " 1857	8	1862	103	105
Nashville and Chattanooga			....	83	93
New Albany and Salem	mortgage on 1st section	10	1858–62	109	111
Do do	1st " on other sections, convert.	8	1864–75	99	100
New Castle and Richmond	1st " convertible	6	1873	87	90
New Orleans and Ohio, Ky	Guar. of McCracken Co		....	86	93
New York and Erie	1st mortgage, not convertible	7	1867	115	116
Do do	2d " convertible	7	1859	102	105
Do do	Income, not convertible	7	1855	97½	98
Do do	Convertible till 1861	7	1871	91	93
Do do	" " 1862	7	1862	93	95
Northern Indiana	1st mortgage, not convertible	7	1860	96	98
Do do	2d "		....	93¼	94
Do do	1st mortgage Goshen line		....	92	95
Do do	Coostrnction Bonds		....	107	110
Ohio Central	1st mortgage, convertible, west section	7	1861	103	105
Do	1st " " east "	7	1864	103	105
Ohio and Indiana	1st " "	7	1867	97	99
Ohio and Pennsylvania	" "	7	1865–6	107	109
Do do	Income. No mortgage, convertible	7	1872	93	95
Ohio River and Wabash			....	95	98
Pacific, Mo			....		
Panama	1st mortgage, convertible	7	1866	109	111
Parkersburgh (or Northwestern Va.)	" Guar. City of Baltimore	7	....	99	100
Pennsylvania	1st mortgage, convertible till 1860	6	1880	107	109
Peru and Indianapolis	1st " convertible	7	....	78	83
Rock River Valley Union	1st " convertible	7	1872	98	100
Sandusky and Mansfield	1st "	7	1860	82	85
Do do	2d "	10	1853–7	102	104
Scioto and Hocking Valley			....		
Southwestern, Tennessee			....		
Sangamon and Morgan, or Great Western			....		
Springfield and Columbus			....		
Steubenville and Indiana	1st mortgage, convertible	7	1865		94½
Terre Haute and Alton	1st " coovertible		1862-72		
Do do	2d " do	8	1865		
Terre Haute and Richmond	1st mortgage, convertible	6	1866	99	100
Toledo, Norwalk and Cleveland	1st "		1861	92	95
Do do do	2d "		....	90	95
Do do do	" Guar of C. C. & C.		1883	40	95

TABLES OF RAILROAD SHARES.

☞ The following quotations are not PER SHARE, but upon the HUNDRED DOLLARS.

	shares.	off'd.	ask'd.
Baltimore and Ohio	100	67	70
Bellefontaine and Delaware	50	40	50
Bellefontaine and Indiana	50	85	87
Belleville and Illinoistown			
Buffalo and Pennsylvania State Line		125	130
Central Military Tract			
Central Ohio	50	85	90
Chicago and Rock Island		97	99
Chicago & Miss., (Alton & Springf'd.)			
Cincinnati, Cambridge and Chicago		28	30
Cincinnati and Fort Wayne			
Cincinnati Hamilton and Dayton	100	102	103
Cincinnati, Indianapolis and Chicago			
Cincinoati, Logansport and Chicago	50		90
Cincinnati Western	50	38	45
Cin. Wilmington and Zanesvitle	50	77½	80
Cleveland, Columbus and Cio	100	123	123
Cleveland, Medina and Tuscarawas			
Cleveland, Painesville and Ashtabula	100	110	111
Cleveland and Pittsburgh	50	89	90
Cleveland and Mahooing			
Cleveland and Toledo	50	100	102
Cleveland, Zanesville, and Cincinnatt			
Clinton Line			
Columbus and Lake Erie	50	50	70
Columbus, Piqua and Indiana	50	65	70
Columbus and Xenia	50	108	110
Covington and Lexington	50	65	68
Covington and Ohio, Va			
Dayton and Michigan	50	60	65
Dayton and Western	50	75	85
Dayton Sbort Line	50		
Dayton, Xenia and Belpre			
Detroit and Pootiac			
Eaton and Hamilton	25	58	60
Eaton and Piqua			
Erie and Northeast		112	120
Erie and Kalamazoo		95	100
Evansville and Crawfordsville			
Fort Wayne and Mississippi	50		
Fort Wayne and Southern	25		
Franklin and Warren			
Galena and Chicago Union	100	118	120
Greenville and Miami	50	70	75
Hannibal and St. Joseph			
Hempfield			
Henderson and Nashville			
Hillsboro' and Cincinnati	50	60	60
Illinois Central	100	131	135
Illinois and Wisconsin			
Indiana Central	50	80	85
Do do 10 per cent	50	80	85
Indianapolis and Bellefontaioe	25	85	90
Indianapolis and Cincinnati	50	72½	75
Indianapolis and Lafayette	50	76	80
Jeffersouville and Indianapolis	50	72	78
Junction (Ohio)	50	90	95
La Crosse and Milwaukie	100		
Lake Erie, Wabash and St. Louis			
Lawrenceburg and Upper Mississippi	50	72½	75
Lexington and Frankfort			
Lexington and Danville			
Little Miami	50	111¼	112
Logansport and Pacific			
Logansport and Marion			
Louisville and Frankfort	50	62	70
Louisville and Nashville	100		
Macon, Georgia		62	63
Mad River and Lake Erie	50	75	80
Madison and Indiaoapolis	50	71	72
Madison, Indianapolis and Pern	50	60	70
Marietta and Cincinnati	50	60	60
Marion and Mississinewa Valley			
Maysville and Lexington	50	60	75
Maysville and Big Sandy			
Memphis and Charleston			
Michigan Central		108	110
Michigan Southern		116	118
Milwaukie and Mississippi		77	82
Mobile and Ohio			
Nashville and Chattanooga			
New Albany and Salem	50	46	50
New Orleaos and Ohio			
New York Central	111	112	
New York and Erie	100	81½	84
Northern Indiana		119	120
Ohio and Indiana		65	75
Onio and Mississippi	50	85	90
Ohio and Pennsylvania	50	102	104
Ohio River and Wabash			
Owl Creek Valley			
Pacific, Mo			
Panama		112½	114
Parkersburg, or Northwestern Va			
Pennsylvania	50	97	98
Peru and Indianapolis	25	72	75
Sandusky and Mansfield	50	55	60
Sandusky, Mansfield, and Newark	50		
Sangamon & Morgan, or Great West'n,			
Scioto and Hocking Valley	50	60	70
Southwestern Indiana			
Southwestern, Tenn			
Springfilled Mt. Vernon and Pittsb'gh.	50	77¾	80
Springfield and Columbus			
Steubenville and Indiana			
Terre Haute and Alton			
Terre Haute and Richmond		100	102
Toledo and Illinois			
Toledo, Norwalk and Cleveland	50	95	100

STOCK TABLE.

CORRECTED WEEKLY.

Government Securities.

	INT.	DUE.	OFF'D.	ASK'D.
U. S. Loan	6	1856	110	
Do	6	1862	118	
Do	6	1867	121	121½
Do	6	1868	122¼	122¾
Do (int. ceased July 1).	5	1853	101⅛	102
Do Coupons		1862	117⅛	118
Do "	6	1868	122	123
Do "		1853	100	101

State.

Alabama	5	....	90	95
Do	6	....	102	104
Arkansas	6	....	95	100
Georgia	6	....	106	107
Do	7	....		
Illinois Canal Bonds		1860	96	98
Do do registered		1860	98	100
Do do		1847	92	95
Do do registered		1847	90	96
Do do Internal Impt.		1847	92	95
Do Interest do		....	61	62
Indiana	5	....	100	101
Do	2½	....	64	65
Do Canal Loan	6	....	92	94
Do do preferred	5	....	54	55
Do do deferred	5	....	30	32
Do special preferred	5	....	29	30
Do do deferred.	5	....	10	11
Kentucky, 30 years	6	1871	101	102
Do 15 years	6	....	107	108
Do large bonds	6	....	105	108
Do	5	....	90	91
Michigan	6	....	94½	96
Ohio	6	1856	103	104
Do	6	1860	106	108
Do	6	1870	115	116
Do	6	1875	110	116½
Do	5	1856	102	103
Do	5	1865	105	107
Pennsylvania	6	....	103	105
Do	5	1870	89	90
Tennessee, new loan	6	1890	105	106
Do	5	....	91	93
Virginia Coupons	6	1886	106	107

City Securities.

Albany	6	1867-9	106	107
Allegheny	6	1873	94	96
Baltimore	6	1870-90	105	106
Do	5	1865	87	89
Boston Bonds	4½	1860	101	102
Chicago	6	1876-7	99	100
Covington	6	1881	93	95
Cincinnati	6	1860	102	103
Do	6	1897	104	104½
Do	5	1884	86	87
Do W. W	6	1865	102	103
Jeffersonville, Indiana	7	1872-82	85	88
Lawrenceburgh, Ia	7	....	89	90
Louisville	6	1880	98¼	98½
Memphis	6	1882	90	92
New York	7	1857	101	103
Do	5	1858-60	97	98
Do	5	1870-5	102	103
Do	5	1890	105	107
Philadelphia	6	1876-90	104	105
Pittsburgh	6	1869-71	95	98
Do coupons	6	1883	101	102
Richmond	6	1882	93	94
St. Louis	6	1870	100	102
Wheeling	6	1872	105	106

County Bonds.

Bourbon, Ky	6	1881	89½	90
Darke, O	7	....	92	95
Fairfield, O	7	1862	90	92
Fayette, Ky	6	1881-2	89½	90
Guernsey, O	7	1862	97	99
Mason, Ky	6	1881	90	92
McCraken co. Ky., endorsed by New Orleans and Ohio R.R.			86	93
St. Louis	6	1866	98	100
Do	7	1871	107	108

Banks.

OHIO.

Ohio Life Insurance and Trust Co	102	102½
Lafayette, Cincinnati, (closing)	113	115
Franklin do		
Commercial do		
Mech. & Traders do		
State Branches		

KENTUCKY.

Bank of Kentucky and Branches	110	112
Northern, and Branches	115	118
Southern, and Branches	103	106
Bank of Louisville	115	118
Kentucky Trust Co	99	100
Farmers' Bank of Kentucky	107	110
Newport Safety Fund Bank	98	100
Commercial Bank of Kentucky		

INDIANA.

State Bank and Branches		

TENNESSEE.

State Bank and Branches		
Union	94	100
Planters'	97¾	100

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g.
On New York	Sight	¾	1 prem.
Boston	Sight	¾	1 prem.
Philadelphia	Sight	¾	1 prem.
Baltimore	Sight	¾	1 prem.
New Orleans	Sight	1	½ prem.
England		110½	112½.

SPECIE.

COIN.

California, ℔ oz	$17 50	@	$17 65
Spanish Doubloons	16 50	@	16 60
Patriot Doubloons	15 60	@	15 80
Sovereigns	4 85	@	4 88
Guineas	5 00	@	5 00
American, new	1 00½	@	1 01
American, old	1 04	@	1 06
Portuguese	1 00	@	1 01

SILVER.

American Dollars	1 02	@	1 04
American, halves	1 02	@	1 04
Spanish Dollars	1 05	@	1 07
Spanish Quarters	1 02	@	1 03
Mexican Dollars	1 03	@	1 04
Five Franc pieces	95	@	96

LAND WARRANTS.

	Off'd.	Ask'd
160 acre warrants	$185	$190
80 acre warrants	95	98
40 acre warrants	46¼	47¾

Reported for the Railroad Record.

CINCINNATI STOCK SALES.

AT THE STOCK BOARD,

MERCHANTS' EXCHANGE

And at Private Sale.

ISAAC OSBORN DAVIS, AUCTIONEER.

BY HEWSON & HOLMES,

For the week ending Wednesday, March 15th, 1854.

THE SALES WERE AS FOLLOWS:

60	shares Cin. Wil. and Zanesville Railroad			77 00
100	" " "	"		75
44	" Indianapolis & Bellefont.	"		90 00
90	" Ohio & Mississippi	"		82 50
50	" Little Miami	"		111 00
118	" Indianapolis and Cincinnati	"		71 50
80	" Covington and Lexington	"		65 00
6	" " "	"		64 50
20	" " " no int.	"		64 00
22	" Cin. Ham. & Dayton,	"		101 25
12	" Columbus, Piqua, & Indiana	"		60 00
9	" Central Indiana	"		80 00
5	" Ky. Trust Co. Bank	"		95 00
5	" Farmers' Bank Ky.	"		108 00

3 Bonds, $1,000 each, Cincinnati, New Castle and Mich. R. R, C. 10 per cent. coupons 96 25

32 shares Cincinnati Ins. Company per share 23 00

Money rates 1½ @ 2 per cent. per month.

MONETARY.

Since onr last report the state of the Money Market at the East remains unchanged in the main. During the week there was, for a short time, an increased stringency, but it soon wore off, and we now give our former quotations as the ruling rates.

A diversity of opinion prevails as to the effect of a general European War upon the monetary Interests of this country. Some hold that it will be of immense benefit, and others that It will act unfavorably hy disturbing tbe conrce of trnde. We are of opinion that, shonld an unlversal war take place upon the Continent, it will create a demand for our stocks as an investment for capital now Invested tbere.

Tbe Stock Market has been very active, though at a shade lower rates.

Among the New York Bond Stock Sales at the Exchange, for the week ending 7th Inst., are the followlng:

$1,000	Indiana 2½	63
15,000	Ills. Cent. Bonds, 60 d'ys	87¼
3,000	" " "	86¾
65	shares N. Y. Centrai Railroad	111
170	" Cleveland and Toledo "	100@101¼
1650	" Erie Rnllroad	82½@83
100	" Mich. Central Railroad, s. 90	107
10	" " " "	108
175	" Panama "	112¼@114
12	" Cleveland & Pitts. Railroad	89

Simeon Draper sold as follows:

$17000	Columbus, Piqua, and Ia., 1st mort. Bond, (and int.)	81
6,000	Mich. So., Jackson Br.	82
30	shares Third Avenue, N. Y.	64¼
300	" Buffalo and N. Y. City	5

Sales by A. H. Nicholay, March 6.

5	Bonds $1,000, to Chicago & Miss. Railroad, 2d mor. conv. 7⅓—1,87¼ Coupons	78.50
5	" " "	78.00
3	" " Mich. So. Railroad,— mort. on Jackson Br. 7s. 1865	84,25
3	" " " "	84,12½
9	" " Toledo, Newark and Cleveland, 1s. mor., Coupons, guar. of C. C. & C. Co., 7s. 1863	89,87½
1	" " Canandaigea and Elmira, 2 mor. Coupons, 7s. 1857	85,50
4	" " " " "	85.00
20	shares Buffalo & N. Y. city Railroad	40.00

March 9th.

10	Bonds $1000 Ea., Chicago and Rock Island, 1st mor. 7s. 1870	95.25
5	" " Chicago and Mississippi, 2 mor. conv. 7s. 1874 Coupons	80.00
5	" " " " " "	78.75
5	" " Buffalo and N. Y. city Railroad, 1st mor. 7s. 1860, Coupons	80.00
4	" " State California, war bonds, 12s. 1861, Coupons, back interest $312 on eaeh bond	80.25
1	Bond $347,40, Funded Debt Loan of city of Sacramento, 12s. July, 1855, Coupons	85.00
1	" 347,750 " " "	79.50
1	" $575, " " "	80.00
4	Bonds $500 Ea., Buffalo & Corning Railroad, 1st mor. conv. 7s. 1867, Coupons	78.50
40	shares Erie & North East Railroad	112.00
200	" Buffalo & N. Y. city Railroad, shares $50, per share	5.00
350	" Del. Lackawana & Western R. R.	85.00
50	" " " " "	84.75
25	" Third Avenue Railroad	65.00
16	" " "	64.50

In these reports of sales of stock, we note a striking peculiarity in The Buffalo ann New York City Rail roan shares, since the 2d inst. It stands thus:

By A. H. Nicholay:

March 2d,	20 shares at	63¼	per cent.
	80 " at	60	" "
" 6th	20 " at	40	" "
" 9th	200 " ($5 per share) or	10	" "

By Simeon Draper,

300	shares	5	" "

What can he the meaning of this rapid, and almost unequalled depreciation? Is the stock good for nothing? and why? Who can respond?

Foreign Exchange 108½@109

At home, the Money Market presents more stringency than at our last report. The demand is active, while the supply has diminished somewhat. The Banks do only a limited business. The street rates are 1@1½ per cent. per month.

In the Stock Market there is less activity, caused hy the stringency of the Mouey Market, though the prices of stocks have been well maintained, as will be seen from our reports.

Eastern Fxchange is limited, and remains firm at our present quotations.

The following decision of the Supreme Court of the State of New York may be new to some of our readers. It is, that an individual establishing a hank, is liable, in case of failure, to the extent of all his private property, &c., as In the case of a eommon debt. It has heretofore been the impression that when what is commonly known as a circulating bank fails. tbe holders of the notes can only look to the securities deposited with the comptroller for the redemption of the notes; and If, on exhausting the same, they should be found insufficient for the final redemption of tbe whole issue, the holders are the losers. This decision, however, rules it otherwise. In the case of associated banks, tbe rule, as formerly understood, applies.

DAYTON & WESTERN AND GREENVILLE AND MIAMI RVILROADS.—We are sorry to perceive that a disagreement has taken place between these two companies, by which the latter is prevented from making its Dayton connection. By contract, the Greenville and Miami company have heretofore used the track of the Dayton and Western road from Dayton to the junction, 14 miles. This contract expired on 5th inst., since when the Dayton and Western company have refused to renew the arrangement, or to allow the rolling stock of Greenville and Miami company to traverse their road. The time tables of the companies are so arranged, that passengers from Union and that section, going to Dayton, are detained at the junction some six hours. This is not as it should be; the spirit of accommodation should ever be maintained among railroad companies; rival interests should not resort to such extreme measures; there is business enough for all.

The Greenville and Miami company will have an independent track ready in about ninety days.

DAYTON, BLANCHESTER AND MAYSVILLE RAILROAD.—We are informed that the above named company surveyed a trial line last week from Blanchester to Maysville, and found a very favorable route, and the distance less than was anticipated, being only 43¾ miles, and making the probable distance between Dayton and Maysville 77 miles. The officers of the company are much encouraged by the prospect of aid developed by this exploration, and speak of the early construction of the road as being quite certain.

FORT WAYNE AND SOUTHERN RAILROAD.—The letting of grubbing, clearing, grading and bridging of that portion of this road between North Vernon and Jeffersonville will take place at Jeffersonville on the 12th day day of April next.

NASHVILLE AND CHATTANOOGA RAILROAD. From the sixth annual report of this company we gather the following summary:

Cost of roads, equipments, land damages, discount on bonds, cost of collecting stock, &c.	$3,713,938 59
Actual use of road,	2,636,609 68
Receipts for the year,	197,527 03
Expenses,	132,067 01
Net gain,	$65,620,02

ACKOWLEDGEMENTS.

HUNT'S MERCHANTS' MAGAZINE for March, being No. 3, Vol. 30, is at hand. Its contents are—Commerce of the United States, Biography of the late Samuel Appleton, Esq, with a Portrait; Trade and Commerce of Buffalo in 1853; Mineral and other resources of the West; Wealth and Capitalists of Boston; Journal of Commercial Law; Commercial Chronicle and Review, &c.

We are indebted to Thos. S. O'Sullivan, Esq., of St. Louis, for a copy the "HISTORY OF ST. LOUIS, Commercial Statistics, Improvements for the year, &c., &c., up to January 1st, 1854, with a map, illustrations, &c. Taken from the Mo. Republican of Jan. 10th.

In this "Annual Review" the progress and advancement of that city is depicted, and indeed its strides have been gigantic, and when the facilities of railroads shall be complete, her present prosperity, surprising as it is, will be so far eclipsed as to appear insignificant and of no account.

JOURNAL OF FRANKLIN INSTITUTE OF PENNSYLVANIA, No. 3, Vol. 27, for March, is at hand, containing articles upon Civil Engineering, Patents, Mechanics, Physics, Chemistry, &c., giving the most recent and reliable information upon all subjects relating to science. We frequently avail ourselves of this Journal for the benefit of our readers. Published monthly at Philadelphia. Price $5 per year. Postage free.

TO SURVEYORS, ENGINEERS and others, needing anything in the way of Mathematical Instruments, we would commend Messrs. T. F. Randolph & Brother, young men recently established in our city. They are prepared to fill all orders for articles in their line promptly and satisfactorily. We refer to their card in our advertising columns for particulars.

Advertisements.

OUR RAILROAD MAP---NEW EDITION.

We have now ready a new and revised edition of our RAILROAD MAP, containing corrections and additions from reliable sources, making it as reliable as it is possible to make such a map.

We are prepared to print maps for Railroad Companies to illustrate their reports, either from the stone as it now is, or make any alterations to suit parties. Railroad Companies will find this much more economical than getting up maps especially for their roads.

Price of maps as follows:

Plain, sized,	40 cents.
Colored in outline,	50 "
Colored in States,	75 "

A liberal discount where a number are taken.

NOTICE TO CONTRACTORS.

SEALED PROPOSALS will be received at the office of the undersigned, in the city of St. Louis, until sunset of THURSDAY, MARCH 30th inst., for the Grading and Masonry on the ST. LOUIS and IRON MOUNTAIN RAILROAD, extending from St. Louis to the Pilot Knob Mountain, a distance of 87 miles, (except sections Nos. 1, 2, 3, 4 and 6.)

Plans and profiles will be ready for inspection one week previous to the letting.

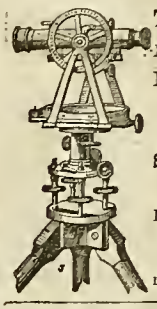
This line is located through a remarkably healthy region of country. The work to be let embraces a tunnel through solid rock, heavy earth and rock cuttings, and various descriptions of masonsy. Payments monthly in cash.

Further information may be obtained on application to either of the undersigned, or to the Engineers at the office of the St. Louis Iron Mountain Railroad Company in St. Louis.

W. M. WATTS, Carlisle, Pa.
CHAS. N. WATTS, St. Louis, Mo
W. MILNOR ROBERTS Pittsburgh. Pa.

mar. 16-2t.

MATHEMATICAL INSTRUMENTS.



T. F. RANDOLPH & BRO,
N. W. Corner Fifth and Walnut sts.,
No. 1, 2D STORY APOLLO BUILDING,
CINCINNATI, O.,
MANUFACTURERS OF
Surveyors' Instruments, Theolites, Transits, Levels, &c.

REPAIRING AND ADJUSTING INSTRUMENTS DONE TO ORDER.
Orders promptly attended to.
mar.16.

MEMPHIS & OHIO RAILROAD.

SEALED proposals will be received at the office of the Memphis and Ohio Railroad Company, at Memphis, Tenn., until the 15th day of April next, for the grubbing, clearing, graduation and masonry of the first 65 miles, from Memphis to Cherryville.

Contractors must give the most undoubted security for the completion of the work, at the time, and in the manner specified, and contracts will be let in sections, or for the entire work, as may be deemed best by the director.

The directory reserve the right of rejecting all bids, should none prove satisfactory; and it is desireable that all propositions should be submitted with the view of preparing the whole work for the iron as soon as possible. Bids of that character and otherwise equally favorable, will have preference.

Maps plans, and specifications may be seen at the office of the company, after the 1st of April.

mar.16-1† E. PEABODY, Eng. in charge.

Sales of Stocks and Bonds at Auction,

THE UNDERSIGNED have adopted the mode for the conducting of Sales of

STOCKS AND BONDS AT AUCTION,

Similar to that now in use in the CITY OF CINCINNATI. They are convinced that, by pursuing a method which will satisfy the Public, that all Stocks and Bonds struck off by them at auction as sales, are bona fide such, a business honorable in its character and satisfactory to both buyer and seller, can be conducted, and which will not only meet with the approbation, but also with the support of the public. The undersigned pledge themselves strictly to adhere to the following plan in conducting their sales at auction of Stocks and Bonds:

The vendor will give his confidential instructions to the Auctioneers as to the lowest price at which he will allow his Stocks or Bonds to be sold. They will be offered by Catalogue, as heretofore, but instead of the seller being allowed to make, as they now do, small advance bids on bona fide bidders, the Auctioneers will reserve to themselves the right of making one bid for the protection of and on behalf of the seller, pledging themselves that but ONE BID shall be made; and in all cases where the Stocks or Bonds shall be struck down on their reserved bid, the fact will be publicly announced that no sale was made.

Reporters for the Press will by this method not only be enabled to report real sales, but also the prices offered for such as are not sold.

ADRIAN H. MULLER & CO., Auct'rs.
OFFICE—No. 2 Pine street, cor. of Broadway,
NEW YORK, Metropolitan Bank Buildings.
March 1st, 1854.

☞ Stocks, Bonds and Securities received for private Sale, and to the negotiation of which particular attention will be paid. mar9-3*

NOTICE TO CONTRACTORS.

PACIFIC R.R. OF MISSOURI, 3d and 4th DIVISIONS.

IT is intended to make contract for the 2d and 4th divisions of this road, extending from the Missouri river at Jefferson City, passing near Georgetown and Warrensburgh, to the Missouri river, near Independence, about 160 miles, so soon after the first of May next as satisfactory proposals shall be made.

Contract will be made for the whole now offered, or such parts as particular contractors may select in form and quantity to suit the interests of the Company. Proposals are asked for by the cubic yard, with cash payments; but contractors may if they desire, accompany their offer with proposals for two-thirds cash, and one-third in county and railroad mortage bonds or other securities.

Profiles of maps of approximate location can be seen after the 1st of April next at Pacific Railroad Office, in St. Louis, and any information will be given on application to the Engineer.

The first division of this road is now in operation; the second division to Jefferson City under present course of construction.

The third and fourth divisions now offered pass over a high, rolling mixed prairie and timbered country, and for healthfulness and supply of provisions will compare favorably with any part of the West.

THOS. ALLEN, President.
THOS. S. O'SULLIVAN, Chief Engineer.
Pacific Railroad Office, St. Louis, Feb., 1854. mar9 7t.

RAILROAD COMPANIES, ENGINEERS AND OTHERS,

Are respectfully requested to note the following as FACTS, and to remember that the facilities of the establishment for manufacturing are UNSURPASSED.

PAGED

BLANK BOOKS,

OF THE

First Qualities made to Order;

AND

STATIONERY

OF ALL KINDS SOLD LOW BY

MOORE, ANDERSON, WILSTACH & KEYS,

Corner of Main and Fourth Streets,

CINCINNATI jan12-†

To Engravers and Draughtsmen.

A FINE ASSORTMENT OF

DRAWING INSTRUMENTS

JUST RECEIVED, OF THE VERY BEST

SWISS, FRENCH, AND ENGLISH MAKE,

Either in cases of every size, or in the single piece, Draughtsmen in want of a fine instrument, will find among the stock, Accurate Scales of various materials, Ivory, Glass, Box, Paper, and Horn; Beam Compasses of different capacities, Bow Do., Pocket Do., Curves, Squares, Dividers, in German Silver and Brass, &c., &c.

For sale by E. MENDENHALL,
At his MAP ESTABLISHMENT,
novl7 3 College Hall, Walnut St

ENGINEERS' MATERIALS.

EGGERS & CO.,

WHOLESALE DEALERS IN

PAPER & STATIONERY,

Since first January,

No. 127 Walnut St., bet. Third and Fourth.

CINCINNATI,

Keep the most complete stock in the West of every thing used by Engineers. On application, a catalogue with prices will be forwarded. jy21†

Lithography and Engraving.

RAILROAD BONDS,

CERTIFICATES AND MAPS,

BUSINESS AND SHOW CARDS,

Views of Buildings, Diplomas, and Portraits,

And all kinds of

Lithographic Engraving,

DESIGNING AND PRINTING,

Executed in the finest style.

MIDDLETON & WALLACE,

No. 115 Walnut Street, Odd Fellow's Building,

†mr3 Cincinnati, Ohio.

TOPPAN, CARPENTER, CASILEAR & Co.,

Bank Note Engravers & Printers.

Also, of Drafts, Notes, Certificates of Stock and Deposit; Bonds for U. S. Government, State Governments, Railroad and other Corporations, &c., New York, Philadelphia, Boston and Cincinnati.

All the best securities against counterfeiting and alterations are combined in the Notes and other instruments executed by this establishment for every State in the Union, and for the General Government; for Canada and other countries. Their means of supplying the demands of business with *new Designs* and Ornamental Die-work are unsurpassed.

Bank Note Paper of a superior quality, manufactured with particular regards to strength and durability, constantly on hand.

Cincinnati Office, corner of Third and Walnut Streets. [†mr3] CHAS. A. JEWETT, Ag't.

BANK NOTE ENGRAVING.

DANFORTH, WRIGHT & Co.,

No. 25 West Third Street, Cincinnati.

Bank Notes, Drafts, Bills of Exchange,

RAILROAD BONDS, & CERTIFICATES

†mr3] Engraved in a style unsurpassed.

Rawdon, Wright, Hatch & Edson,

Bank Note Engravers and Printers.

Also, engraved in a style corresponding in excellence with that of Bank Notes—

RAIL ROAD, STATE, AND COUNTY BONDS,

BILLS OF EXCHANGE, CHECKS,

Drafts, Certificates of Stock and Deposit, Promissory Notes, Bill and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, &c., &c.

Constantly on hand, Bank Note Paper, made to order of a superior quality.

The above office is under the supervision of

GEORGE T. JONES,

South-East corner of Main and Fourth Sts., Cin.

†mr3



ISAAC OSBORN DAVIS, AUCTIONEER.

HEWSON & HOLMES,

Auctioneers & Commission Merchants.

Stores Nos. 83 and 85 Walnut Street,

CINCINNATI, OHIO.

Bank, Insurance, & Railroad Stock Sales

At the Merchant's Exchange every Wednesday and Saturday.

Have regular sales of

GROCERIES EVERY TUESDAY & FRIDAY

at their Sales Rooms.

Hewson & Holmes have always on hand a

Large Stock of Groceries,

Which they will sell at private sale.

Are agents for the sale of the SUPERIOR SHEETINGS manufactured at the Anchor Mills, Pittsburgh.

Also, agents of

DURYEE & FORSYTH, Rochester, N. Y.

Manufacturers of Fire Proof Safes, Scales of all sizes, Trucks, and Letter Presses.

HEWSON & HOLMES will also attend to the purchase and sale of Merchandise, Produce, and Real Estate, and the forwarding of Goods.

Will make liberal CASH ANVANCES on consignments to their address. †mr24

Office Cincinnati, Hamilton and Dayton Railroad,
Cincinnati, February 14th, 1854.

THE Directors have this day declared a dividend of five per cent on the capital stock of this Company, payable at the office of the Company in Cincinnati on and after the 25th inst., till which time the transfer books will be closed; and at the Ohio Life Insurance and Trust Company in New York, on and after the 15th prox.

By order of the Board.

feb.23 FRANK S. BOND, Sec'y.

ALBERT H. NICOLAY,

AUCTIONEER.

Holds his regular auction sales of Stocks, Bonds and other securities, every Monday and Thursday, at 12½ o'clock, at the Merchants' Exchange. First class Stocks and Bonds, at private sale.

Office No. 4 Broad street, New York.

CARDS.

ALBERT M. LEA,

CIVIL ENGINEER,

KNOXVILLE, TENN,

†oc27

OFFICE OF THE

Cincinnati and Portsmouth R. R. Co.,

Felicity, Clermont County.

☞ Communications addressed to T. H. WHETSTONE, President, and left with Messrs. JOHN F. DAIR & Co. Cincinnati, will receive prompt attention. s29-tf

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OFFICE OF

Marietta and Cincinnati R. R. Co.,

No. 37 Manchester Buildings,

CORNER THIRD AND SYCAMORE STS.

July 7th†

OFFICE OF THE AGENCY OF THE

Indianapolis and Cincinnati Junction Railroad Company.

No. 23 West 6th St., between Main and Walnut

CINCINNATI.

THE following Directors of the above Company re-elected on the 20th inst., at Connersville, Ia., o serve for one year, viz:

JOHN WOODS, President.
John D. Jones, Cincinnati,
Johnathan M. Ridenour, College Corner.
Samuel W. Parker, Connersville.
George Hibben, Rushville,
James Blake, Indianapolis.
Wm. M. Smith, Connersville.

This road connects with the Cincinnati, Hamilton and Dayton Railroad at Hamilton, thence to Oxford, College Corner, Liberty, Brownsville, Connersville, Rushville, Burlington, Morristown, Palestine and Indianapolis, passing through five of the best counties in the State of Indiana, viz:—Union, Fayette, Rush, Hancock and Marion.

M. JONES, Ag't.
Junction Railroad Co.

January 7th, 1854. jan. 12–tf

BANKERS AND BROKERS.

GEORGE MILNE. GEO. M. REED.

GEORGE MILNE & CO.

BANKERS, EXCHANGE AND BILL BROKERS.

No. 19 West Third Street,

CINCINNATI, O.

T. S. GOODMAN & Co.,

No. 101 Main St. west side, bet. 3d and 4th Sts.

CINCINNATI.

Dealers in Exchange, Bank Notes, Merchants' Pape &c. &c.

ADRAIN H. MULLER & CO.,

AUCTIONEERS

Of the City of New York.

Hold their regular Auction Sales of Stocks, Bonds and other Securities every Wednesday at 12½ o'clock, at the Merchants' Exchange. They would respectfully tender their services in the negotiation of the same, either at private or public sale.

Office, No. 2, Pine Street, corner of Broadway, Metropolitan Bank Building.

REFERENCES BY PERMISSION:

Moses Taylor, Esq.; W. W. DeForest, Esq.; Geo. S. Robins, Esq.; Dow D. Williamson, Esq., Pres. Farmers' Loan and Trust Co.; Wm. F. Hayemeyer, Esq., Pres. Bank North America; Edward Whitehouse, Esq.; Messrs. Camman & Co.; Messrs. Carpenter & Vermilye; Messrs. Fisher, Denny & Co.; Messrs. Wm. & Jno. O'Brien; Messrs. Week, & Co. mh96*

ELLIS & STURGES,

BANKERS & EXCHANGE BROKERS.

N. E. Corner Third and Walnut Sts.

CINCINNATI.

ENGINEERING!!

The undersigned is prepared to furnish
SPECIFICATIONS, ESTIMATES, AND PLANS,
In general or detail of all kinds of
Steam Vessels, Engines, Boilers, Mill Work, &c.
Particular attention given to the superintending of
LOCOMOTIVES, TENDERS, CARS,
And Railway Machinery of every Description,
While under construction.

AGENT FOR THE PURCHASE of, on commission, all articles required for Railroads, Steam Vessels, Locomotives. Engines, Boilers, Machinery, &c.

General Agent for
ASHCROFT'S STEAM GAUGE, ALLEN AND NOYES' METALLIC SELF ADJUSTING CONICAL PACKING, DUDGEON'S HYDRAULIC JACK.

Also, for Water Gauges, Indicators, Steam Whistles, &c., &c.

CHAS. W. COPELAND,
Consulting Engineer,
64 Broadway, N. Y

jy5-tf

COLUMBUS
Railroad Chair Manufactory.

THE subscriber having enlarged his works, is prepared to fill orders for wrought iron

RAILROAD CHAIRS,

on short notice. He would call the attention of Railroad Companies to his patent Thick Lip Chair. Chairs made to any pattern and of any size which may be required, and warranted of superior quality of iron and workmanship.

P. HAYDEN can be found at 219 Pearl street, New York, where also specimens of the chairs can be seen.

P. HAYDEN.

Columbus, August 11, 1853.—au18-6*

NOTICE TO CONTRACTORS.

OFFICE PITTSBURGH AND CONNELSVILLE RAILRROAD COMPANY.

SEALED Proposals will be received at the Office of this Company, at Neville Hall, in the city of Pittsburgh, until 5 o'clock, P. M. of WEDNESDAY, the 22d day of March next, for the Gradnation and Masonry of that part of the Pittsburgh and Connelsville Railroad extending from West Newton, in Westmoreland county, to Connelsville in Fayette county, this State, a distance of 25 miles. This work is generally of a very light character. It will be divided into sections of about one mile each. Proposals will be received for one or more sections.

Proposals will also be received until the same time for the making of the Tunnel at the Sand Patch Summit, on the Allegheny Mountains, about 25 miles from Cumberland. This Tunnel is to be forty-one hundred feet in length, through rock.—The work is worthy the attention of the best contractors. It is in an excellent region to do work cheaply.

Maps, Profiles and Specifications will be ready for the examination of bidders on and after the 6th day of March next, and all proper information given on application to Oliver W. Barnes, Chief Engineer, or the Assistant Engineers on the line.

Satisfactory testimonials will be expected from Contractors not known to the Company. By order of the Board.

W. LARIMEE, JR., President,
mh 1tt] Pittsburgh & Connelsville Railroad Co.

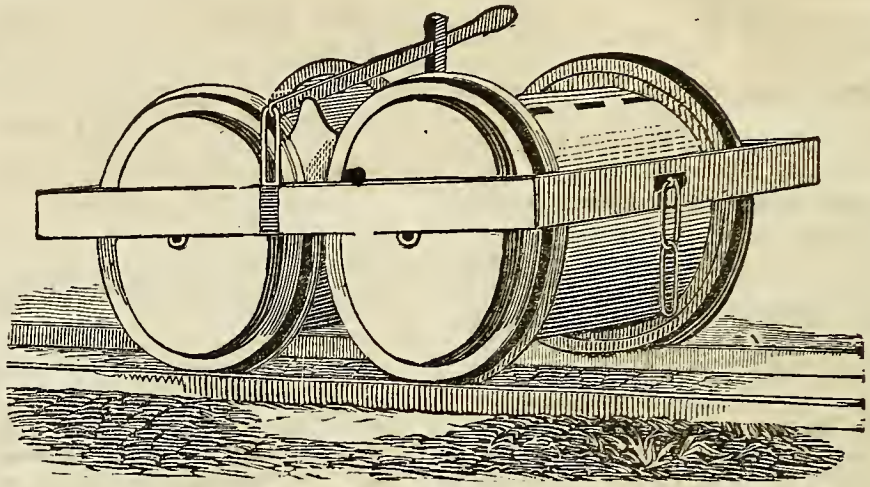
TO CONTRACTORS.

SEALED Proposals will be received at the office of the undersigned in Indianapolis, until the 15th day of March next, for the grading, masonry and bridging of that portion of the Indiana and Illinois Central Railway between the west line of Edgar county and Decater, Illinois, being a distance of about 53 miles. The map and profile together with the plans and specifications will be ready for inspection at the office of the Company in Decater, on and after March 1st.

Any further information may be obtained at the office of the undrsigned, in Indianapolis.

M. C. STORY, & CO.
Indianapolis, February 16, 1854.

MYER'S PATENT CAR,
FOR COAL, GRAIN, &c., &c.



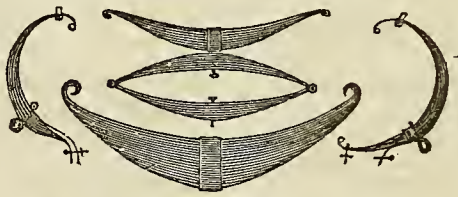
ADDRESS,

C. TIERS MYERS,

No. 33 WALNUT STREET,

dec15-3* **PHILADELPHIA.**

McDANEL & HORNER,

LOCO-MOTIVE  AND CAR SPRING

MANUFACTURERS, WILMINGTON, DEL.

Locomotive and Car Springs of all descriptions manufactured on the most reasonable terms, made of the best STEEL, which we have manufactured to order from the BEST SWEDE IRON. Orders from any part of the United States will be thankfully received and promptly attended to.

McDANEL & HORNER.

All Springs ordered from a distance will be delivered on shipboard at *Philadelphia* free of charge

References.

NORRIS BROTHERS, Locomotive Builders, Philad.
A. C. GRAY, Pres't New Castle Manuf. Co.
U. WELLS, R. R. Car Manuf. Petersburg, Va.
I. R. TRIMBLE, Supt. Philad. R. R. Co.
M. B. MILLEN, Gen. Supt. C. R. R. Savannah, Ga.
EMERSON FOOTE, Supt. M. & W. R. R. Macon, Ga
THOMAS DOUGHERTY, Master Mach. do.
THOS. SHARP, Supt. R. F. & P. R. R. Richmond, Va.

†May 19.

R. M. SHOEMAKER, J. P. SHOEMAKER, A. T. LEVIS, H. Y. SLAYMAKER.

COPARTNERSHIP.

SHOEMAKER, LEVIS & CO.,

SUCCESSORS TO

MORRELL, SHOEMAKER & CO.

MANUFACTURERS OF

Boiler Iron, Railway Chairs & Spikes.

WORKS— Covington, Ky.

STORE, No. 64 EAST COLUMBIA St.

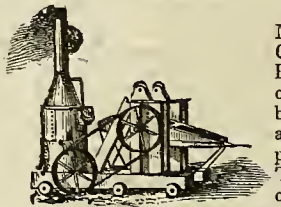
CINCINNATI, O.

January 5, 1854 jan.12-6*

GLENDON LOCOMOTIVE TIRES.

TIRES of every diameter, for sale
†mr17] GEO. GARDNER & CO., Boston, Mass.

"GARDNER'S ROCK DRILL."

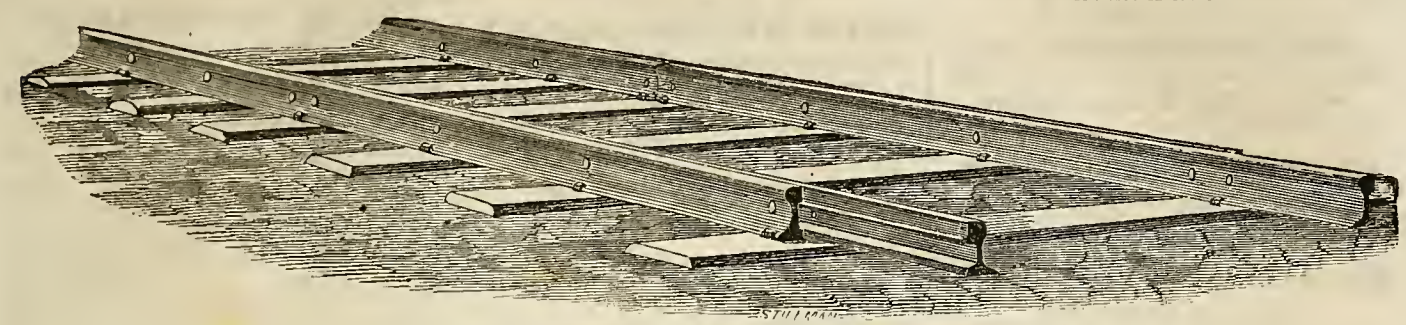


DESIGNED for Mining, Tunneling, Quarry Use, and Rock Excavations of all descriptions, by the use of which a saving of 50 to 75 per cent. is made. This drill can be operated by hand, horse, or steam power. A Machine is now in operation at the Crystal Palace.

Applications for Territorial Rights and Machines must be made to the Patentee.

G. ARTHUR GARDNER,
nov17† Trinity Building, New York

WINSLOW'S PATENT COMPOUND RAIL.



THIS RAIL, which is represented by the above, has now been in use on several Roads for upwards of three years; during which time it has become established among Railroad Managers as realizing the advantages of a THEORETICALLY PERFECT RAIL.

Its advantages over the common form of "T" Rail are,—a saving in the wear and tear of Machinery—it saves to a great extent in the repairs of track—it secures a high rate of speed with the same power, and what is certainly of equal importance, complete protection against some of the accidents to which roads are liable. Being practically a continuous Rail for the entire length of the Road, without break at the ends of bars the jarring motion communicated thereby in passing over the common "T" Rail is avoided, as is also its effect upon cars and machinery. The comfort of travelers must of course be greatly increased.

This Rail is now manufactured at HANGING ROCK IRON WORKS, upon the Ohio River, and at MT. SAVAGE IRON WORKS, Maryland. Specimens of the Rail and patterns of same will be gladly shown, as well as all information in relation thereto, given by application to

A. S. WINSLOW, Nos. 9 & 11 West Second St., bet. Main and Walnut Sts.
CINCINNATI.

J. F. WINSLOW, Troy, New York
ERASTUS CORNING & CO., Albany, N. Y.

ap7tf

LIGHTNER'S
PATENT AXLE BOXES
FOR RAILWAY CARS.

THE attention of Railway Managers and others is respectfully called to this great improvement in

AXLE BOXES,

As possessing numerous advantages over all others now in use. Some of which are:

1st.—The first cost and "fitting up" is much less.

2d.—It saves seventy-five per cent. in oil.

3d.—The journals and oil are perfectly secure from dust.

4th.—It prevents all possibility of "*heating.*"

5th.—Cars furnished with them run much easier, and require less power to move them.

6th.—Its construction is simple—not liable to become loose by service, and allows a free inspection of the journals and boxes.

7th,—The composition bearings of an eight-wheel LOADED car, can be removed from the journals while under the car, and returned in twenty minutes, by ONE man.

8th.—The trucks and wheels are free from oil and dirt usually seen on Railway cars.

The following testimonials are submitted:—

OFFICE BOSTON AND PROVIDENCE R. R.
Boston, January 1st. 1853.

MR. JOHN LIGHTNER:

SIR:—It affords me pleasure to say, that after three years trial of your boxes, I am fully and entirely satisfied of their superiority over any other pattern we have used. This superiority consists in economy of oil and freedom from "heating."—I have tried every pattern of box in use, of any note, and do not hesitate to say, that you have devised one which in every respect combines greater advantages than any other within my knowledge; these advantages are so manifest, that I am fitting up all our cars with your boxes, as fast as practicable. Very respectfully yours,

W. RAYMOND LEE, Supt.

The Subscriber begs leave to suggest to all Railroad Corporations (new or old) the importance of an EARLY application of this valuable improvement, to their NEW CARS, WHILE IN PROCESS OF CONSTRUCTION, as thereby much detention of cars, and great expense will be avoided.

Models and testimony of the above Boxes, may be examined, and arrangements may be made for the right to use the same with the subscriber.

WM. SHERBURNE,
PRINCIPAL AGENT,
dec1 Office, No. 167 Broadway, New York.

GUNPOWDER,
MANUFACTURED BY
The Hazard Powder Company.
HAZARDVILLE, CONN.

H. G. HAZARD, President.
A. E. DOUGLASS, Secretary.

The undersigned are always prepared to furnish Mining and Blasting Powder to any extent, delivered at any point on the lines of railroads, or other places of public improvements in the West or South, at the very lowest rates. Also, SAFETY FUSE of the best Eastern manufacture.

We would respectfully urge all contractors and consumers to call upon or correspond with either of us before arranging for their supplies elsewhere.

To the trade generally we would offer all the brands of Sporting and Rifle Powder manfactured by the above concern.

M. D. W LOOMIS,
Southeast corner Main and Second Sts.,
Cincinnati, O.
S. H. LOOMIS,
Nashville, Tenn.

August 16, 1853.—au18†

TO RAILROAD COMPANIES.

THE subscriber, manufacturer and agent for manufacturers of railroad materials, would solicit from railroad managers in the West their orders for

RAILROAD SPIKES, CAR AXLES, RUBBER SPRINGS, RUBBER HOSE, LOCOMOTIVE TIRES, SPRING STEEL, CAST STEEL, NUTS AND WASHERS, LOCOMOTIVE LANTERNS, ETC.

A. S. WINSLOW,
9 and 11 West Second St.,
Between Main and Walnut St., Cincinnati

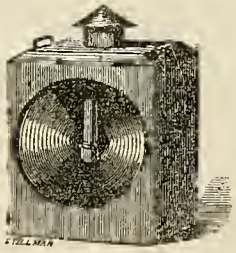
†mr24

Locomotive Tires and Car Axles.

THE undersigned is prepared to supply Railroad Companies and Builders with Tires and Axles of superior quality and finish, made from faggoted charcoal Iron, formed and finished entirely under the hammer. For the character of the manufacture he refers to builders and companies who have used them in the West.

A. S. WINSLOW,
†mr24 9 and 11 West Second St., Cincinnati

LOCOMOTIVE LANTERNS.



I AM manufacturing Locomotive Lanterns of the most approved form, with true parabolic Silver plated reflectors, Copper Cases, and in every way equal to the best manufactured in the country. Orders from Railroad Companies in the West are solicited.

A. S. WINSLOW,
†mr24] 9 and 11 West Second St., Cincinnati

Norris' Locomotive Works,
PHILADELPHIA.

ENGAGED for many years in manufacturing Locomotives, offer to Railroad Companies to construct of any plan or size,

LOCOMOTIVES OF SUPERIOR QUALITY.

Our facilities for doing work have been largely increased this year, and orders can be executed with despatch.

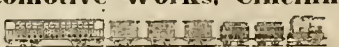
Jy7 RICHARD NORRIS & SON.

ASHCROFT'S
METALIC STEAM GAUGE.
(BOURDEN'S PATENT.)

THE subscribers offer for sale this valuable Steam Gauge. It is adapted to Locomotive and other steam boilers, indicating with accuracy the continual variations of steam within the boiler, enabling the engineer to maintain a uniform and safe pressure. Any of the Eastern Railroads may be referred to for proof of its importance and value.

BRIDGES & BROTHER,
sep15tf 64 Courtlandt Street, New York.

Locomotive Works, Cincinnati.



THE undersigned having had considerable experience in the construction of Locomotives, are prepared to furnish them equal in efficiency and durability, to the best Eastern manufacture.

MOORE & RICHARDSON,
oc13-tf Successors to Harknoss, Moore & Co.

Railroad Car Findings.

BRIDGES & BROTHER,

64 Courtlandt Street, New York.

Wheels & Axles, Jaws, Boxes, and Castings Fitted

Wrought Nuts, Bolts, & Washers,

Engine and Car Screw Bolts, all sizes; Coach Lag and Telegraph Screws,

LOCOMOTIVE ENGINE LANTERNS,

From the best Manufacturers, and at their prices. Car Hand, and Signal Lanterns.

Cotton Duck for Car Covering,

Of any required width to 124 inches.

ENAMELLED HEAD LININGS,

Plush and Curled Hair.

Hand Cars and Baggage Barrows. Passenger, Freight-Car, and Switch Locks, Door Knobs and Butts. Brass and Iron Wood Screws. Brass and Silver Plated Trimmings for Windows and Seats. Varnish, Coach Japan, and Glue; Paints, Varnish and Glue Brushes.

Silver Plated and White Metal Letters. Engine and Signal Bells, anti-friction or Babbitt Metal.

Portable Forges and Jack Screws.

Hemp Packing,, American, Russia, and Italian. Conductors' Badges and Baggage Checks. Iron, Bronzed and Brass Hat Hooks. Ventilators and White Metal Rings. And all other Articles pertaining to Cars.

ALBERT BRIDGES,
Late Davenport & Bridges, Car Manufacturers,
Cambridgeport, Mass.
ALFRED BRIDGES,
Late Davenport, Bridges & Co., Fitchburg, Mass.
†oc6

HARDWARE!

MEAD, SELDEN & CO.,

No. 15 PEARL STREET,

INVITE the attention of Merchants, Contractors of Public Works, and Dealers in Pump Fixtures, to their assorted stock of heavy and Shelf Hardware, Cutlery, Mechanics' Tools, &c. In part as follows.

Anvils,	Shovels,	Seives,
Vices,	Spike Malls,	Knives and Forks,
Axes,	Smith's Bellows,	Pocket Knives,
Ball Drills,	Stock and Dies,	Razors,
Brass Kettles,	Cast Steel,	Sheers and Scissors,
Crow Bars,	Hinges,	
Chains,	Curry Combs,	Braces and Bitts,
Hames,	Locks and Latches,	Files,
Mattocks & Picks,	Screws,	Hatchets,
Masons and Sledge Hammers,	Steelyards, Spoons,	Nail Hammers, Drawing Knives,
Cut, Wrought and Floor Nails,	Cabinet Brass Goods,	Rules, Squares,
Cotton and Manilla Rope,	Looking Glasses, Japan Ware,	Saws, Coopers' Tools and
Spectacles, &c.	Razor Strops,	Planes.

PUMP FIXTURES,

Including Reel's Galvanic Chain, Pine, Poplar and Zinc Tubing; Wood and Iron Curbs. †je2c

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WASON'S

CAR MANUFACTORY,

Near the Pittsburgh R. R. Shops,

CLEVELAND, OHIO.

Passenger, Baggage, Freight, Dumpers, Hand Cars, &c.,

Of the best quality in all respects, style, workmanship, and material, made to order with promptness.

Orders respectfully solicited, with the assurance that no pains will be spared to give entire satisfaction in all cases.

CHARLES WASON,
Late of the firm of T. & E. Wason, Springfield,
†oc20 Massachusetts.

Maysville Car Factory.

THE undersigned are prepared to manufacture for Railroad Companies, Passenger, Baggage, Cattle, Freight, Gravel and Hand Cars; also Baggage Barrows and Warehouse Trucks.

We are agents for the Portsmouth Powder Mills, and Toy, Bickford & Co's safety fuse. Contractors and dealers supplied at manufacturers prices.

F. HUNGERFORD & CO.
Maysville, Ky., Feb. 16, 1854. 2**

S. C. THOMSON & CO.,

MANUFACTURERS OF

PATENT PAD LOCKS,

For Railroad Switches, Merchandise Cars, Stores, Cemeteries, Iron Safes, &c.,

Cor. Railroad Avenue and Market st.,
jan.12† NEWARK, N. J.

TYLER DAVIDSON & CO.,

Agents for the

BOSTON BELTING COMPANY.

India Rubber Machine Belting in any quantity, from 2 to 20 inches.

India Rubber Steam Packing;

Mixed	do	do	1-32 to ¼ inch thick.
Plain	do	do	1-32 to 1 inch thick.
Pure	do	do	

Pipe and Manhole Rings, all sizes;
Square or Rope Packing, do.

HOSE.

India Rubber, Hydrant, Conducting, Fire Engine, and Locomotive, of all sizes, manufactured from the best of Vulcanized Rubber, and for sale only by the agents.

Car Springs, and all other kinde of Vulcanized India Rubber used for Mechanical and Manufacturing purposes.

The undersigned, having been appointed Agents of the Boston Belting Company, beg leave to advise Dealers and Consumers that they are now prepared to supply the above goods in any quantities, on the most favorable terms. On hand and for sale,

50,000 Feet Vulcanized India Rubber Machine Beltings, from 2 inch to 20 inches, 3 and 4 ply.

TO STEAMBOATS AND RAILROADS.

India Rubber Hose, for Pavements, Streets, Gardens, Locomotives, Engines, etc.

40,000 feet Hose, 3, 4, 5, 6, and 7 plye, suitable for pavements, streets, gardens, locomotives, fire engines, etc., 1 to 3 inch, warrauted extra quality. Also,

THE vulcanized India Rubber Break Springs now in use by all the Eastern Railroads, and posessing decided advantage over the Steel Springs now in use, for the following reasons:

1st, They are much easier put on.

2d, They are a great deal cheaper.

3d, They are much more durable than steel, and no time lost in making them, the weather having no effect on them.

ALSO—Large 6 inch hose for water stations.—This is a new and important inveution. The coldest weather will have no effect on them whatever They are warranted to remain as pliable, in the COLDEST of weather, as they are iu 150 Fahrenheit heat.

Armitage Anvils,—10 casks, assorted weights, n w in store.

Allen's Revolvers and Self-Cocking Pistols.—Now in store, a large assortment of the above, 3, 4, and 5 inch Revolvers; 3, 4, 5, and 6 inch Pocket Pistols. Also, Dueling Pistols.

Leland's Superior C. S. Car and Auger Bitts.—All sizes.

Brass Kettles, and Sheet Brass, &c.—Brass Kettles, assorted from 6 to 30; Sheet Brass, assorted from No. 0 to 30; Brass Wire, do do do.

Star Breast Chains.—Four casks of those superior double-linked Chains, just received.

Walker's Trace Chains.—70 casks of those superior goods, warranted full length aud sizes, 8 to 20 links, straight and twisted, now in store.

American Anvils.—Eagle brand, faced with with cast steel, and warranted by the manufacturers equal to Armitage's Mousehole.

Plated Spoons.—Plain, tipped, and threaded heavy plate, on best quality of German Silver.

Premium Gimlet Screws.—10,000 gross just received.

Mill Saws. Hoe & Co's C. S. Wm. Rowland's, and W. H. Rowland's 6, 6½, 7, 7½, and 8 ft.

Cross Cut Saws.—Hoe & Co.'s C. S., John ockerell's C. S. and G. S., Wm. Rowland's and W. & H. Rowland's 5, 5½, 6, 6½, 7, 7½; and 8 feet. Also, 4 and 4½ feet Tennon Saws.

Axes—1000 doz. Axes, assorted Yankee and Kentucky patterns, first, second, and third quality

Nails.—4000 kegs Shoenberger's and Wheeling Nails, now in store.

For sale by TYLER DAVIDSON & CO.,
ar 3 140 and 142 Main street.

PHILADELPHIA

Type and Stereotype Foundry.

NEW BOOK OF

Specimens of Printing Types,

PLAIN AND ORNAMENTAL;

RULES, BORDERS, WOOD CUTS, &c., &c.

THE attention of the printing craft and the literary public is respectfully invited to the Minor Book of Specimens of Printing Types, &c., just published by us. The critical eye will at once perceive that it surpasses every work of a similar kind before issued in America, and that it fairly enters into competition with the finest productions of Enrope. Everything shown in this book, excepting Wood Type, is actually manufactured by us in our own Foundry, and may be relied upon as being finished in a workmanlike style.

Among its contents, we beg to draw attention to the specimen of our LABOR-SAVING RULES. The economic printer will soon learn to appreciate their valuable qnalities, and will be unwilling to dispense with the assistance they afford in the various kinds of Rule work.

THE CALLIGRAPHIC SCRIPTS

Form a new and beautiful variety of Type; and, with the

SCRIBE TEXTS, THE ARABESQUES,

THE COMPOSITES,

THE CHROMATIC TYPES AND BORDERS,

And a large variety of ORNAMENTAL LETTERS exhibited, give peculiar advantages to the tasteful workman in the production of chaste and ornate printing.

The display of plain and substantial Type of the Roman character is extensive. The Scotch faces have lost none of their valne and attractiveness of appearance, and are continually growing in he esteem of competent judges of good Typography.

The MUSIC will he found to be unequalled by any manufactured in this country, and not surpassed by any in the world.

The assortment of CUTS is large and various, many of which are furnished in copper at no greater cost than if in type metal, and yet are much more durable: and an Alphabetical Index is given, by which any Cut made by us may he easily found.

The prices of Type are as follow:

Pica at.....	30 cents.	Minion at.....	48 cents.
Small Pica.....	32 "	Nonpareil	58 "
Long Primer	34 "	Agate.....	72 "
Bourgeois.....	37 "	Pearl.....	1 08 "
Brevier.....	42 "	Diamond	1 60 "

Printing Presses, Standing Presses, Cases, Stands, Chases, Galleys, Printing Ink, and every article used in a Printing Office, constantly on hand, at the lowest rates.

Second-hand Presses, and Type used only in Stereotyping, at reduced prices.

Books, Pamphlets, Music, Labels, Wood Cuts, &c., Stereotyped or Electrotyped in copper, with correctness and despatch.

We are also agents for the sale of HOE'S, ADAMS', RUGGLES' and NORTHRUP'S PRESSES, and are prepared to furnish them promptly and at manufacturers' prices.

☞ Our SPECIMEN BOOK will he forwarded gratuitously to Printers who give us directions how to send it. If by mail, sixty cents in Post Office Stamps should be remitted to us to prepay the postage. The bound edition, however, is too bulky to go in the mails, and it will be necessary in ordering one of these to designate whether it is to be sent by express or otherwise.

L. JOHNSON & Co.,
†oc27 No. 6 Sansom street, Philadelphia.

CINCINNATI TYPE FOUNDRY.

AND

PRINTER'S WAREHOUSE.

L. T. WELLS, Agent.

THIS establishment is prepared to furnish printing materials of every description. We are constantly adding new styles of

PLAIN AND FANCY JOB TYPE.

Our new Scotch Face Type will be found well adapted for book and newspaper work.

The Washington Press, with our new Inking apparatus, as now made by us, will be found the most complete machine for printers ever made. Machine, and Hand Job Presses, Embossing Presses, and Card Printing Machines of several kinds, etc. etc.

Printers, by giving a description of the kind of work to be done, can be furnished with estimate of cost; and those wishing to make purchases at this establishment can have a specimen book sent them, by giving directions how it shall be sent. When sent by mail, postage-stamps to the amount of 62½ cents should be sent by letter or otherwise. If not pre-paid, the postage will be double that amount †mr3

CAR MANUFACTORY,
Dayton, Ohio.

E. THRESHER & Co., having enlarged their shops, are prepared to contract on favorable terms, for building every variety of Railroad Cars, in any quantity and at short notice, made of the best materials, and of the most approved workmanship.

They are prepared also to furnish jaws and boxes; the Washburn wheel, thirty and thirty-three Inch, adapted to inside or outside bearing; cast iron frogs steel plated; and switches of the most approved patterns.

They also manufacture blacksmith tuyeres, Harris' patent; portable bolt forges; bolt heading and bolt cutting machines; upright drills, wheel presses; wood planers; tenoning and mortising machines; &c.

They respectfully invite the attention of railroad directors and superintendents to their establishment.

Dayton, January 24th, 1853. jan 25-†

South-Western Car Shops,
Madison, Indiana.

THE Subscriber is prepared to execute orders at short notice, for all kinds of Passenger, Freight and other descriptions of Railroad Cars.

Work delivered at any point accessible by railroad, or by the Ohio and Mississippi rivers.

Facilities for transportation, enable the subscriber to afford peculiar advantages to Companies requiring work delivered in the South and West.

W. CLOUGH.

REFER TO

JNO. BROUGH, Esq. WINSLOW, LANIER & CO.

jan. 19-1**

FULTON CAR WORKS,
CINCINNATI, OHIO.

THE Proprietors of this establishment would respectfully call the attention of Railroad Companies in the West and South to their establishment at Cincinnati. Their facilities for manufacturing are extensive, and the means of transportation to different points speedy and economical.—They are prepared to execute to order, on short notice, eight-wheeled Passenger Cars of the most superior description. Four or eight-wheeled Baggage, Cattle, Freight and Gravel Cars. Also, Crank and Lever Hand Cars, Trucks, Wheels, and Axles fitted.



Having obtained the *exclusive right* to make this wheel

in Cincinnati, Covington, and Newport, they are now prepared to furnish Railroad Companies with that celebrated Wheel, with or without Axles.—Also, Journal Oil Boxes of any pattern, and Castings for Cars fitted to order at the shortest notice.

Address KECK & HUBBARD,
Fulton Car Works, Cincinnati, Ohio.
†ap.14. Office 62 East Second street

FORGINGS.

AXLES, Shafting, and other Forgings, from the Gle n don Forges, for sale by
fmr 17 GEO. GARDNER & CO., Boston, Mass.

MUSKINGUM WORKS,
ZANESVILLE, OHIO.

DOUGLASS, SMITH & CO.

WOULD respectfully call the attention of Railroad Companies to their establishment at Zanesville.

They are prepared to execute orders, on short notice, for

Passenger Cars of the most superior description, Second Class Passenger, Mail Express, and Baggage Cars; Freight. Cattle, four or eight wheeled Gravel Cars.

We manufacture a superior

CAR WHEEL,

Over 2500 of which are now running on the Central Ohio Railroad, and many of these have been in use on the road over two years, having in that time only three to crack, and two to be renewed in consequence of the wearing of the Chill. We have also commenced the manufacture of the celebrated

WASHBURN WHEEL,

And are prepared to furnish this wheel, with or without axles. Also, castings for Cars fitted to order at the shortest notice.

BOLLMAN'S PATENT IRON & WOOD BRIDGE.

We are also agents and builders of the above celebrated Bridge. Are now placing upon the piers an iron bridge on this plan over the Muskingum river at Zanesville. We are ready to contract with companies for the construction of this Bridge All orders addressed

DOUGLASS, SMITH & CO.,
au4tf Muskingum Works, Zanesville, O.

WHEELBARROWS!



ON hand, Wheelbarrows, of my own manufacture, suitable for Railroad, Turnpike, Canaliug, &c., in lots, to suit purchasers. Orders filled for any reasonable amount

HENRY ROCKEY,
No. 21 East Front street

J. DAVENPORT. . . . M. D. WELLMAN. . . . C. M. RUSSELL

DAVENPORT, RUSSEL & CO.,
Railway Car Manufacturers,
MASSILON, OHIO.

THE subscriber, late of the firm of Davenport, Bridges & Co., Fitchburg, Mass., having associated himself with Messrs. Wellman and Russell, under the above name, would respectfully solicit calls for any kind of Passenger, Baggage, Post Office, Freight, Coal, Gravel, or Hand Cars.

Having had fifteen years experience in the business and having secured the best of workmen from the Car Factory in Cambridge, Mass., I feel confident, that perfect satisfaction can be given in all work entrusted to our care

We have now on hand the best of dry White Oak with which we think we can build Cars as cheap and as well as any other establishment in the States. JOSEPH DAVENPORT.

Feb. 16†*

Indianapolis and Cincinnati Railroad, via. Lawrenceburgh.

NEW Route to Indianapolis, Terre Haute, Lafayette and the West.

Through from Cincinnati to Indianapolis in six hours.

Shortest route between Cincinnati, Indianapolis, Terre Haute, Lafayette and Chicago.

Passengers for this line will leave Cincinnati, from the foot of Main street, at 6 o'clock, A. M., by steamer Forest Queen, every day, (Sunday's excepted,) and arrive at Indianapolis at 12 o'clock, M., in ample time to get dinner, and take any of the trains West or North.

Baggage checked through and baggage master accompanies the same.

Fare between Cincinnati and Indianapolis $3.

At Shelbyville passengers may take the Jeffersonville, Rushville and Knightstown cars.

Returning, leave Indianapolis at 12 o'clock, M.

GEO. HAVEN, Superintendent.

Through tickets may be procured on board the boat, or at the ticket office, corner of Water street and landing (foot of Main street.)

jan 12-† C. S. RUSSELL, Ag't.

COLUMBUS PIQUA, AND INDIANA RAIL ROAD.

New route from Columbus, West and from Urbana, East.

On and after Monday September 19, 1853, two trains per day, (Sunday excepted) each way, will run on this Road, between COLUMBUS and URBANA. Will leave Columbus at 4.50 a.m., and 3.30 p.m.—arriving at Urbana at 8.12 a.m., and 6.14 p.m. Returning—will leave Urbana, for Columbus, at 9.15 a.m., and 3.00 p.m.—arriving at 12.05 and 6.55 p.m.

The 4.50 a.m. train, from Columbus, will connect with the night Express train from Cleveland and arrive at Urbana in time for the morning train north for Sandusky and intermediate points. Persons arriving by the morning Cleveland and Zanesville trains can have a few hours at Columbus and leave by the 3.30 p.m. train—arriving at Urbana in time to get supper and take the 5.35 p.m. train for Dayton and Cincinnati.

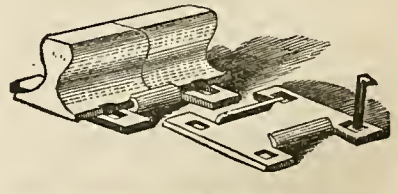
The 9.15 a.m. train from Urbana connects with the morning train from Cincinnati and Dayton that arrives at Urbana 8.40 a.m.—arriving at Columbus at 12.05 p.m in time for the 1 p.m. train for Cleveland, connecting with the Buffalo and Dunkirk boats. The 3.00 p.m. train will leave Urbana on the arrival of the Sandusky train—reaching Urbana at 2.45 p.m.—and arrive in Columbus in time for the various night trains.

A line of Omnibuses will connect with the trains at Urbana for the conveyence of passengers to and from Piqua and Greenville over a good Macadamized road.

A. G CONOVER, Sup't

Piqua, Sept. 13, 1853. s29-tf.

RAILROAD SPIKES,



WROUGHT IRON

Chairs and Fastenings.

THE subscriber continues to manufacture with increased facilities, **Hook and Flat Head Railroad Spikes, and Wrought Iron Chairs of any pattern,** either punched or plain. The best quality of Iron is used, and the articles are guaranteed to give satisfaction in every respect. We are prepared to fill orders for any quantity with despatch, and at the lowest market prices.

Also, Boat Spikes, Bolts, and Boiler Rivets, superior quality.

All communications addressed to us will meet with prompt attention.

SMITH & TYSON,
No. 25 South Charles Street, Baltimore

Railroad Line.



Cincinnati, Dayton and Sandusky Route.

TWO New York via Lake Steamers, by Sandusky, in 36 hours. To Boston in 41 hours. To Chicago in 21¼ hours, via Cincinnati, Hamilton and Dayton Railway.

Five Daily Trains.

First Train—Indianapolis Express.....at 5.30o'clk, A.M.
Second Train—Lightning Express, ...8.20 " A. M.
Third Train—Accommodation,.....2 " P. M.
Fourth Train—Eaton and Richmond.....3.30 " P. M.
Fifth Train—Evening Express,.....5 " P. M.

New York, Boston, and Montreal.

First Train—Indianapolis Express—leaves Cincinnati ot 5 A. M.; for Indianapolis and Chicago.

Second Train—Lightning Express—leaves Cincinnati at 8.20 o'clock, A. M., connecting at Sandusky with the new and magnificent low pressure Steamers Mississippi, Captain Hazard, St. Lawrence, Captain Hollister; connecting at Buffalo with the 6 A. M. trains Buffalo and Albany, and New York City, and 9 A. M. Trains Niagara Falls Railroad, for New York, Boston, Niagara Falls, Ogdensburgh, Montreal, &c.

Toledo and Chicago.

Second Train—Lightning Express—leaves Cincinnati ot 8.20 o'clock A. M., connecting at Clyde with Railroad to Toledo, connecting at Toledo with Evening Express Train Michigan Southern Railroad to Chicago, direct.

Detroit and Chicago.

Second Train—Lightning Express—leaves Cincinnati at 8.20 o'clock A. M., connecting at Sandusky with the low pressure Steamer Bay City, Captain Atwood, connecting at Detroit with Morning Express Train Michigan Central Railroad to Chicago. From Cincinnati direct.

Indianapolis, Terre Haute and Lafayette.

First Train—At 5 A. M., leaves Cincinnati for Indianapolis, Terre Haute, Lafayette and Chicago same day.

Eaton, Richmond, and Centerville.

First Train—Indianapolis Express—at 5 A. M., connects at Hamilton to Eaton and Richmond.

Fourth Train—3 P. M. Through to Eaton and Richmond without change of cars. Connecting at Richmond with Western Railroad to Centerville.

Troy, Piqua, &c.

Second Train—Lightning Express—ot 8.20 o'clock, A. M., and Third Train—Accommodation—at 2 P. M., connecting ot Dayton with Railroad to Troy, connecting with Doyle's Omnibus and Canal Packets to Piqua, St. Mary's, and all points on Miami and Wabash Canals.

Fifth Train—Evening Express—at 5.00 o'clock P. M., connecting at Dayton with Railroad to Troy, connecting with Doyle's Omnibus Lines to Piqua.

Oxford and Connersville.

Second Train—Lightning Express at 8.20 o'clock A. M., and Third Train—Accommodation Express—at 5 P. M. Passengers by these Train take Western Stage Company's Lines at Hamilton, for Oxford, Connersville, &c.

Fifth Train—Evening Express at 5.00 P. M. Passengers by this Train take the Western Stage Company's Lines at Hamilton to Oxford.

FARE.

From Cincinnati to New York via Lake steamers to Buffalo, and Railroad by either route			$15 00
From Cincinnati to New York via Lake steamers to Buffalo, Railroad to Albany, and Hudson river steamer to New York			14 00
From Cincinnati to Boston via Lake steamers to Buffalo, and New York city and New York and Erie Railroad			19 00
From Cincinnati to Boston, via Lake steamers to Buffalo, Albany and Western Railroads			18 00
An additional charge of 50c. via Niagara Falls and above routes.			
From Cincinnati to Montreal via Lake steamers			17 00
From Cincinnati to Boston via Lake steamers and Ogdensburg			17 00
From Cincinnati to New York via Lake steamers and Ogdensburg			15 75
From Cincinnati to Buffalo via Lake steamers			8 00
Do	do	Detroit	6 75
Do	do	Chicago via Detroit	11 50
Do	do	Toledo	5 75
Do	do	Chicago via Toledo	11 50
Do	do	Chicago via Indianapolis	9 00
Do	do	Sandusky	5 00
Do	do	Clyde	——
Do	do	Terre Haute	5 50
Do	do	Lafayette	5 50
Do	do	Indianapolis	3 00
Do	do	Greenville	2 50
Do	do	Troy	2 50
Do	do	Dayton	1 50
Do	do	Richmond	1 60
Do	do	Eaton	1 25
Do	do	Hamilton	60
Do	do	Springfield	2 00

For all information and through Tickets, please apply at office, southeast corner of Broadway and Front sts., Cincinnati.

W. A. LATHAM, Ticket Agent.
P. W. STRADER, Gen'l Agent

Railroad Line.



CINCIN'I, COLUMBUS & CLEVELAND ROUTE.

To New York, via Railway, in	30 hours.
To N. Y., by Lake Steamers via Cleveland	39 "
To Pittsburgh in	14 "
To Boston in	34½ "
To Philadelphia in	38 "
To Baltimore in	38 "
To Wheeling in	18 "

VIA LITTLE MIAMI RAILWAY.

FOUR DAILY TRAINS.

First Train—Lightning Express—at ...6 o'clock, A. M.
Second Train—Accommodation Ex....7.45 " "
Third Train—Hillsborough Train.....3.10 " P. M
Fourth Train—Even'g Accommoda...5 " "

The roads of this route are laid throughout with heavy T rail.

New York, Boston, and Montreal.

First Train—Lightning Express leaves Cincinnati at 6 o'clock A. M., connecting at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo; connecting at Dunkirk with New York and Erie Railroad, and at Buffalo with Buffalo and Albany Railroad to New York and Boston.

Second Train—Accommodation Express, at 7.45 o'clock, A. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad, at Buffalo with Buffalo and Albany and New York City Railroods, and at Buffalo with Niagara Falls Railroad, to New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

—ALSO—

Connects ot Cleveland with the new and magnificent low pressure steamers QUEEN OF THE WEST, Capt. McBride; CRESCENT CITY, Capt. Pease; connecting at Buffalo with the Buffalo and Albany, New York City, and Niagara Falls Railroads, for New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

Fourth Train—Evening Express, at 5 o'clock P. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad; connecting at Buffalo with New York City, Buffalo and Albany, and Niagara Falls Railroads, to New York, Boston, and Niagara Falls.

Pittsburgh, Philadelphia, and Baltimore.

First Train—Lightning Express, leaves Cincinnati at 6 o'clock A. M., connecting at Crestline with Ohio and Pennsylvania Railroad to Pittsburgh, connecting with Pennsylvania Railroad to Philadelphia and Baltimore.

Through from Cincinnoti to Philadelphia and Baltimore direct.

Zanesville, Wheeling, Baltimore, &c.

First Train—Lightning Express, at 6 o'clock A. M., and second Train, Accommodation Express, at 7.45 o'clock A. M., connect at Columbus with Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Lines, via National Road to Wheeling, connecting with Baltimore and Ohio Railroad to Baltimore, Philadelphia, Washington, etc.

Fourth Train—Evening Express, at 5 o'clock P. M. Passengers by this Train sleep at Columbus and resume by Morning Train, via Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Line to Wheeling.

Hillsborough.

Third Train—Leaves Cincinnati at 3 P. M., connecting at Hillsborough with Ohio Stage Co.'s Lines to Chillicothe, Piketon, etc.

FARE.

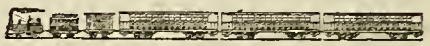
From Cincinnati to New York via Railroad, either route	$16 00
From Cincinnati to New York via Railroad to Albany, and Hudson river steamer	15 00
From Cincinnati to New York via Lake Steamers to Buffalo, and Railroad to New York	15 00
From Cincinnati to New York via Lake Steamers to Buffalo, Railroad to Albany, and Hudson river steamer to New York	14 00
From Cincinnati to Boston via Lake Shore, New York and Erie, and New York City Roads	20 00
From Cincinnati to Boston via Lake Steamers and New York City and Erie Roads	19 00
From Cincinnati to Boston via Lake Shore, Buffalo, Albany, and Western Roads	19 00
From Cincinnati to Boston via Lake Steamer, Buffalo, Albany, and Western Roads	18 00
An additional charge of fifty cents via Niagara Falls and above routes.	
From Cincinnati to Montreal via Lake Shore Road,	18 00
From Cincinnati to Montreal via Lake steamer	17 00
From Cincinnati to Boston via Lake Shore Road and Ogdensburg	18 00
From Cincinnati to Boston via Lake Steamer and Ogdensburg	17 00
From Cincinnati to New York via Lake Shore Road and Ogdensburg	16 75
From Cincinnati to New York via Lake Steamer and Ogdensburgh	15 75
From Cincinnati to Buffalo via Lake Shore Road.	9 00
From Cincinnati to Buffalo via Lake Steamer	8 00
From Cincinnati to Philadelphia or Baltimore via Crestline and Pittsburgh	15 00
From Cincinnati to Philadelphia or Baltimore via Cleveland and Pittsburgh	15 50
From Cincinnati to Pittsburgh via Crestline	7 75
From Cincinnati to Pittsburgh via Cleveland	9 00
From Cincinnati to Baltimore via Wheeling	14 65
From Cincinnati to Washington via Wheeling	15 95
From Cincinnati to Philadelphia via Wheeling	15 95
From Cincinnati to Wheeling	7 15
From Cincinnati to Clevelaod	6 00
From Cincinnati to Zanesville	4 30
From Cincinnati to Columbus	3 00
From Cincinnati to Springfield	2 00

☞ For all information and Through Tickets, please apply at office, southeast corner of Broadway and Front sts., Cincinnati.

W. A. LATHAM, Ticket Agent.
P. W. STRADER, Gen'l Agent.

au25

Cincinnati, Wilmington and Zanesville Railroad,



OPEN to Washington, two daily trains (Sundays excepted;) on and after THURSDAY, Nov. 24th, 1853, until further notice, trains will run as follows:

Leave Cincinnati from the depot of the Little Miami Railroad at 7.45 A. M. and 3.10 P. M. arriving at Washington at 12.50, and 8.05 P. M.

Returning, leave Washington at 6.30 A. M. and 2.15 P. M. arriving at Ciucinnati at 11.20 A. M. and 7.45 P. M.

Trains will stop for passengers as follows, at Rattlesnake, Sabina, Cross Road, Wilmington, Sligo, Clarksville and Morrow, and on the Little Miami Road, at Deerfield, Butterworth's water tation, Loveland's Miamiville, Milford and Plainville, and ou proper notice by flag or to Conductor, at Brauch Hill, and Linwood, (at turnpike.)

The downward trains from Washington connect at Morrow with the trains on the Little Miami Road for Columbus.

Lines of Omnibuses will run between Washington. Circleville and Lancaster, connecting with the morniug train from, and the eveniug train to Cincinnati.

Fare from Cincinnati to Washington, $2,25
" " " " Circleville, 3,25

For other information, and tickets, apply at Ticket Office, corner of Broadway and Front Streets, aud at the Little Miami Depot, or to the Station Agents at Washiugton and Wilmington.

E. W. WOODWARD,
Engineer and Superintendent.

☞ The Omnibus Line will call for and deliver passengers to and from the trains in any part of the city. H. B. RUGGLES, Cond'r.

☞ The Company will not be responsible for baggage exceeding $50 in value, uuless the same be returned to the conductor or agent, and freight paid at the rate of a passage for every $500 in value above that amount. dec8-tf.

Covington and Lexington Railroad Open to Falmouth.

ON and after Monday, the 7th of Nov., and until further notice, Cars will leave Covington daily (except Sundays) at 7 o'clock. A. M., for Falmouth,—stopping at DeCoursey, Culbertson, Grant's Bend, New Philadelphia, Cantou, Benton, Morning Side, Demossville, Butler and Irving.

Returning, will leave Falmouth at 1 P. M., stopping at all of the above stations.

☞ For freight and passage apply to C. CARPENTER, Freight Agent, Covington Depot.

R. M. SHOEMAKER Superintendent.

Office Cov. and Lex. R. R. Co., Nov. 5th.

d c22

THE

Railroad Record,

IS PUBLISHED EVERY THURSDAY MORNING.

At No. 167 Walnut St. Cincinnati, O.

E. D. MANSFIELD, EDITOR.

T. WRIGHTSON & CO.

PRINTERS, 167 WALNUT ST., (REAR BUILDING.)

RAILROAD RECORD.

AND

Journal of Commerce, Banking, Manufactures, and Statistics.

Vol. 2.---No. 4. CINCINNATI, THURSDAY, MARCH 23, 1854. Whole No. 56.

THE

Railroad Record

IS PUBLISHED EVERY THURSDAY MORNING,

By J. A. & U. P. JAMES,

At No. 167 Walnut Street, Cincinnati.

E. D. MANSFIELD, Editor.

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☞ For Railroad Advertisements see last two pages.

The Railroad Record will be issued weekly. Will be printed on fine paper, in quarto form, and mailed to Subscribers at Three Dollars per annum, payable in advance.

Advertisements inserted at the following rates:—

One square, single insertion	$1 00
" " per month	3 00
" " six months	12 00
" " per annum	20 00
One column, single insertion	4 00
" " per month	10 00
" " six months	40 00
" " per annum	75 00
One page, single insertion	10 00
" " per month	25 00
" " six months	110 00
" " per annum	200 00

Cards not exceeding 4 lines, $5 per annum.

Subscriptions and business communications should be addressed to

J. A. & U. P. JAMES,
Publishers, and Proprietors,
167 Walnut st., Cincinnati.

THE CENTER OF POPULATION, AND OF COMMERCE, AND LOCOMOTION.

What really are the sources of commerce, and where commerce must ultimately tend, seems to be little understood by many persons. We hear much of the immense commerce of New York; that the revenue is collected there; that the public money must be expended there, because it is collected there, and various assertions and opinions of this sort, based upon the idea, that an importing city is the center or source of commerce.—Nothing is, in fact, more absurd than such an idea. New York, like all importing cities, is merely an *agent* for the transfer of fabrics, money and persons, to the place of their ultimate destination; and makes its living and its wealth by its receipts for this agency, like a commission merchant. The importer of silk goods, for example, adds his commission on the price, for his services and capital in transferring them from France to Ohio. The broker adds his commission on the money, which he transfers from the capitalist to the borrower. All this makes a commercial city, but does not make commerce, and is not its end, any more than a farmer's wagon, makes the hay and wheat carried on it. The sources of commerce are in a people and soil able to *produce*, and a people and wealth able to *consume*. It is the *producer* who furnishes the articles for the commercial agency to transfer, and it is the *consumer* who takes them from him. New York collects revenue, but who *pays* it? Ohio *pays* one-tenth the revenue of the United States. The Government informs us it has collected fifty millions of revenue; then Ohio has paid five millions of it. Indiana and Kentucky have paid five millions more.

The sources of commerce are production and comsumption. Now, let us see where production and consumption are. If the wealth of a coountry were very unequally distributed, they might be one sided, especially if some portions of the country were barren. But, in the United States, the advantages of the country and the wealth of the country are very equally distributed. The older states have the largest share of manufactories, but the new ones in soil, and all natural productions. Ohio is probably as wealthy, in proportion to its inhabitants, as any state, except perhaps, Massachusetts or New York. In this nearly equal distribution of advantages, the center of production and consumption is practically, not far from the center of population. Where is the center of population, and what has been its progress? Without calculating it to a single mile, we may state that in 1790, the *center of population* was in Adams county, Pennsylvania; and in 1850, it was in Belmont county, Ohio. Thus, between 1790 and 1850, (sixty years,) the center of population has traveled *two hundred and twenty miles almost due west.* The center of population travels about 37 miles decennially, or nearly four miles per annnm. In half a century, it will be in Indiana, and it will be a century, at least, (if ever), before it crosses the Mississippi. Probably, if the Union continues as it is, it will never cross the Mississippi. The reason is obvious. Between the California Mountains, and the west line of Missouri, there is but a small portion of fertile lands; while east of the Mississippi, and west of the Alleghenies, every acre may be made a garden spot. West of the Mississippi to the Pacific, is a greater distance than from the Atlantic to the Mississippi, but far less fertile and productive.

The center of population is in Ohio, and it is evident from the preceding facts that it will be so for half a century. Here, in Ohio, then, is the *center of commerce*, and it is this fact, which so rapidly creates its wealth, developes its industry, and gives us such activity to locomotion; and this activity, industry and development, is not likely to be all diminished; on the contrary, it will increase. The commercial growth of its chief ports have never been equalled by the growth of any part of the world. Cincinnati, Cleveland, Sandusky and Toledo, are all growing rapidly, and to these we should add the interior towns of Dayton, Columbus and Zanesville, more immediately dependent on manufacture, but connected with the others by railway. To illustrate the growth of *commerce* in Ohio, we will give the aggregate population and growth of these towns. For it is well known that the *commerce* of these places has increased more rapidly than the population, so that in giving the growth of the towns, we really represent the growth of commerce.

The *aggregate* population of Cincinnati, Cleveland, Sandusky, Toledo, Dayton, Columbus and Zanesville, at different periods, were as follows, viz:

In 1820	13,141
In 1830	32,722
In 1840	72,512
In 1850	180,351
In 1853	about 247,512

Here is a steady increase of 140 per cent., decennially, or 14 per cent. per annum. The population of these towns in 1860, will, in all human probability, exceed half a million of people. Cleveland will then have its 60,000; Toledo its 40,000, and other towns in proportion.

This growth of towns is not so much the growth of general population, as it is of surplus production, and of commerce. The following sums are something like the *aggregate* commercial value, which passed through these places in 1852:

Cincinnati	$110,000,000
Cleveland	30,000,000
Sandusky	59,600,000
Toledo	57,300,000
Dayton	5,000,000
Columbus	5,000,000
Zanesville	3,000,000
Aggregate	$269,000,000

The values at Toledo and Sandusky are said to be accurately ascertained; that of Cincinnati is very nearly correct. The others are estimates. The value of flour, wheat, corn and hog products exported from Toledo, were equal to *eight millions of dollars*. The value of the same articles exported from Sandusky and Cleveland, were probably equal to that at each place. The value of the same articles, with whisky, candles and soap, exported from Cincinnati, were equal to *thirteen millions*. The value of wool, cheese and butter exported from the state is equal to *four millions* of dollars. Thus we have in the exports of half a dozen agricultural articles, *fifty-one millions of dollars*. When we consider an hundred other articles of domestic export; the vast consumption of these, or four millions of people for whom we import, and the already great extent of the manufactures of Cincinnati, of Dayton, of Zanesville, Columbus, Pomeroy, and other places; the vast amount of iron, coal, stone, and other heavy articles carried on river, canal and railroad, it is not difficult to comprehend that the internal commerce of Ohio, already amounts to *three hundred millions of dollars*. When we add to this, the commerce of Indiana, of Kentucky, Tennessee and Illinois, lying in the Ohio Valley, we see that the boasted commerce of the Atlantic cities, becomes altogether an inferior thing. Important and highly useful, and profitable as foreign commerce is, we should never overrate its value. It is the internal commerce of a country like this, which spreads from sea to sea, and almost from pole to pole, which gives profit to enterprise, and value to improvement.

This westward march of population, and the growth of commerce carries with it the *centralization* of locomotion. Already we see the comparatively small town of Indianapolis, become the greatest *crossing place* of railways. Already we see twenty railways made, or making into Cincinnati. Already we realize the geographical certainty, that through here must flow all the great channels of commerce, which will intersect and imigrate the Valley of the Ohio. Here, North and South, East and West, must shake hands, and if not friends, we will make them so.—We will show them the great inheritance of freedom, as it spreads out in beauty and glory over the continent. We will show them the silver Ohio, winding its way through the garden of America, and bringing greater wealth than golden sands, into the lap of its happy people.

Centuries will pass away before the center of population, of commerce, of wealth, and glory and grandeur, shall pass from this valley. Happy will it be, if contented to dwell amidst peace and plenty; and casting away the avarice and the passions, which make men the slaves of Mammon, or of Moloch, they live in harmony with God and man.—Thrice happy will they be, if, unlike the Hebrews, they shall realize that this is the promised land, and obey the God who brought them there. Fair is the inheritance, hopeful the prospect, inspiring the progress, and beautiful that law of freedom, which gives us Security Order and Liberty.

Railroads.

FRANKLIN AND WARREN RAILROAD—FIRST ANNUAL REPORT.

Below we give the President's report of this project, which secures an important eastern connection at the Pennsylvania State Line, with the various roads of that Staie leading eastwardly, and now in course of construction, while its course through the state of Ohio gives it numerous valuable tributary connections, aside and apart from its value as a through line.

The report of the President, Mr. Kent, is brief, but concise and comprehensive. We commend its perusal to our readers. We shall look for Mr. Kneass' report, giving the *elements* of the line, and when received shall lay it before our readers also.

To the Stockholders of the Franklin and Warren Railroad Company:

GENTLEMEN: The organization of the Franklin and Warren Railroad Company was completed on the 19th of June, 1851.

In its earlier operations, delays were interposed to the commencement of the work by the policy of a neighboring state, which, apparently, presented a hostile attitude to its advancement, and somewhat embarrassed the operations of its directors. Fortunately these embarrassments have been removed, and the company is placed in that position which insures a speedy completion of the great ends it has in view.

The second year of its existence opened a new era in its prospects. The general interests of the country required a great Eastern and Western railway communication, and the idea of a continuous route from the eastern Atlantic to the Pacific shores, took firm possession of the public mind. Our enterprise, gentlemen, is no less than a link (and an important one) in this great chain of intercommunication. The Board of Directors have been strongly impressed with the immense importance of this view of the subject, and have therefore, been at the greatest pains to secure the services of the best and most experienced talent for the prosecution of the work, not only of the highest importance to Ohio, but adequate and likely to be a portion of that great iron highway which is to connect the mighty mercantile mart of the Atlantic, with the gold producing mountains of California and the Pacific.

Early in October last, in charge of Col. Geo. Robinson, preliminary surveys were commenced, the results of which established a route of the most satisfactory character, on a line entirely adequate and admirably adapted for a through route, as well as for the convenience of the local trade of the country through which it passes.

Fortunately for the successful completion of this enterprise, this company has a charter of the most liberal character—entirely freed from those restrictive embarrassments which clog the movements of organization of a more recent date; and its organization having been completed previous to the adoption of the new constitution, relieves it altogether from the stringent regulations which it was thought necessary to adopt in that instrument. Perpetual in its franchises—freed from the chances of modification or repeal—containing no clause of individual liability, its provisions are of more liberal character than is now in the power of any Ohio Legislature to bestow.

Our charter authorizes the constructien of a single or double track railway, of any width of gauge, from the north-eastern to the western or south-western extremity of the state.

At present, the board proposes to locate the road from a point in the eastern line of the state of Ohio north-east. of Warren, Trumbull county, to Dayton, making Warren, in the above county, Windham, Ravenna, and Franklin, in Portage county, Tallmadge and Akron in Summit county, Wadsworth in Medina county, Bridgeport and West Salem, in Wayne county, Polk and Ashland, in Ashland county, Crestline and Gallion, in Crawford county, Marion, in Marion county, Richwood, in Union county, and Urbana and Lewisburg, in Champaign county, points on the line, passing through and securing the trade and traffic of all the important business points in thirteen of the most productive counties in the state; the aggregate productions of which exceed the general average of the state more than 35 per cent. in domestic animals, and 30 per cent in wheat, which last by the way, is no inconsiderable item, when we consider the fact that Ohio is the greatest wheat growing state of the Union, and furnishes more of the material for the staff of life for the New York and New Englaud export trade, than all the other states of the Union.

The town of Akron alone manufactured during the past season, one hundred and eighty thousand barrels of flour for shipment. During the same period, fifty thousand barrels were manufactured at the village of Franklin.

With this new means of transit during the winter months, and the increasing prosperity of the country, the quantity manufactured would, undoubtedly, be increased one hundred per cent.

Besides the immense live stock trade and wheat traffic, your line embraces the entire butter and cheese productions of the Western Reserve, which are also immense, giving those perishable articles a rapid transit to their natural markets, whether destined to a southern or eastern market.

In regard to the local passenger business along the line, correct conclusions may be drawn by comparison; the population per square mile will reach something more than thirty per cent. above the average of the state. As for the through passenger business, it embraces the East and the *Great West*, and your road may, therefore be emphatically denominated the *Atlantic and Great Western Railway.*

These, gentlemen, are only an index to the general resources of the entire line, which want of space prevents us from particularizing at this time. In fact, the board deem it unnecessary to further allude to the business prospects of the road. A glance at the map will show at once that a more highly cultivated and productive line of country could not be selected for the maintenance of a road; and it may safely be premised, that no other line (either existing or proposed) can interfere or compete with this.

Among the multitudinous projects of this railway age, there is none which makes a show of comparison with this line, if we except that known as the Lake Shore Road, the termini of which are Cleveland and Erie. But this, the best paying road within the borders of our state, sinks into comparative insignificance when compared with the immense advantages of the line now under consideration.

The objects of this line are similar to those of the Lake Shore Road; but its advantages are immeasurably superior. The Lake Shore Road will necessarily command a very limited local trade, while the Franklin and Warren runs through a rich and highly cultivated country, whose local business would alone fully justify its construction without any reference whatever to the immense business it must command at either end of the line.

To substantiate the general position herein assumed, and the great advantages claimed in location, it is merely necessary to state that it takes the same general line as that adopted by the far reaching mind of Col. Clinton when engaged in the examination of a line for a great railway route from the Atlantic to the Mississippi.

Subsequent surveys have shown that this route is among the most available as a portion of that gigantic enterprise which will ere long connect with iron bands the two great oceans of the globe.

With these suggestions I refer you with full confidence, to the forthcoming report of our able and distinguished chief engineer, Samuel H. Kneass, Esq., which will be furnished about the close of the present year.

It will be proper to state here, that a contract for the construction of the work was made with Mr. Henry Doolittle, in June last, at a rate below what the company might reasonably have expected, and every hope is indulged that it will be pressed to the most speedy and satisfactory conclusion.

The finances of the company are, it is believed, fully adequate for the construction of the road. They consist chiefly of local individual subscriptions, amounting in the aggregate to one million three hundred thousand dollars, with the encouraging prospect of being increased to one and a half millions of dollars. Of the first named amount, nearly one million of reliable subscriptions are now in the possession of the company; the balance will be ready for delivery at different points, on the line so soon as the proper examinations are made for the permanent location of the road. This amount, added to the portion subscribed and payable to the contractor, will amount to about two and a half millions of dollars, which, it is confidently believed, will constitute sufficient basis to insure the completion of the work, and establish ample confidence in the enterprise.

MARVIN KENT,
President.

CLEVELAND AND PITTSBURGH RAILWAY.

The annual meeting of this Company was held at Cleveland, on January 4th. The following is the full organization of the Company for the present year:

Cyrus Prentiss—President; Wm. S. C. Otis—Vice President; John Durand—General Superintendent; Isaiah Linton—Chief Engineer; Samuel Foljambe—Secretary; Wm. H. Stanley—Treasurer.

Directors—Zalmon Fitch, Wm. A. Otis, Henry W. Clark, Moses Kelly, Ellery G. Williams, Abner C. Brownell, of Cleveland; Henry H. Day, of Hudson; Cyrus Prentiss, of Ravenna; James Farmer, of Salinville; John S. McIntosh, of Wellsville; Hiram Stow, of Sharon; Joshua Hanna, of Pittsburg.

From the reports of the President, Chief Engineer and Superintendent, we give an abstract of the main facts:

The earnings for the year have been		$432,682 46
The general expenses		165,404 68
		$267,277 78
Less interest on debt	$97,241 73	
Dividends, 10 per cent.	161,605 93	258,847 66
Surplus net earnings		$8,430 12
The increase of receipts over the previous year is forty-two per cent., and amounts to		$126,884 17
The whole number of miles run, including timber, wood and gravel trains, has been		235,929
The number of passengers carried is		218,080
The earnings from passengers amount to		$215,256 14

The financial condition of the Company is as follows:

Expenditures during the year		$316,152 25
Reported last year		2,963,756 04
Total of expenditures		$3,279,908 29
The present amount of stock is		$1,979,100 00
Funded debt		1,142,200 00
Balance of temporary loans and other accounts		158,608 29
Total of receipts		$3,279,908 29

The amount of stock invested in the main line is $1,761,000. The length of the main line is 100,75 miles extending from Cleveland on Lake Erie to Wellsville, on the Ohio River. About half of the road is in thorough order, and the balance is being finished up rapidly. The road has three branch lines in construction, which are designed to control a very large amount of traffic. One of these is the Tuscarawas Extension running in a southwest direction from the main line to New Philadelphia, 31 miles, of which 16 miles are now being run. The Wheeling Extension is 31 miles in length, running from Bridgeport to Wellsville, and the Beaver Extension is 22.25 miles, running from Wellsville to Rochester. The work has been progressing rather slowly upon these extensions during the past year, but in the Fall a heavy force was put at work. From the vast amount of information given in the report upon the road, the traffic and the connections when finished, we have no doubt that the enterprise is very important and promising. Mr. Prentiss, the President, closes his remarks relative to the branch lines as follows:

As connected with the main line, these extensions exhibit an equally promising aspect. The incalculable amounts of trade and travel accumulating from the Baltimore and Ohio, the Ohio Central, and the Cincinnati and Marietta roads, with that from the cities of Wheeling and Steubenville, and the other towns on the line, seeking the lake, or northeastern or north-western destinations, can have no other legitimate outlet than by the main line of the Cleveland and Pittsburgh road. The Beaver Extension stands in a similar relation to the business which it may properly command, seeking the lake or northern destinations. On the whole the Directors regard these extensions as entitled to rank as main lines by themselves, taken independently, but regarded in connection with the main line, they must be pronounced to be most important sources of strength and income to the whole enterprise.

CINCINNATI AND LOUISVILLE PACKETS—LIGHTNING LINE.

It may not be known to all of our readers that a new line of steamers has been placed upon the river between these two points, by which traveling facilities are much improved. Business men can now leave Cincinnati at 7 o'clock, P. M., of one day, reach Louisville next A. M., remain all day there, take return boat at 7 P. M., and be in Cincinnati again next A. M., before breakfast; thus being absent from business but a single day; and withal, *lose* no portion of that. We commend this line to the favorable notice of the traveling public. The line is composed of the steamers David White and Alvin Adams, both of the first class. The line was established by the Madison, Indianapolis and Peru Railroad company, and runs in connection with that road stopping only at Madison. It also carries the United States through Mails, which arrive at Cincinnati every afternoon from 6 to 7 o'clock, thus giving Louisville two daily mails.

☞ The Erie Railroad Company have put on their road a telegraphic car, which can be taken to any point remote from a telegraphic station, where an accident occurs, and communicate results both ways.

ALABAMA INTERNAL IMPROVEMENTS.

We were very much delighted with the speech of Gen. S. P. Walker, in the Alabama Legislature, on the subject of "*State aid*" to railroads. It gives evidence of talents of high order, of an enlightened and enlarged view of the present progressive spirit of the age, as well as containing an eloquent appeal to the judgment and patriotism of his hearers. We give a few extracts. Speaking of Massachusetts, as compared with Alabama, he says:

Here, sir, is a state (Massachusetts) with only 7,800 square miles of territory, covered all over with railroad lines, "as with the countless fibres of a spider's web," not so large as the eight counties of this state which lie on the Tennessee river, and known as the Tennessee Valley—and certainly not half so blessed either with soil or climate—worth $666,000,000, and supporting a population of more than one million, with an average value in property, *per capita*, of $610! Sir, a spot of earth, half sand, half granite, on the sea-girt-coast of New England, scarcely bigger than the palm of my hand, worth more in dollars and cents, and, shall I say it? in the energy and enterprise of its people, than the 50,722 square miles of territory comprising the state of Alabama, with its beautiful valleys of fertile land, its huge mountains all pregnant with iron, its vast beds of purest marble, its rich fields of finest coal, with a population too indolent to lay a single hand on these vast treasures of nature, and shake them from their sleep of centuries in the long Past to build up a mighty empire in the all-compelling Present!

There is, it seems to me, sir, something in this picture, not over drawn, to humble that ostentatious parade of Southern superiority which you and I and the whole South are in the habit of boastfully asserting, without a proper respect, as the facts and figures show, to the true state of the case. For, allow me to say here to-day, that genius unexerted is no more genius than a bushel of acorns is a forest of oaks, and the wealth that lies forever embedded in the deep bowels of the earth is no more wealth than the sand on its surface is a coating of diamonds. The railroad system of New England is an essential part of the government, and it has exerted an influence second in magnitude to no other that can be mentioned, social, political or physical, in binding together, in one indissoluble brotherhood, within the compass of 31,000 square miles, that wonderful association of intellectual, mechanical and manufacturing activity.—It is the great "centripetal enginery" which has overcome and neutralized all the antagonisms of sections and of schools, and given to New England sentiment and New England morality almost the character of *individuality*.

Of the contiguous state of Georgia he says:

Look, sir, for instance, at Georgia. She has upwards of 1000 miles of railroad—more than any other Southern state, and, it may be truly said, *as a consequence*, she has in operation 45 cotton mills, using 90,000 spindles, and consuming, yearly, 50,000 bales. Whilst Alabama, with the finest water power in the world—a power in the single county of Lauderdale, capable of driving the whole machinery in the universe—has in operation but fourteen cotton mills, using 12,800 spindles, and consuming, yearly, only 8,500 bales! about equal to one week's consumption at Lowell, Massachusetts. Take up the map of your state, and look at nature's invitations to a new labor with higher rewards and a more elevated social position, yet fresh from the hand of God, and scattered in almost regal abundance through every county in the state, from the Mobile Bay to the Tennessee river, and then tell me if something is not due from the state—as a state—as a sovereign power, having the right of eminent domain, to aid in applying these vast forces—dormant but not dead—to a new development. Think you, that it is *God's mission* to us *only* to plant cotton, and plow corn, and dig potatoes? Had the Omniscient no purpose of human progress—no eye to human wants—in creating this immense power to be found in your rivers and your creeks, many of which would be called rivers elsewhere, on whose bosom daily float, in almost sinful idleness, the waves whose foaming crests, when broken by the wheel of the humble millwright, change their very nature and turn into dollars and cents with almost oriental prodigality! Sir, with mighty railway arteries, all bounding with life, radiating from the center to the circumference of your state, and with spindles and looms in anxious readiness to turn first into yarns and then into cloth the white fruit of the cotton fields, could we not exclaim, with honest exultation, though our gifts were great we have improved them!

Of the necessity of Railways to the welfare of the state, he says:

The prosecution of the great work connecting the waters of the Mobile Bay and Tennessee river, and thus uniting north and south Alabama, and putting us in connection with other great public works extending their ramifications to every section of the Union, must be followed, as I think I have shown, by an immeasurable enhancement in the value of the property of the state, resulting from the development of the rich and boundless mineral and agricultural treasures of the region through which it will pass, and that increase of population and manufactures which always follow the progress of works of public improvement. But I will add as among its chiefest blessings, and as the great charm of this modern miracle of rapid intercommunication, that it will bring together in social and commercial intercourse the people of north and south Alabama—your people, sir, and mine—who, though living under the same government—amenable to the same laws, and constrained to a common destiny—have neither social ties nor commercial relations. In view of this result, it is difficult to express, and impossible to exaggerate, our sense of the magnitude and importance of this great work. By what "figures of rhetoric or of arithmetic either," shall we measure its influence on our political condition, or on our social relations? It will build up Mobile, the beautiful emporium of our state, set as a gem on the bosom of the sea, whose enterprise deserves success, and whose example we should recognise as the cloud by day and the pillar of fire by night to lead us out of the bondage of old habits into a new life of energy and activity. It will cause the mountains to open their vast treasure-houses of iron and coal, garnered up for centuries in the long past, and make them joyous with the teeming life and smoking furnaces of mechanical enterprise and industry. All along its track commerce will spread her sail-wings in all directions, and trained skill with a magic wand will turn rough wood, and stone, and metal, into all instruments of convenience, comfort and ornament. It will bind the whole state to her sister states of the south and the Union, and not only make a great thoroughfare for the trade and travel of a nation, but a track over which will pass from the heart to the extremities the electric fire of that patriotism which flows from intimate intercourse, association and sympathy, and without which no people can possess either the sentiment or the substance of nationality."

And yet, notwithstanding this urgent and truthful appeal, the Legislature adjourned without passing a law aiding the Railroad system of their State. None of the Southern states stand more in need of Railroads for the development of their resources, nor should any other one of them have been more careful to foster every movement tending to their development. We look for better things in the course of another year. The necessity of state aid will have become so apparent that all must unite in advocating it, and then will Alabama take the rank to which her resources, as yet undeveloped, will entitle her.

Communications.

TOPOGRAPHICAL AND GEOLOGICAL MAPS IN THE SURVEY OF RAILROAD LINES.

We commend the following communication from the pen of an experienced engineer to the attention of those interested:

For the Railroad Record.

Mr. Editor: With your permission, I wish to draw the attention of your numerous readers to the necessity of having detailed maps of Railroad lines.

The first thing of importance in a Railroad survey, is a good detailed topographical geological map; the Surveyor or Engineer should be accompanied by a Geological Engineer, if he does not understand Geology himself.

The reasons for such a survey and map are obvious; by a detailed map the exact locality is placed in its true position, and the Geological Engineer thus would be enabled to point out the various clays, marls, chalk, stone, or mineral, the various hights could be determined upon the profile also.

The company could claim public aid, where there was anything found of utility; proprietors of land would not be in doubt, and contractors could commence their work with certainty, as the localities of the quarries would show whether they were accessible or not.

As matters are now, there is much uncertainty. We frequently hear of mineral being found as the contractors are proceeding with their work; it ought to be known before they commence, as it might have a great bearing upon the final location, and might be more favorable for the purpose of getting nearer the mine or quary, or whatever else it might be.

I think your readers will agree with me

that a Geological Engineer is necessary for fixing upon the location, and that companies will see to it in future.

I have been for several years engaged on the Railroads in England, and I never knew a location made without a good detailed map from half a mile to a mile wide, on the whole length of the line. It seems to be a favorite here to adopt a line from the profile only, without any regard whatever to its bearing upon points that might prove valuable to the company. Very respectfully,

PUBLICOLA.

Cumminsville, March 17, 1854.

FRANKLIN CANAL RAILROAD COMPANY.

The Harrisburg correspondent of the New York *Times*, writing on the 4th, gives the following account of a movement to transfer the Franklin Canal and Railroad to the Sunbury and Erie Railroad Company, and the conditions of transfer:

In the Legislature of Pennsylvania, to-day, a most important bill was introduced by Gideon J. Ball, of Erie, who has for its object nothing more nor less than transferring the *late* Franklin Canal and Railroad Company to the Sunbury and Erie Railroad Company. It is well known to the public that this road extends west from Erie to the Ohio State line, the charter of which was repealed on the 28th of January last, as a *sort* of preliminary to the adjustment of the most shameful acts committed at Erie. This bill of Mr. Ball's gives the Franklin Canal and Railroad to the Sunbury and Erie Company, and authorizes the latter to issue mortgage bonds to an amount equal to the cost of its construction to reimburse the parties who built it, or who may be interested therein, said bonds to be secured by a mortgage of the said western road, bearing interest at the rate of 7 per centum per annum, payable semi-annually in Philadelphia, the bonds to mature at the expiration of twenty years.

The bill secures to the Sunbury and Erie Company a power at once large and valuable, which enables it to discriminate in charges or tolls on tonnage or passengers passing over the west of Erie *so that it can entirely control the trade going East, and direct it to Philadelphia!* Within one year from the passage of the bill—and I have no doubt but that it will pass—the road is required to be opened for use from the point designated—*the harbor at Erie.* In general terms, it contemplates securing to the people of Erie all of the interests for which they contended in the late difficulties! The bill also provides that before taking possession of said road, *west of Erie*, the Sunbury and Erie Railroad Company *must subscribe for* 2,000 *shares of the capital stock of the Pittsburyh and Erie Railroad, and pay into the Treasury of the Commonwealth a bonus of* $250,000 *for the right of way from Erie to the Pennsylvania and Ohio State line!*

This is the purport of the bill in question, although its real features are not set forth in such precise terms. The subject is one which deeply, if not seriously, affects the interests of New York. It was referred to the appropriate committee, and when again brought forward your readers shall be duly apprised.

LAKE SUPERIOR MINES: PRODUCT

We cut the following interesting statement of the receipts of copper, iron, and silver ores at Sault Ste. Marie, from the Lake Superior mines, for the year 1853, from the Lake Superior *Journal:*—

Copper.	*Tons.*	*Pounds.*
Cliff mine, Eagle River	1,651	326
Minnesota mine, Ontonagon	769	1,090
North American mine, Eagle River	185	876
Northwest mine, Eagle Harbor	161	848
Copper Falls, Eagle Harbor	70	1,462
National mine, Ontonagon	42	538
Northwestern mine, Eagle Harbor	32	144
Siskowit mine, Isle Royale	19	437
Norwich mine, Ontonagon	38	1,425
Forest mine, Ontonagon	35	1,875
Isle Royale mine, Portage Lake	15	1,788
Adventure mine, Ontonagon	11	1,122
Ridge mine, Ontonagon	11	1,419
Aztec mine, Ontonagon	10	512
Toltec mine, Ontonagon	5	933
Portage mine, Portage Lake	5	1,023
Pitts & Isle Royale mine, Isle Royale	8	1,728
Douglass Houghton mine, Ontonagon	4	699
Bohemian mine, Ontonagon	2	603
Ohio Trap Rock mine, Ontonagon	2	246
Derby mine, Ontonagon	2	867
Phenix mine, Eagle River	2	1,729
Fulton mine, Eagle River	2	1,275
N. Y. & Mich. mine, Copper Harbor	—	1,821
Ohio mine, Ontonagon	—	1,001
Meadow mine, Eagle River	—	500

Iron Shipped in 1853.

Sharon Iron Works, Marquette, 442 tons, and 1,990 lbs. of blooms; 205 tons and 975 lbs. of ore.

Marquette Iron Works, 367 tons and 1,871 lbs. of blooms; 200 tons of ore.

Making in the whole, from both works, 809 tons and 1,877 lbs. of blooms; 405 tons and 975 lbs. of ore.

Amount of Silver.

Lake Superior silver mine, Michipicoten Island, C. W., one barrel, one keg, and one box of ore.

This is practical, and does not admit of controversy. We have reason to believe that the amount of silver ore that will be shipped during the coming season will be very large. A portion of the ore received by the Lake Superior Silver Company has been sent to the great English smelters, Johnson and Maltkey, and that firm offers £90 sterling a ton for the ore. We believe that more advantageous offers have been made on this side the water.

PITTSBURGH, MAYSVILLE AND CINCINNATI RAILROAD.—At a meeting of the stockholders of this road, at McConnelsville, on the 7th inst., the following board of directors were chosen, viz: Wm. Hawkins, Jas. A. McConnell and Milton Seaman, of Morgan county; and T. W. Peacock, Samuel Stranathan, John Fordyce and Wm. Lawrence, of Guernsey county. T. W. Peacock was chosen President.

MOBILE & GIRARD RAILROAD.—At a meeting of the Directors of this Company, held at Mobile on the 27th ult., R. A. Hardaway, Esq., resigned the Presidency of the Road on account of ill health. The Hon. Alfred Iverson of Columbus, Ga.,—U. S. Senator Elect—was chosen to fill the vacancy. The new incumbent is spoken of in high terms as possessing practical business abilities of a high order, and is largely interested pecuniarily in in the road.

KENTUCKY UNION RAILROAD.

The recent Legislature of Kentucky, though inimical to the chartering of more banks, were more friendly to Railroads. Newport seems to have shared the attention of the Legislators in this respect, having been made the termius of two important roads, viz: The Newport and Eminence and the Kentucky Union. Of the former we have already spoken; of the latter we now propose to speak. The line is to commence at or near Newport, or Covington, and extend thence to the Cumberland Gap, with the privilege of a branch from any point on the line to the Tennessee state line in the direction of Knoxville. The charter is liberal, being unrestricted as to route between the terminus named.

The object is a Southern outlet for the great system of roads centering at this point, of which the Covington and Lexington road will doubtless be the only line leading from Cincinnati for some time to come at least. The object in getting Newport named as the northern terminus was to make the "Union Company" entirely independent of any control.

This line will be a portion of the great line already spoken of in our columns, leading to the Atlantic sea board, under the name of the Cincinnati, Cumberland Gap and Charleston Company. It will also connect with the line via Tennessee and Alabama, to Pensacola, Florida. So far as we can understand it, no new lines will be undertaken for the present, when roads are already in course of construction, thus by uniting interests making it emphatically a "UNION RAILROAD."

AEROSTATICS.—The following is from the Paris correspondent of the New York *Times:*

"Two remarkable experiments in aerostation have highly astonished this city. Of the first I did not write you, for I supposed it a hoax. But it has been repeated since, and an eye witness has told me of the wonderful results. A man enveloped in a network containing a large number of bladders filled with hydrogen gas, ran, two Sundays ago, down the Champs Elysees at the rate of thirty-five miles an hour. His leaps were enormous; the ascensional power of the gas was not not sufficient to carry him up, but it neutralized three-fourths of his weight. Last Sunday he renewed the experiment upon an exterior Boulevard with a little more gas. He made forty miles an hour, and said that with a favorable wind he could easily make forty-five, and beat any locomotive without fatigue. With the tremendous muscular power possessed by man, it is evident that if he could in any way lengthen his legs, as this invention in reality does, he would realize the fable of the Seven-Leagued Boots. Caudler, the most agile clown of the circus, who was present, agreed soon, with a similar apparatus, to jump over the Seine. I understand that a dozen machines with improvements are now in course of fabrication, and that the idea of annihilating space has seized upon more than one adventurous brain. As to the aeronauts, they all acknowledge that they may as well burn their balloons."

NEW YORK PACIFIC RAILROAD.

This company have made a call for one-half of one per cent. on the capital stock of one hundred million of dollars. This will give a total of $500,000. The payment is already made of one tenth per cent., which leavse two-fifths of one per cent. due. The object of this call is to make the deposit of $300,000 required by the recent act of the Legislature of Texas, donating about eight millions of acres of land in aid of the construction of a Railroad to the Pacific, and to enable the company to commence the construction of the road as soon as the contract with the state of Texas is concluded.

In connection with the foregoing, we give the subjoined letter from the correspondent of the *Daily Delta*, of New Orleans:

SAN AUGUSTINE, Feb. 16, 1854.

Messrs. Editors: At a meeting of the Stockholders of the Texas Western Railroad Company, held in this place at the Court House to day, a majority of the Stockholders being present:

The object of the meeting being explained by Gen. T. G. Broocks, the President of the Board—which was to take into consideration a contract entered into by Col. J. A. Greer, (one of the directors) on the part of Texas, and Messrs. Chatfield and others on the part of the New York Pacific Railroad Company. Said contract was to take our charter and build the road, commencing on the Sabine at any point designated by the Board of Directors, etc.

On the vote being taken, it was lost by a very large majority.

A resolution was then offered, giviug the President and Board power to contract with capitalists to build the road. The citizens of this viciuity are altogether in favor of giving the road to the citizens of your state, if they should become bidders for it.

The citizens of Texas are in favor of sending their produce to New Orleans. Now if your citizens do not proceed at once to help them build the road, they will be compelled to take a contract from the New York Company. The amount of sixteen sections of land given by the State per mile will pay for the building of this road, and I must think a road from New Orleans to cross the Sabine river and connect with the Pacific road on the Trinity river, would in all probability be the best stock now in the market. The citizens of Texas will take one to two millions of the stock.

If the citizens of New Orleans should fail to aid Texas in this road, they will regret it when too late to repair the loss.

RED LANDER.

LOUISIANA RAILROADS.—A Bill has passed the Legislature of this State giving the Great Northern and the Opelousas roads the Bonds of the state instead of taxes upon property as heretofore; the former being much more readily realized for the immediate wants of these companies. It also reduces the tax, inasmuch as the amount necessary to meet the bonds will be less than one-half that required by the "tax loan."

The bill is to be submitted to the people for ratification at the next Charter Election, and will undoubtedly meet with hearty approval.

GREAT NORTH-WESTERN RAILROAD.

A company has been organized under the general railroad law of Iowa for the construction of a railroad from the Mississippi river, nearly opposite Galena, up the valley of the Tete des Morts, in a northwestern direction. Capt. Gear, of Galena, is President of the company. Last summer a preliminary survey was made by Capt. G. and other citizens of Galena as far as the great bend of the St. Peter's river. The entire route was found to be highly favorable to the construction of a road. From the great bend in the St. Peter it is proposed to continue the road up the valley of that stream to Stone Lake, intersecting at that place the survey of Gov. Stevens. The friends of this route claim that it will be the shortest and most direct between Chicago and the Pacific of any that can be adopted. Capt. Gear, President of the company, has strong hopes of obtaining a grant of land to aid in constructing the road during the present session of Congress. Prior to adjournment the Legislature of Illinois passed a joint resolution instructing their Senators and requesting their Representatives in Congress to vote for a grant to this road, of every alternate section of land for eighteen miles on each side. With such or even a smaller donation the success of the enterprise would be placed beyond a contingency.—*Ex.*

NIAGARA SHIP CANAL AROUND THE FALLS.—We are indebted to E. W. Serrell, Esq., for a copy of the Report of the Surveyors, made by order of the state of New York. Chas. B. Stuart Engineer in Chief, E. W. Serrell, Associate Engineer, Feb. 15, 1854. Eight different lines, varying from 2 to 16 miles in length, have been surveyed, and their several peculiarities duly noticed, and all of which are clearly defined upon the map accompanying the report. The size of the locks as recommended are as follows:

Length	300 feet.
Width	75 "
Depth of water on Mitre Sill	12 "

There will be 2 Locks to overcome a fall, on the several lines examined, of from 118 to 120 feet, of the best cut-stone masonary laid in hydraulic cement mortar, with walls 30 feet above and below the upper and lower gates of each lock, and four feet above the rest of the lock and slightly curved, so as to guide vessels through without touching the gates, or allowing their guards to ride over the walls. The water will be admitted into and discharged from the lock chambers through capacious tunnels built in their walls, with sufficient area of delivery to fill and empty each lock, and pass a vessel in fifteen minutes. The gates will be constructed of *Paynized* timber. to prevent wet or dry rot, bolted in the most secure manner, and moved by machinery.

The prism of the canal will be 170 feet at the top, and 130 at the bottom; depth of water 13 feet.

The estimated cost of the several lines varies from $1,269,056 for the shortest, to $17,603,658 for the longest. The construction of this canal will be of immense benefit to the trade of the Lakes. and doubtless prove eventually amply remunerative.

IMPORTANT INVENTION.—The Boston *Traveler* notices a recent invention by a citizen of Roxbury, which, if successful the editor of that paper thinks will be of inestimable value. The following is a part of his description of the machine:

"It has an excavator and pile-driver combined, and seems to possess the qualities of simplicity and effectiveness in such a remarkable degree as to secure it a rank far above all present machines of that description. Its ingenuity is marked by the extreme simplicity of its movements, and the extraordinary power of which it seems to be capable from that very simplicity. It is designed for canals, docks, and even for deep water work, being so contrived as to be made available without any diminution of effectiveness, for excavation one hundred feet below the frame of the machine itself, and may therefore be conveniently used for digging cellars and wells. It must likewise be found very efficient for excavation on railroads. And besides all this it may with great facility be converted into a pile-driver. The inventor calculates—and if the principles of operations as shown in the model are carried out in the working machine, he can hardly be mistaken in his estimates, that sixty cords of gravel or mud can be raised in an hour, which is at least four times the amount that is performed by any existing machine of the kind; and that without any additional expense of operation.

The necessary steps have been taken to secure patents here and in Europe, and the construction of a machine has been commenced.

MEMPHIS AND CHARLESTON RAILROAD.—The right of way for this line has been granted throguh the state of Mississippi, and the Company have agreed to subscribe $125,000, to the stock of the Mississippi Central Railroad Co., which is to be paid by transferring to the Memphis and Charleston Railroad Company, *good* and *solvent* subscriptions which have been made by the citizens of North Mississippi, to the Mississippi Central road, the Memphis and Charleston Railroad Company, pany bearing all the cost of effecting these transfers and of collectiug the debts when there is any legal obstacle, thus insuring the entire amount. If the said subscriptions do not amount to $125,000, the deficiency is to be supplied by the bonds of the Memphis and Charleston Railroad Company bearing interest, to the amount of $50,000. If there are still a deficiency, it is to be paid in cash. The sum is to be expended on the Mississippi Central Railroad, between Holly Springs and the point of intersection with the Memphis and Charleston Railroad, or rather no part of it can be expended elsewhere until that portion of it shall have been completed."

Charleston and Savannah Railroad.—This work, says the Charleston *Courier*, has already been begun, under circumstances more than usually energetic. The City Council, with enlightened forecast, have advanced the funds necessary for the preliminary surveys. These have been commenced, and are now being pushed forward with dispatch. Two companies of engineers are in the field. One of them, under Mr. H. Lee Thuston, starting from Charleston, has its tents pitched at 'Camp Frost' and is continuing the line southward. The other party, under Mr. Johnston, of this city, will run the line towards this city. The chief engineer Mr. McRea, left on a tour of reconnoisance throughout the whole line. We understand that his lines will be run through the Parish of St. Peters also, so as to present the relative claims of both routes, which have been urged. The field work will be finished in two months. If the subscription be taken, the company will be organized, and the work prosecuted rapidly.

Cleveland and Louisville Railroad.—The Cleveland and Louisville Railroad Company was organized on Monday, 7th inst., by the election of Olden Hays, John M. Glover, John Enoch, of West Liberty; Wm. I. Thomas, P. Smith, H. W. Culbertson, of Troy, Ohio; Richard Hillard, Esq,, of Cleveland, directors of said company.

Hon. Wm. I. Thomas was then elected President of the board, and E. C. Henderson and Ssmuel Taylor, Jr., secretaries.

The permanent office of the company is to be kept at West Liberty.

This company has for its object the construction of a railroad to unite with those already constructed, so as to have a complete uninterrupted railroad connection between the cities of Cleveland and Louisville, via Troy and West Liberty.

There is now invested in Troy and West Liberty. in this project, about $500,000, and about $100,000 at other points along the line.

Covington and Lexington Railroad.—We regret to learn that the damages done to this road by the late rains have been very serious. At various points between Covington and Falmouth, the Licking river undermined the track, causing it to sink several feet, and at other points washing away or damaging seriously the bridges over the water courses. The cars were not able to leave Covington for some days. About two hundred laborers were put at work along the line, repairing the damages. Persons living on the banks of the Licking, say that river has not been so high since the year 1800. Even the great flood of 1806 did not come within eight feet of the late rise.

The new bridge at Cynthiana, is reported as having been damaged beyond repair.

Terre Haute and Richmond Railroad.—In our statement relative to the standing of this company, published in No. 2, Vol. 2 of the Record, we omitted to state the date when those statements were made. It should have been October, 1853. By the Annual Report, Dec. 31, 1853—

The cost of the road was.....	$1,414,284 50
" " Union Depot.....	21,241 45
Capital Stock.....	738,650 00
Bonds, 7s,.....	600,000 00
" 6s	28.600 00

From these figures it will be seen that the cost of the road and of the proportion of the "Union Depot" at Indianapolis, have been increased. The capital stock has also been increased $1,300 00, and the 6 per cent bonds decreased $1,000 00.

The Great Northern Railroad of Louisiana.—A Bill has passed both branches of the Legislature of Mississippi appropriatnig at least two-thirds of the internal improvement fund of the state to the prosecution of this line of road through that state. The donation is valued at $800,000, and is to be applied to the construction of the road from the Louisiana line northwardly to Canton, and thence to the Tennessee River.

We are pleased to see this state opening its eyes to the necessity of protecting rail roads; we now wish that the necessity of providing for the "repudiated bonds" would become equally apparent for until such provision shall have been made, we fear it will be impossible for any scheme of internal improvemeut, passing through that state, to find aid and comfort from abroad.

Aluminium.—"A very remarkable discovery was announced to the Academy of Sciences by M. Dumas in its last sitting. He stated that M. Saint Clair Deville, had succeeded in obtaining from clay a metal as white and brilliant as silver, as malleable as gold, and as light as glass. It is fusible at a moderate temperature. Air and damp do not effect this metal, which is called aluminium; it retains its brilliancy, and is not affected by nitric or sulphuric acid, either strong or diluted, if the temperature be not raised. It is only dissolved by very hot chlorhydric acid. Several specimens of this metal were exhibited to the Academy, and on the proposition of Baron Thenard, it was voted unanimously that a sum should be placed at the disposal of M. Saint Clair Deville to enable him to make experiments on a large scale."—*New York Times.*

Baltimore and Ohio Railroad—Second Track.—About thirty-five miles of the second track, between Baltimore and Piedmont has already been constructed; the graduation of the road-way for the remainder has been nearly completed, and immense quantities of cross ties are ready to be laid at any moment. The main want is iron. For this, says the Cumberland Journal, Mr. Harrison, the President of the company, is now negotiating, and expects to obtain a portion at least from manufacturers in Wheeling.—*Wheeling Intelligencer.*

Uniform Gauge.—We learn that on Saturday last a train of cars reached Cleveland from Indianapolis, over a uniform gauge of 4 feet 10, or, in other words, that the Indianapolis and Bellefontaine road has been changed throughout from the 4 feet 8½ to 4 feet 10 gauge.

The Columbus, Piqua and Indiana company, which protested against this change, and sued out an injunction to prevent it, has, we understand, also decided to alter the gauge of that road, thus preventing any break of gauge at Union on any of the roads.

This want of conformity in gauge of track is a great drawback upon railway intercommunication, and should, as much as possible, be amended. Short-sighted views of "*State policy,*" or "Erie policy," as it is now called, will still continue, in some instances, to make a difference; but we hope in the progress of time, to see even this done away with, and an "United States Policy" substituted.

Cincinnati and Dayton Short Line Railroad Company.—At the annual meeting of the stockholders of this company, held at Cincinnati, Monday, March 20th, 1854, the following Board of Directors were chosen for the ensuing year, viz:

Peter Odlin, Daniel Beckel, of Dayton; Perry Pease, Carrellton; Charles Butler, Franklin; Joseph Dryden, Alexandersville; E. W. Cunningham, Reading; William Price, Geo. H. Pendleton, Jason Evans, R. W. Lee, James Wilson, George Hatch, and Charles Wolff, of Cincinnati.

The capital stock actually subscribed was $1,000,000, of which amount $773,150 were represented.

Peoria and Oquawka Railroad.—Through the politeness of Mr. Dykeman, we were favored with a ride over the finished portion of this road, a few days ago, and were much pleased with the prospect ahead. There is at present about eight miles of this end of the road finished and in good running order, and the rail is now being laid as fast as possible. We are informed that there is about as much, if not more, finished on the Burlington end of the road. It is intended to have a train running through to Elmwood, a distance of thirty-five miles, by the first of July. The company have several engines, passenger cars, &c., already contracted for, some of which are finished and are awaiting the opening of navigation to ship them to this place.—*Peoria News.*

Columbus, Piqua, and Indiana Railroad.—At a meeting of the newly elected board of directors, of the Columbus, Piqua and Indiana Railroad company, held in Columbus on the 3d inst,, the following persons were chosen as officers for the ensuing year, viz: M. G. Mitchell, President; R, Walkup Vice President; J. M. Ewing Secretary; Wm. Scott, Treasurer; A. G. Conover; Chief Engrneer.

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

CORRECTED TO WEDNESDAY OF EACH WEEK.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'R.	ASK'D
Alabama and Tennessee	1st mortgage, convertible till 1872	7	1872	98	100
Baltimore and Ohio	Transferable. Taxed	6	1867	98	100
Do do	Coupons. Not Taxed	6	1875	90	92
Do do	" "	6	1880	96	98
Do do	"	7	1860	95¼	97
Do do		6	1885	88	90
Bellefontainc and Indiana	1st mortgage, convertible	6	1866	105	107
Buffalo and Penn. State Line	1st mortgage, not convertible	7	1866	100	102
Chicago and Rock Island	1st mortgage, convertible	7	1870	94	95
Chicago and Mississippi	1st " "	7	1862	92	95
Do do	2d " "	7	1874	80	90
Chicago and Aurora	1st " "	7	1866	90	92½
Cincinnati and Fort Wayne			....		
Cleveland, Columbus, and Cincinnati	1st mortgage, convertible	7	1859	128	130
Do do do	No mortgage, convertible	7	1855	124	127
Cleveland and Mahoning			....		
Cleveland, Painesville and Ashtahula	1st mortgage	7	1861	105	107
Do do	2d " not convertible	7	1861	99	100
Cleveland and Pittsburgh	1st " convertible	7	1860	104	109
Do do	Income "	7	1855	96	97
Cleveland, Zanesville, and Cincinnati			....		
Cincinnati, Hamilton and Dayton	1st mortgage " till 1855	7	1861	108	110
Cincinnati, New Castle and Michigan	1st mortgage, real estate, convertible	10	5 & 10 y's	96	100
Cincinnati Western	1st " " " "	10	5 & 10 y's	90	98
Cincinnati, Wilmington and Zanesville	1st "	7	1862	93	94
Cincinnati, Indianapolis and Chicago			....		
Columbus and Lake Erie			....		
Columbus, Piqua and Indiana	1st mortgage, convertible	7	1862	84	86
Do do do	2d "		1852	80	83
Columbus and Xenia	1st mortgage, convertible	7	1859	118	120
Covington and Lexington	1st " " till 1862	7	1862	94	97
Do do	2d " "	6	1862	90	92
Dayton and Michigan	1st " "	7	1867	94	97
Dayton and Western	1st " "	7	1862	90	95
Dayton, Xenia and Belpre			....		
Eaton and Hamilton	1st mortgage	7	1862	84	87
Eaton and Piqua			....		
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.	7	1862	93	96
Evansville and Illinois	1st Mortgage, convertible 1857	7	1862	85	87
Frankfort and Lexington	1st " "	6	....		
Franklin and Warren			....		
Galena and Chicago Union	Pledge of 2d section, convertible	10	1853–6	125	130
Do do do	" 3d " not convertible	6	1862	80	85
Greenville and Miami			....		
Illinois Central	1st mortgage, not convertible	7	1875	87	90
Illinois and Wisconsin		10	....		
Indiana Central	1st mortgage, convertible	7	1866	82	83
Do do	" "	10	1857	102	104
Indianapolis and Bellefontaine	1st " "	7	1860–1	101	103
Indianapolis and Lafayette	" "	7	1861	95	100
Jeffersouville	1st " not "	7	1861	90	94
Junction (Ohio)	1st " "	7	1867	106	108
Do do	2d " "	7	....	104	106
La Crosse and Milwaukie			....		
Lawrenceburg and Upper Mississippi	1st mortgage, convertible	7	1866	100	101
Lexington and Big Sandy			....		
Little Miami	No mortgage, convertible 1852–4	7	1858–61	114	116
Do	" " till 1855	7	1861	117	120
Louisville and Nashville			....		
Lyons', Iowa, Central	1st mortgage, convertible	7	1873	47¾	60
Mad River and Lake Erie	1st mortgage, convertible till 1855	7	1855–6	97½	100
Do do	2d " "	7	1866	87	90
Do do	Dividend	7	1860	78	83
Madison and Indianapolis	1st mortgage, convertible after 1853	6	1861	100	103
Marietta and Cincinnati	1st " convertible	7	1868	95	97
Maysville and Big Sandy			....		
Maysville and Lexington	1st mortgage, convertible	6	1870	88	90
Memphis and Charleston			....		
Michigan Central	No mortgage, convertible	8	1860	108	110
Do do	" "	8	1855–6	100	102
Do do	" not "	8	1857–8	105	106
Michigan Southern	1st " " "	7	1860	101	103
Milwaukie and Mississippi	1st " " 1857	8	1862	103	105
Nasbville and Chattanooga			....	83	93
New Albany and Salem	mortgage on 1st section	10	1858–62	109	111
Do do	1st " on other sections, convert.	8	1864–75	99	100
New Castle and Richmond	1st " convertible	6	1873	87	90
New Orleans and Ohio, Ky	Guar. of McCracken Co		....	86	93
New York and Erie	1st mortgage, not convertible	7	1867	115	116
Do do	2d " convertible	7	1859	102	105
Do do	Income, not convertible	7	1855	97	98
Do do	Convertible till 1861	7	1871	91	93
Do do	" " 1862	7	1862	93	95
Northern Indiana	1st mortgage, not convertible	7	1860	96	98
Do do	2d "		....	93¼	94
Do do	1st mortgage Gosheu line		....	92	95
Do do	Constrnction Bonds		....	106	110
Obio Central	1st mortgage, convertible, west section	7	1861	103	105
Do	1st " " east "	7	1864	103	105
Obio and Indiana	1st " "	7	1867	97	99
Ohio and Pennsylvania	" "	7	1865–6	107	109
Do do	Income. No mortgage, convertible	7	1872	93	95
Ohio River and Wabash			....	95	98
Pacific, Mo			....		
Panama	1st mortgage, convertible	7	1866	109	111
Parkersburgh (or Northwestern Va.)	" Guar. City of Baltimore	7	....	99	100
Pennsylvania	1st mortgage, convertible till 1860	6	1880	107	109
Peru and Indianapolis	1st " convertible	7	....	78	83
Rock River Valley Union	1st " convertible	7	1872	98	100
Sandusky and Mansfield	1st "	7	1860	82	85
Do do	2d "	10	1853–7	102	104
Scioto and Hocking Valley			....		
Southwestern, Tennessee			....		
Springfield and Columbus			....		
Steubenville and Indiana	1st mortgage, convertible	7	1865		94½
Terre Haute and Alton	1st " convertible		1862-72		
Do do	2d " do	8	1865		
Terre Haute and Richmond	1st mortgage, convertible	6	1866	99	100
Toledo, Norwalk and Cleveland	1st "		1861	92	95
Do do do	2d "		....	90	95
Do do do	" Guar of C. C. & C.		1883	90	95

TABLES OF RAILROAD SHARES.

☞ The following quotations are not PER SHARE, but upon the HUNDRED DOLLARS.

	shares.	off'd.	ask'd.
Baltimore and Ohio	100	67	70
Bellefontaine and Delaware	50	40	50
Bellefontaine and Indiana	50	87	90
Belleville and Illinoistown			
Buffalo and Pennsylvania State Line		125	130
Central Military Tract			
Central Ohio	50	85	90
Chicago and Rock Island		97	99
Chicago & Miss., (Alton & Springf'd,)			
Cincinnati, Cambridge and Chicago		30	35
Cincinnati and Fort Wayne			
Cincinnati Hamilton and Dayton	100	102	103
Cincinnati, Indianapolis and Chicago			
Cincinnati, Logansport and Chicago	50		90
Cincinnati Western	50	38	45
Cin. Wilmington and Zanesville	50	75	80
Clevelaud, Columbus and Cin	100	12¼	123
Cleveland, Medina and Tuscarawas			
Cleveland, Painesville and Ashtabula	100	110	111
Cleveland and Pittsburgh	50	89	90
Cleveland and Mahoning			
Cleveland and Toledo	50	99	102
Cleveland, Zanesville, and Cincinnatt.			
Clinton Line			
Columbus and Lake Erie	50	50	70
Columbus, Piqua and Indiana	50	65	70
Columbus and Xenia	50	108	110
Covington and Lexington	50	65	68
Covington and Ohio, Va			
Dayton and Michigan	50	60	65
Dayton and Western	50	75	85
Dayton Short Line	50		
Dayton, Xenia and Belpre			
Detroit and Pontiac			
Eaton and Hamilton	25	58	60
Eaton and Piqua			
Erie and Northeast		112	120
Erie and Kalamazoo		95	100
Evansville and Crawfordsville			
Fort Wayne and Mississippi	50		
Fort Wayne and Southern	25		
Franklin and Warren			
Galena and Chicago Union	100	118	120
Greenville and Miami	50	70	75
Hannibal and St. Joseph			
Hempfield			
Henderson and Nashville			
Hillsboro' and Cincinnati	50	60	60
Illinois Central	100	131	135
Illinois and Wisconsin			
Indiana Central	50	81	85
Do do 10 per cent	50	81	85
Indianapolis and Bellefontaine	25	90	95
Indianapolis and Cincinnati	50	72½	75
Indianapolis and Lafayette	50	76	80
Jeffersouville and Indianapolis	50	72	78
Junction (Ohio)	50	90	95
La Crosse and Milwaukie	100		
Lake Erie, Wabash and St. Louis			
Lawrenceburg and Upper Mississippi	50	73	75
Lexington and Frankfort			
Lexington and Danville			
Little Miami	50	111	112
Logansport and Pacific			
Logansport and Marion			
Louisville and Frankfort	50	62	70
Louisville and Nashville	100		
Macon, Georgia		62	63
Mad River and Lake Erie	50	75	80
Madison and Indianapolis	50	71	72
Madison, Indianapolis and Peru	50	58	65
Marietta and Cincinnati	50	60	60
Marion and Mississinewa Valley			
Maysville and Lexington	50	50	60
Maysville and Big Sandy			
Memphis and Charleston			
Michigan Central		106	108
Michigan Southern		116	118
Milwaukie and Mississippi		77	82
Mobile and Ohio			
Nashville and Chattanooga			
New Albany and Salem	50	46	50
New Orleans and Ohio			
New York Central	110	112	
New York and Erie	100	81½	84
Northern Indiana		119	120
Ohio and Indiana		65	75
Onio and Mississippi	50	85	90
Ohio and Pennsylvania	50	102	104
Ohio River and Wabash			
Owl Creek Valley			
Pacific, Mo			
Panama		112	114
Parkersburg, or Northwestern Va			
Pennsylvania	50	97	98
Peru and Indianapolis	25	72	75
Sandusky and Mansfield	50	55	60
Sandusky, Mansfield, and Newark	50		
Sangamon & Morgan, or Great West'n,			
Scioto and Hocking Valley	50	60	70
Southwestern Indiana			
Southwestern, Tenn			
Springfiled Mt. Vernon and Pittsb'gb.	50	77½	80
Springfield and Columbus			
Steubenville and Indiana			
Terre Haute and Alton			
Terre Haute and Richmond		100	102
Toledo and Illinois			
Toledo, Norwalk and Cleveland	50	95	100

STOCK TABLE.

CORRECTED WEEKLY.

Government Securities.

	INT.	DUE.	OFF'D.	ASK'D.
U. S. Loan	6	1856	110	
Do	6	1862	118	
Do	6	1867	121½	122
Do	6	1868	122½	122¾
Do (int. ceased July 1).	5	1853	101¾	102
Do Coupons		1862	117½	118
Do "	6	1868	122	123
Do "		1853	100	101

State.

Alabama	5	....	90	95
Do	6	....	102	104
Arkansas	6	....	95	100
Georgia	6	....	106	107
Do	7	....		
Illinois Canal Bonds		1860	96	98
Do do registered		1860	98	100
Do do		1847	92	95
Do do registered		1847	90	96
Do do Internal Impt.		1847	92	95
Do Interest do		....	61	62
Indiana	5	....	100	101
Do	2½	....	64	65
Do Canal Loan	6	....	92	94
Do do preferred	5	....	54	55
Do do deferred	5	....	30	32
Do special preferred	5	....	29	30
Do do deferred.	5	....	10	11
Kentucky, 30 years	6	1871	101	102
Do 15 years	6	....	107	108
Do large bonds	6	....	105	108
Do	5	....	90	91
Michigan	6	....	94½	96
Ohio	6	1856	103	104
Do	6	1860	106	108
Do	6	1870	115	116
Do	6	1875	110	116½
Do	5	1856	102	103
Do	5	1865	105	107
Pennsylvania	6	....	103	105
Do	5	1870	89	90
Tennessee, new loan	6	1890	105	106
Do	5	....	91	93
Virginia Coupons	6	1886	106	107

City Securities.

Albany	6	1867-9	106	107
Allegheny	6	1873	94	96
Baltimore	6	1870-90	105	106
Do	5	1865	87	89
Boston Bonds	4½	1860	101	102
Chicago	6	1876-7	99	100
Covington	6	1881	93	95
Cincinnati	6	1860	102	103
Do	6	1897	104	104½
Do	5	1884	86	87
Do W. W	6	1865	102	103
Jeffersonville, Indiana	7	1872-82	85	88
Lawrenceburgh, Ia	7	....	80	90
Louisville	6	1880	98¼	98½
Memphis	6	1882	90	92
New York	7	1857	101	103
Do	5	1858-60	97	98
Do	5	1870-5	102	103
Do	5	1890	105	107
Philadelphia	6	1876-90	104	105
Pittsburgh	6	1869-71	95	98
Do coupons	6	1883	101	102
Richmond	6	1882	93	94
St. Louis	6	1870	100	102
Wheeling	6	1872	105	106

County Bonds.

Bourbon, Ky	6	1881	89½	90
Darke, O	7	....	92	95
Fairfield, O	7	1862	90	92
Fayette, Ky	6	1881-2	89½	90
Guernsey, O	7	1862	97	99
Mason, Ky	6	1881	90	92
McCraken co. Ky., endorsed by New Orleans and Ohio R.R.			86	93
St. Louis	6	1866	98	100
Do	7	1871	107	108

Banks.

OHIO.

Ohio Life Insurance and Trust Co	102	102½
Lafayette, Cincinnati, (closing)	113	115
Franklin do		
Commercial do		
Mech. & Traders do		
State Branches		

KENTUCKY.

Bank of Kentucky and Branches	110	112
Northern, and Branches	115	118
Southern, and Branches	103	106
Bank of Louisville	115	118
Kentucky Trust Co	99	100
Farmers' Bank of Kentucky	107	110
Newport Safety Fund Bank	98	100
Commercial Bank of Kentucky		

INDIANA.

State Bank and Branches		

TENNESSEE.

State Bank and Branches		
Union	94	100
Planters'	97½	100

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g.
On New York	Sight	1	1¼ prem.
Boston	Sight	1	1¼ prem.
Philadelphia	Sight	1	1¼ prem.
Baltimore	Sight	1	1¼ prem.
New Orleans	Sight	¼	1 prem.
England		110½	112½.

SPECIE.

GOLD.

California, ℔ oz	$17 50	@	$17 65
Spanish Doubloons	16 50	@	16 60
Patriot Doubloons	15 60	@	15 80
Sovereigns	4 85	@	4 88
Guineas	5 00	@	5 00
American, new	1 00½	@	1 01
American, old	1 04	@	1 06
Portuguese	1 00	@	1 01

SILVER.

American Dollars	1 02	@	1 04
American, halves	1 02	@	1 04
Spanish Dollars	1 05	@	1 07
Spanish Quarters	1 02	@	1 03
Mexican Dollars	1 03	@	1 04
Five Franc pieces	95	@	96

LAND WARRANTS.

	Off'd.	Ask'd
160 acre warrants	$185	$190
80 acre warrants	95	98
40 acre warrants	46¼	47¾

Reported for the Railroad Record.

CINCINNATI STOCK SALES.

AT THE STOCK BOARD,

MERCHANTS' EXCHANGE

And at Private Sale.

ISAAC OSBORN DAVIS, AUCTIONEER.

BY HEWSON & HOLMES,

For the week ending Wednesday, March 22d, 1854.

THE SALES WERE AS FOLLOWS:

5 Bonds	$1,000 each, Cov. & Lex. RR. Co. 1st mort 7s. conv.			$86 60
17 Shares	Indiana Central	Railroad,		$80 00
50 "	" "	"		80 25
37 "	Indianapolis and Cincinnati	"		71 00
75 "	" " "	"		72 00
75 "	" " "	"		72 00
20 "	Cin., Ham. and Dayton,	"		101 00
30 "	" " "	"		101 37½
139 "	Peru and Ind. (int. same rate)	"		70 00
15 "	Cov. and Lex. (new)	"		60 00
23 "	" " "	"		62 50
15 "	" " 18 mo. int.	"		60 00
22 "	" " 7 mo. int	"		64 50
10 "	Dayton and Western	"		73 00
14 "	Little Miami	"		110 50
20 "	" "	"		111 00
12 "	Columbus and Xenia	"		108 00
50 "	Central Ohio	"		82 00
50 "	Cin. Wil. and Zanesville	"		75 00
50 "	Mad Riv. and L. Erie	"		74 00
50 "	" "	"		74 25
50 "	Hillsboro' and Cin.	"		60 00
100 "	Mad., Ind. and Peru	"		58 00
60 "	Ohio and Miss.	"		82 50
50 "	Ind. and Bellefontaine	"		88 00
60 "	Eaton and Ham.	"		58 75
50 "	Cin. Western	"		38 50
25 "	Ky. Trust Co. Bank			95 50
62 "	Wash. Ins. Co.	per share		22 00
38 "	" " "	"		22 00
15 "	Cov. & Lex. T'p'ke Co.	"		20 00

MONETARY.

At the East we have hut a slight change to note in Monotary affairs, and that for the worse, rather than for the better. A growing stringeney characterizes the last part of the last weeks, caused by a sudden calling in of means by the Banks, rendered necessary to countoract the effect of a previous expansion. There is no evidenco of any panic however; money being plonty in hands of capitalists. The rates are slightly in advance of the last quotations.

The stringency in money matters has had its legitimato effect upon the Stock Market, and caused something of a decline in prices; though the best class o Railroad stocks still maintain their standing.

Among the sales at the STOCK BOARD of New York, up to 11th inst., wo find the following, viz:

Virginia	6s	105¾
"	"	106⅛
Ohio	6s., 1860	107¾
Indiana	2½s	63
Michigan	6s	104⅛
U. S.	6s. 1867	121½
Illinois Improv't. stock '47		91½
Illinois Central R. R. Co. Bonds		86½
" " privilege "		95½
Bonds Nor. Ind. mort. on Goshen Line		92¾
Bonds Mich. So.		86½
Bonds N. Y. Centra		93@93⅝
Bonds N. Y. & Erie 1s. mort		114½
Erie Railroad Stock		81@81¾
Mich. Cen. "		106@107½
Mich. So. "		119
Cleveland and Toledo Stock		99@100
N. Y. Central Stock		109¾@110¾
Clev., Columbus and Cin.		121½
Cleveland and Pittsburgh		88

Among the stocks reported by A. H. Nicolay, March 13th, we find as follows:

13 Bonds, $1000 ea., Parker Vein Steam Ship Co., 7s., 1858	8050@81	00
4 Bonds, $500 ea., Buffalo, Corning and N. Y. R. R. Co., 7s., 1867, conv. coupons	73	50
5 Bonds, $1000 ea., Toledo, Norwalk and Cleve., 1st mort., 7s., 1863, coupons guar. C. C. & C. Co.	88	00
1 Bond, $1000 ea., Attica and Allegheny R. R. Co., 1st mort. 7s. coupon	48	25
1 Bond $1000, Canandagua and Elmira R. R. Co., 2 mort. 7s., 1857, coupons	85	12½
$1,174,75, Bonds of City of Sacramento, Cal., 12s. coupons, 1854-6	79	25

By A. H. Nicolay, March 16th:

1 Bond $1000 Buffalo, Corniug and New York R. R. Co., 1st mort. 7s., 1867 conv.	72	50
5 do. do. do. do.	73	75
1 Bond $1000, Chicago and Rock Island Co., 1st. mort. 7s., 1870	93	75
4 do. do. do.	93	50
1 Bond $1000, Mich. So. R. R. Co., mort. on Jackson Br. 7s., 1865	84	50
1 do. do. do. do.	84	12½
5 do. do. do. do.	84	00

At the West there has been a stringency in money matters throughout the week, with a somewhat easier feeling at the close of the week. First class paper was taken out of doors at 1@1¼ per cent per month.

Eastern Exchange has advanced to 1@1¼ per cent. premium.

In the STOCK MARKET we have to note a dull feeling, consequent upon the scarcity of money; though we are pleased to note that our best roads still maintain their prices. The stock sales at the Board of Messrs. Hewson & Holmes will give the particulars of business done in that line.

In the Money article of the New York Trihune, we find the following in relation to the INDIVIDUAL LIABILITY of stockholders in certain railroad companies, and how it is going to operate upon the stocks of these companias in foreign markets -

"Commercial and Bankers' letters, hy the late arrivals from Europe, fnform us teat English and Continential capitolists havo recently obtained an impression that "individual liability" attaches to the stockholders in many of the railroad companies in the new States, and are disposed to inquire particularly into the matter. It is needless to sav that all prudent and sagacious American cpitaiists are wary on this point, and would not introduce to the market any railroad security subject to the doctrines of 'individual liability," or of the 'right to amend. repeal, and olter' without the consenl of corporators. And believing we understand the feeling of capitalists on this subject, we here and now admonish in time 3ny who may think of building railraads (and we helieve some do in Ohio) under charters or laws subject to 'individpal liability,' or the right to 'alter, ameud, and repeal' at pleasure, that they must supply all the money at home for their enterprise, as no part of it can be obtained in Europe or this city, now or hereafter, in the face of these restrictions, if the matter is understood. And we now state for the luformation of all parties, that all railroad companies organized in Ohio under laws passed previous to the adoption of the present Constitution, (August 1st, 1851,) are free from these restrictions. But all companies formed under laws passed since August 1st, 1851, are subject to these unwtse restrictions, (individual liability to an amount equal to their stock,) as the present Constitution provides that snch shall be the fact in all cases, whether expressed in the laws or charters, or otherwise."

We note the following Dividends :

Norristown R. R. Co. Div. semi an	4	per cent.
Beaver Meadow " " "	4	" "
Buf. & State Line " "	5	" "
N. Y. & Erie " " "	3½	" "
Cleveland & Toledo " "	5	" "
Phil., Wil. & Balt. " "	3	" "

PAINESVILLE AND HUDSON RAILROAD.—Hon. V. R. Humphry was elected President of this company on the 3d inst.

ALTON AND CHICAGO RAILROAD.

We are informed that the work upon the Alton and Chicago Railroad, beyond Bloomington, which was suspended after the failure of Mr. DWIGHT, has been resumed. The road is in charge of Mr. GARDINER, the chief engineer of the company, and will be pushed to completion with all dispatch to Joliet, whence it will be extended by the cut off to Laporte in Indiana. The line is in an advanced state of forwardness, the greater portion of it being graded and ready for the superstructure. The rails are already laid several miles north of Bloomington, and several miles south of Joliet. Large quantities of iron are now going up from this point, intended for the Chicago road. There appears to be a reasonable certainty that the road will be finished through to Joliet during the coming season, thus shortening the time to Chicago several hours.

In regard to the "Laporte cut off," over which Chicago has made so much ado, we have been told that the contractors are pushing it through to Joliet as rapidly as money and men can accomplish it. A large force has been upon it during the greater portion of the winter, preparing it for the rails. The Southern Michigan Company, who are building it, have likewise the control of the Alton and Chicago road. The two lines together will form a road, leaving Chicago nearly fifty miles to the north, and intersecting the Southern Michigan road at Laporte, a point near the southern shore of Lake Michigan. When these connections are completed, the running time to New York city will be less than seventy hours.—*Alton Telegraph.*

NEW YORK AND GREAT WESTERN RAILROAD, BROAD GAUGE.—Will CHAPMAN'S CHANTICLEER correct the erroneous impression likely to be formed by reading the *star* communication in its issue of the 16th inst., as to the opinions of the RAILROAD RECORD relative to the extension of the Franklin and Warren broad gauge road westwardly from Dayton? The writer of that article should have been more explicit in his references.

LAKE MICHIGAN A FEEDER TO THE ILLINOIS RIVER. The St. Louis *Intelligencer* has a long article on the practicability of cutting a channel from Lake Michigan, at Chicago, to the head waters of the Illinois river, by which the latter can be made navigable at all seasons. The project is very feasible, the Lake being higher than the river sources, the intervening country level. The matter is being agitated, and may result in permanent benefit to the commercial interests.

FOUR MILE VALLEY RAILROAD.—We now give the particulars of the election for Directors of this Company, viz: P. P. Bailey, Fort Wayne, Ia.; Newton Larsh, Preble county; James Elliott, Fairhaven, William Elliott, Darrtown, Butler Co.; S. R. Mollyneaux, Oxford; Thos. Moore, Rossville; W. C. Davis, Cincinnati, Ohio.

The new board was organized at Rossville, 14th inst., by the re-election of P. P. Bailey, President, and S. R. Mollyneaux, Secretary and Treasurer.

COLUMBUS AND XENIA RAILROAD.—Robert Neil, Esq., has retired from the Presidency of this Company, Wm. Dennison, Jr., succeeds him.

Advertisements.

OUR RAILROAD MAP---NEW EDITION.

We have now ready a new and revised edition of our RAILROAD MAP, containing corrections and additions from reliable sources, making it as reliable as it is possible to make such a map.

We are prepared to print maps for Railroad Companies to illustrate their reports, either from the stone as it now is, or make any alterations to suit parties. Railroad Companies will find this much more economical than getting up maps especially for their roads.

Price of maps as follows:

Plain, sized,	40 cents.
Colored in outline,	50 "
Colored in States,	75 "

A liberal discount where a number are taken.

Cincinnati, Wilmington and Zanesville Railroad.



OPEN TO CIRCLEVILLE.—Two daily Trains, (Sundays excepted) between Washington and Cincinnati, and one daily train between Circleville and Cincinnati. On and after Tuesday, March 14th, 1854, until further notice, trains will run as follows:

Upward train for Circleville, leaves Cincinnati 7:45 A. M., and arrives at Circleville, at 2:40 P. M.

Upward train for Washington, leaves Cincinnati at 3:10 P. M., and arrives at Washington at 8:05 P. M.

Downward train leaves Circleville at 12:15 P. M., and arrives at Cincinnati at 7:45 P. M.

Downward train from Washington, leaves at 6:30 A. M., and arrives at Cincinnati at 11:25 A. M.

Trains will stop for passengers as follows: At Williamsport, Four Corners, New Holland, Washington, Rattlesnake, Sabina, Cross Roads, Wilmington, Sligo, Clarksville and Morrow; and on the Little Miami Road at Deerfield, Butterworth's Water Station, Loveland, Miamiville, Milford and Plainville, and on proper signal by flag, or to the Conductor, at Branch Hill and Linwood, at Turnpike.

The downward Trains connect at Morrow with the Trains on the Little Miami Road for Columbus.

Lines of Omnibusses will run between Circleville, Chillicothe and Lancaster, connecting with the morning train from and evening train to Cincinnati.

Fare from Cincinnati to Washington.....$2 25
" " " " Circleville..... 3 00

For other information and Tickets, apply at Ticket office, corner of Broadway and Front sts, and at the Little Miami Depot, or to the Station Agents on the line.

E. W. WOODWARD,
Engineer and Superintendent.

☞ The Omnibus Line will call for and deliver passengers to and from the trains to any part of the City.

J. HOWELL, Conductor.

☞ The Company will not be responsible for baggage exceeding $50 in value, unless the same be returned to the Conductor or Agent, and freight paid at the rate of a passage for every $500 in value above that amount.

mar. 23

NOTICE TO CONTRACTORS.

SEALED PROPOSALS will be received at the office of the undersigned, in the city of St. Louis, until sunset of THURSDAY, MARCH 30th inst., for the Grading and Masonry on the ST. LOUIS and IRON MOUNTAIN RAILROAD, extending from St. Louis to the Pilot Knob Mountain, a distance of 87 miles, (except sections Nos. 1, 2, 3, 4 and 6.)

Plans and profiles will be ready for inspection one week previous to the letting.

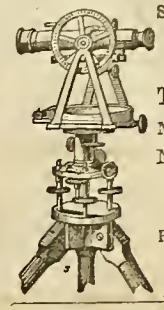
This line is located through a remarkably healthy region of country. The work to be let embraces a tunnel through solid rock, heavy earth and rock cuttings, and various descriptions of masonry. Payments monthly in cash.

Further information may be obtained on application to either of the undersigned, or to the Engineers at the office of the St. Louis Iron Mountain Railroad Company in St. Louis.

W. M. WATTS,
Carlisle, Pa.
CHAS. N. WATTS,
St. Louis, Mo
W. MILNOR ROBERTS
Pittsburgh, Pa.

mar. 16-2t.

MATHEMATICAL INSTRUMENTS.



Surveyors' and Engineers' Instruments, Theodolites, Transits, Levels, &c.

T. F. RANDOLPH & BRO,
N. W. Corner Fifth and Walnut sts.,
No. 1, 2D STORY APOLLO BUILDING,
CINCINNATI, O.,
MANUFACTURERS OF
REPAIRING AND ADJUSTING INSTRUMENTS DONE TO ORDER.
Orders promptly attended to.

MEMPHIS & OHIO RAILROAD.

SEALED proposals will be received at the office of the Memphis and Ohio Railroad Company, at Memphis, Tenn., until the 15th day of April next, for the grubbing, clearing, graduation and masonry of the first 65 miles, from Memphis to Cherryville.

Contractors must give the most undoubted security for the completion of the work, at the time, and in the manner specified, and contracts will be let in sections, or for the entire work, as may be deemed best by the director.

The directory reserve the right of rejecting all bids, should none prove satisfactory; and it is desireable that all propositions should be submitted with the view of preparing the whole work for the iron as soon as possible. Bids of that character and otherwise equally favorable, will have preference.

Maps plans, and specifications may be seen at the office of the company, after the 1st of April.

mar.16-1† E. PEABODY, Eng. in charge.

Sales of Stocks and Bonds at Auction,

THE UNDERSIGNED have adopted the mode for the conducting of Sales of

STOCKS AND BONDS AT AUCTION,

Similar to that now in use in the CITY OF CINCINNATI. They are convinced that, by pursuing a method which will satisfy the Public, that all Stocks and Bonds struck off by them at auction as sales, are bona fide such, a business honorable in its character and satisfactory to both buyer and seller, can be conducted, and which will not only meet with the approbation, but also with the support of the public. The undersigned pledge themselves strictly to adhere to the following plan in conducting their sales at auction of Stocks and Bonds:

The vendor will give his confidential instructions to the Auctioneers as to the lowest price at which he will allow his Stocks or Bonds to be sold. They will be offered by Catalogue, as heretofore, but instead of the seller being allowed to make, as they now do, small advance bids on bona fide bidders, the Auctioneers will reserve to themselves the right of making one bid for the protection of and on behalf of the seller, pledging themselves that but ONE BID shall be made; and in all cases where the Stocks or Bonds shall be struck down on their reserved bid, the fact will be publicly announced that no sale was made.

Reporters for the Press will by this method not only be enabled to report real sales, but also the prices offered for such as are not sold.

ADRIAN H. MULLER & CO., Auct'rs.
OFFICE—No. 2 Pine street, cor. of Broadway,
NEW YORK, } Metropolitan Bank Buildings.
March 1st, 1854.}

☞ Stocks, Bonds and Securities received for private Sale, and to the negotiation of which particular attention will be paid. mar9-3*

NOTICE TO CONTRACTORS.

PACIFIC R.R. OF MISSOURI, 3d and 4th DIVISIONS.

IT is intended to make contract for the 2d and 4th divisions of this road, extending from the Missouri river at Jefferson City, passing near Georgetown and Warrensburgh, to the Missouri river, near Independence, about 160 miles, so soon after the first of May next as satisfactory proposals shall be made.

Contract will be made for the whole now offered, or such parts as particular contractors may select in form and quantity to suit the interests of the Company. Proposals are asked for by the cubic yard, with cash payments; but contractors may if they desire, accompany their offer with proposals for two-thirds cash, and one-third in county and railroad mortage bonds or other securities.

Profiles of maps of approximate location can be seen after the 1st of April next at Pacific Railroad Office, in St. Louis, and any information will be given on application to the Engineer.

The first division of this road is now in operation; the second division to Jefferson City under present course of construction.

The third and fourth divisions now offered pass over a high, rolling mixed prairie and timbered country, and for healthfulness and supply of provisions will compare favorably with any part of the West.

THOS. ALLEN, President.

THOS. S. O'SULLIVAN, Chief Engineer.
Pacific Railroad Office, }
St. Louis, Feb., 1854.} mar9 7t.

RAILROAD COMPANIES, ENGINEERS AND OTHERS,

Are respectfully requested to note the following as FACTS, and to remember that the facilities of the establishment for manufacturing are UNSURPASSED.

PAGED

BLANK BOOKS,

OF THE

First Qualities made to Order;

AND

STATIONERY

OF ALL KINDS SOLD LOW BY

MOORE, ANDERSON, WILSTACH & KEYS,

Corner of Main and Fourth Streets,

CINCINNATI jan 12-†

To Engravers and Draughtsmen.

A FINE ASSORTMENT OF

DRAWING INSTRUMENTS

JUST RECEIVED, OF THE VERY BEST

SWISS, FRENCH, AND ENGLISH MAKE,

Either in cases of every size, or in the single piece, Draughtsmen in want of a fine instrument, will find among the stock, Accurate Scales of various materials, Ivory, Glass, Box, Paper, and Horn; Beam Compasses of different capacities, Bow Do., Pocket Do., Curves, Squares, Dividers, in German Silver and Brass, &c., &c.

For sale by E. MENDENHALL,
At his MAP ESTABLISHMENT,
nov17 3 Collego Hall, Walnut St

ENGINEERS' MATERIALS.

EGGERS & CO.,

WHOLESALE DEALERS IN

PAPER & STATIONERY,

Since first January,

No. 127 Walnut St., bet. Third and Fourth.

CINCINNATI,

Keep the most complete stock in the West of every thing used by Engineers. On application, a catalogue with priees will be forwarded. jy21†

Lithography and Engraving.

RAILROAD BONDS,

CERTIFICATES AND MAPS,

BUSINESS AND SHOW CARDS,

Views of Buildings, Diplomas, and Portraits,

And all kinds of

Lithographic Engraving,

DESIGNING AND PRINTING,

Executed in the finest stylo.
MIDDLETON & WALLACE,
No. 115 Walnut Street, Odd Fellow's Building,
†mr3 Cincinnati, Ohio.

TOPPAN, CARPENTER, CASILEAR & Co.,
Bank Note Engravers & Printers.

Also, of Drafts, Notes, Certificates of Stock and Deposit; Bonds for U. S. Government, State Governments, Railroad and other Corporations, &c., New York, Philadelphia, Boston and Cincinnati.

All the best securities against counterfeiting and alterations are combined in the Notes and other instruments executed by this establishment for every State in the Union, and for the General Government; for Canada and other countries. Their means of supplying the demands of business with *new Designs* and Ornamental Die-work are unsurpassed.

Bank Note Paper of a superior quality, manufactured with particular regards to strength and durability, constantly on hand.

Cincinnati Office, corner of Third and Walnut Streets. [†mr3] CHAS. A. JEWETT, Ag't.

BANK NOTE ENGRAVING.

DANFORTH, WRIGHT & Co.,

No. 25 West Third Street, Cincinnati.

Bank Notes, Drafts, Bills of Exchange,

RAILROAD BONDS, & CERTIFICATES

†mr3] Engraved in a style unsurpassed.

Rawdon, Wright, Hatch & Edson,

Bank Note Engravers and Printers.

Also, engraved in a style corresponding in excellence with that of Bank Notes—

RAIL ROAD, STATE, AND COUNTY BONDS,

BILLS OF EXCHANGE, CHECKS,

Drafts, Certificates of Stock and Deposit, Promissory Notes, Bill and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, &c., &c.

Constantly on hand, Bank Note Paper, made to order of a superior quality.

The above office is under the supervision of
GEORGE T. JONES,
South-East corner of Main and Fourth Sts., Cin.
†mr3



ISAAC OSBORN DAVIS, AUCTIONEER.

HEWSON & HOLMES,

Auctioneers & Commission Merchants.

Stores Nos. 83 and 85 Walnut Street,

CINCINNATI, OHIO.

Bank, Insurance, & Railroad Stock Sales

At the Merchant's Exchange every Wednesday and Saturday.

Have regular sales of

GROCERIES EVERY TUESDAY & FRIDAY

at their Sales Rooms.

Hewson & Holmes have always on hand a

Large Stock of Groceries,

Which they will sell at private sale.

Are agents for the sale of the SUPERIOR SHEETINGS manufactured at the Anchor Mills, Pittsburgh.

Also, agents of

DURYEE & FORSYTH, Rochester, N. Y.

Manufacturers of Fire Proof Safes, Scales of all sizes, Trucks, and Letter Presses.

HEWSON & HOLMES will also attend to the purchase and sale of Merchandise, Produce, and Real Estate, and the forwarding of Goods.

Will make liberal CASH ADVANCES on consignments to their address. †mr24

Office Cincinnati, Hamilton and Dayton Railroad,
Cincinnati, February 14th, 1854.

THE Directors have this day declared a dividend of five per cent on the capital stock of this Company, payable at the office of the Company in Cincinnati on and after the 25th inst., till which time the transfer books will be closed; and at the Ohio Life Insurance and Trust Company in New York, on and after the 15th prox.

By order of the Board.

feb.23 FRANK S. BOND, Sec'y

ALBERT H. NICOLAY,

AUCTIONEER.

Holds his regular auction sales of Stocks, Bonds and other securities, every Monday and Thursday, at 12½ o'clock, at the Merchants' Exchange. First class Stocks and Bonds, at private sale.

Office No. 4 Broad street, New York.

CARDS.

ALBERT M. LEA,

CIVIL ENGINEER,

KNOXVILLE, TENN,

†oc27

OFFICE OF THE

Cincinnati and Portsmouth R. R. Co.,

Felicity, Clermont County.

☞ Communications addressed to T. H. WHETSTONE, President, and left with Messrs. JOHN F. DAIR & Co. Cincinnati, will receive prompt attention. s29-tf

OFFICE OF

Marietta and Cincinnati R. R. Co.,

No. 37 Manchester Buildings,

CORNER THIRD AND SYCAMORE STS.

July 7th†

OFFICE OF THE AGENCY OF THE

Indianapolis and Cincinnati Junction Railroad Company.

No. 23 West 6th St., between Main and Walnut

CINCINNATI.

THE following Directors of the above Company re-elected on the 20th inst., at Connersville, Ia., o serve for one year, viz:

JOHN WOODS, President.
John D. Jones, Cincinnati,
Johnathan M. Ridenour, College Corner.
Samuel W. Parker, Connersville.
George Hibben, Rushville,
James Blake, Indianapolis.
Wm. M. Smith, Connersville.

This road connects with the Cincinnati, Hamilton and Dayton Railroad at Hamilton, thence to Oxford, College Corner, Liberty, Brownsville, Connersville, Rushville, Burlington, Morristowu, Palestine and Indianapolis, passing through five of the best counties in the State of Indiana, viz :—Union, Fayette, Rush, Hancock and Marioc.

M. JONES, Ag't.
Junction Railroad Co.
January 7th, 1854. jan. 12–tf

BANKERS AND BROKERS.

GEORGE MILNE. GEO. M. REED.

GEORGE MILNE & CO.

BANKERS, EXCHANGE AND BILL BROKERS.

No. 19 West Third Street,

CINCINNATI, O.

T. S. GOODMAN & Co.,

No. 101 Main St. west side, bet. 3d and 4th Sts.

CINCINNATI.

Dealers in Exchange, Bank Notes, Merchants' Pape &c. &c.

ADRIAN H. MULLER & CO.,

AUCTIONEERS

Of the City of New York.

Hold their regular Auction Sales of Stocks, Bonds and other Securities every Wednesday at 12½ o'clock, at the Merchants' Exchange. They would respectfully tender their services in the negotiation of the same, either at private or public sale.

Office, No. 2. Pine Street, corner of Broadway, Metripolitan Bank Building.

REFERENCES BY PERMISSION:

Moses Taylor, Esq.; W. W. DeForest, Esq.; Geo. S. Robins, Esq.; Dow D. Williamson, Esq., Pres. Farmers' Loan and Trust Co.; Wm. F. Hayemeyer, Esq., Pres. Bank North America; Edward Whitehouse, Esq.; Messrs. Camman & Co.; Messrs. Carpenter & Vermilye; Messrs. Fisher, Denny & Co.; Messrs. Wm. & Jno. O'Brien; Messrs. Week, & Co. mh96*

ELLIS & STURGES,

BANKERS & EXCHANGE BROKERS,

N. E. Corner Third and Walnut Sts.

CINCINNATI.

ENGINEERING!!

The undersigned is prepared to furnish SPECIFICATIONS, ESTIMATES, AND PLANS, In general or detail of all kinds of

Steam Vessels, Engines, Boilers, Mill Work, &c.

Particular attention given to the superintending of

LOCOMOTIVES, TENDERS, CARS,

And Railway Machinery of every Description,

While under construction.

AGENT FOR THE PURCHASE of, on commission, all articles required for Railroads, Steam Vessels, Locomotives. Engines, Boilers, Machinery, &c.

General Agent for

ASHCROFT'S STEAM GAUGE, ALLEN AND NOYES' METALIC SELF ADJUSTING CONICAL PACKING, DUDGEON'S HYDRAULIC JACK.

Also, or Water Gauges, Indicators, Steam Whistles, &c., &c.

CHAS. W. COPELAND,
Consulting Engineer,
64 Broadway, N. Y

s5-tf

COLUMBUS
Railroad Chair Manufactory.

THE subscriber having enlarged his works, is prepared to fill orders for wrought iron

RAILROAD CHAIRS,

on short notice. He would call the attention of Railroad Companies to his patent Thick Lip Chair. Chairs made to any pattern and of any size which may be required, and warranted of superior quality of iron and workmanship.

P. HAYNEN can be found at 219 Pearl street, New York, where also specimens of the chairs can be seen.

P. HAYDEN.

Columbus, August 11, 1853.—au18-6*

NOTICE TO CONTRACTORS.

OFFICE PITTSBURGH AND CONNELSVILLE RAILRROAD COMPANY.

SEALED Proposals will be received at the Office of this Company, at Neville Hall, in the city of Pittsburgh, until 5 o'clock, P. M. of WEDNESDAY, the 22d day of March next, for the Graduation and Masonry of that part of the Pittsburgh and Connelsville Railroad extending from West Newton, in Westmoreland county, to Connelsville in Fayette county, this State, a distance of 25 miles. This work is generally of a very light character. It will be divided into sections of about one mile each. Proposals will be received for one or more sections.

Proposals will also be received until the same time for the making of the Tunnel at the Sand Patch Summit, on the Allegheny Mountains, about 25 miles from Cumberland. This Tunnel is to be forty-one hundred feet in length, through rock.—The work is worthy the attention of the best contractors. It is in an excellent region to do work cheaply.

Maps, Profiles and Specifications will be ready for the examination of bidders on and after the 6th day of March next, and all proper information given on application to Oliver W. Barnes, Chief Engineer, or the Assistant Engineers on the line.

Satisfactory testimonials will be expected from Contractors not known to the Company. By order of the Board.

W. LARIMEE, JR., President,

mh 1tt] Pittsburgh & Connelsville Railroad Co.

TO CONTRACTORS.

SEALED Proposals will be received at the office of the undersigned in Indianapolis, until the 15th day of March next, for the grading, masonry and bridging of that portion of the Indiana and Illinois Central Railway between the west line of Edgar county and Decater, Illinois, being a distance of about 53 miles. The map and profile together with the plans and specifications will be ready for inspection at the office of the Company in Decater, on and after March 1st.

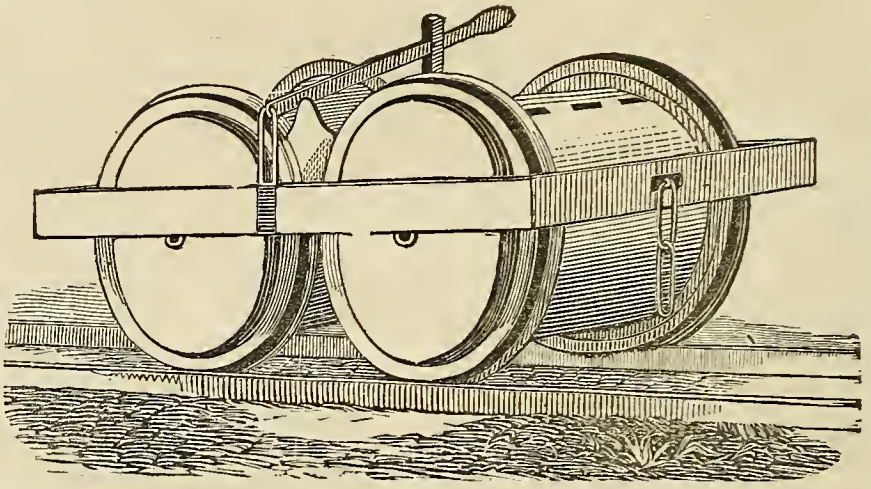
Any further information may be obtained at the office of the undrsigned, in Indianapolis.

M. C. STORY, & CO.

Indianapolis, February 16, 1854.

MYER'S PATENT CAR,

FOR COAL, GRAIN, &c., &c.



ADDRESS,

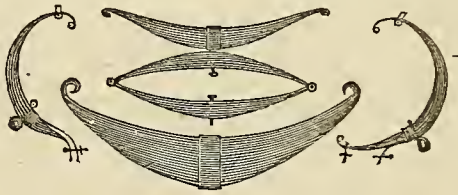
C. TIERS MYERS,

No. 33 WALNUT STREET,

dec15-3* **PHILADELPHIA.**

McDANEL & HORNER,

LOCO-MOIVE AND CAR SPRING



MANUFACTURERS, WILMINGTON, DEL.

Locomotive and Car Springs of all descriptions manufactured on the most reasonable terms, made of the best STEEL, which we have manufactured to order from the BEST SWEDE IRON. Orders from any part of the United States will be thankfully received and promptly attended to.

McDANEL & HORNER.

All Springs ordered from a distance will be delivered on shipboard at *Philadelphia* free of charge

References.

NORRIS BROTHERS, Locomotive Builders, Philad.
A. C. GRAY, Pres't New Castle Manuf. Co.
U. WELLS, R. R. Car Manuf. Petersburg, Va.
I. R. TRIMBLE, Supt. Philad. R. R. Co.
M. B. MILLEN, Gen. Supt. C. R. R. Savannah, Ga.
EMERSON FOOTE, Supt. M. & W. R. R. Macon, Ga
THOMAS DOUGHERTY, Master Mach. do.
THOS. SHARP, Supt. R. F. & P. R. R. Richmond, Va.

†May 19.

R. M. SHOEMAKER, J. P. SHOEMAKER, A. T. LEVIS, H. Y. SLAYMAKER.

COPARTNERSHIP.

SHOEMAKER, LEVIS & CO.,

SUCCESSORS TO

MORRELL, SHOEMAKER & CO.

MANUFACTURERS OF

Boiler Iron, Railway Chairs & Spikes.

WORKS—Covington, Ky.

STORE, No. 64 EAST COLUMBIA St.

CINCINNATI, O.

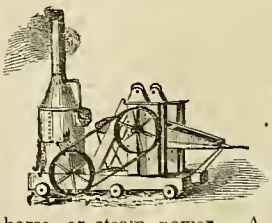
January 5, 1854 jan.12-6*

GLENDON LOCOMOTIVE TIRES.

TIRES of every diameter, for sale

†mr17] GEO. GARDNER & CO., Boston, Mass.

"GARDNER'S ROCK DRILL."



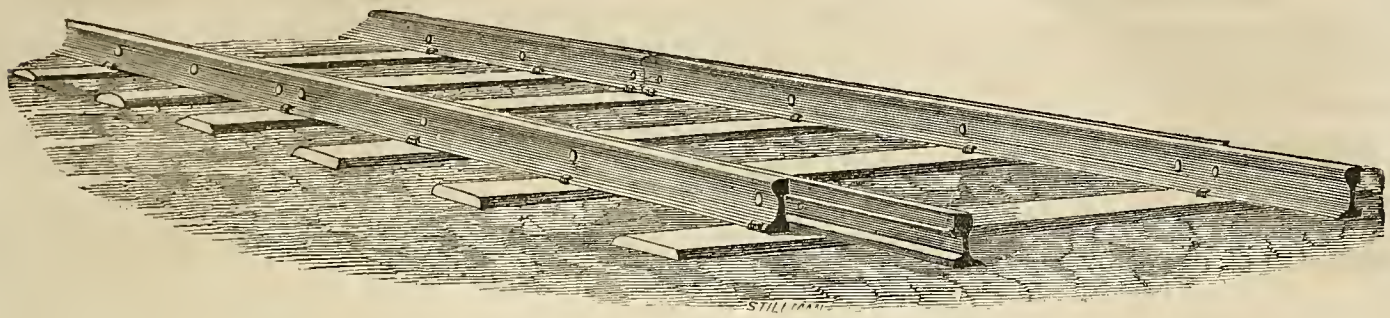
DESIGNED for Mining, Tunneling, Quarry Use, and Rock Excavations of all descriptions, by the use of which a saving of 50 to 75 per cent. is made. This drill can be operated by hand, horse, or steam power. A Machine is now in operation at the Crystal Palace.

Applications for Territorial Rights and Machines must be made to the Patentee.

G. ARTHUR GARDNER,

nov17† Trinity Building, New York

WINSLOW'S PATENT COMPOUND RAIL.



THIS RAIL, which is represented by the above, has now been in use on several Roads for upwards of three years; during which time it has become established among Railroad Managers as realizing the advantages of a THEORETICALLY PERFECT RAIL.

Its advantages over the common form of "T" Rail are,—a saving in the wear and tear of Machinery—it saves to a great extent in the repairs of track—it secures a high rate of speed with the same power, and what is certainly of equal importance, complete protection against some of the accidents to which roads are liable. Being practically a continuous Rail for the entire length of the Road, without break at the ends of bars the jarring motion communicated thereby in passing over the common "T" Rail is avoided, as is also its effect upon cars and machinery. The comfort of travelers must of course be greatly increased.

This Rail is now manufactured at HANGING ROCK IRON WORKS, upon the Ohio River, and at MT. SAVAGE IRON WORKS, Maryland. Specimens of the Rail and patterns of same will be gladly shown, as well as all information in relation thereto, given by application to

A. S. WINSLOW, Nos. 9 & 11 West Second St., bet. Main and Walnut Sts.
CINCINNATI.

J. F. WINSLOW, Troy, New York
ERASTUS CORNING & CO., Albany, N. Y.

ap7tf

LIGHTNER'S

PATENT AXLE BOXES

FOR RAILWAY CARS.

THE attention of Railway Managers and others is respectfully called to this great improvement in

AXLE BOXES,

As possessing numerous advantages over all others now in use. Some of which are:

1st.—The first cost and "fitting up" is much less.

2d.—It saves seventy-five per cent. in oil.

3d.—The journals and oil ar perfectly secure from dust.

4th.—It prevents all possibility of "*heating.*"

5th.—Cars furnished with them run much easier, and require less power to move them.

6th.—Its construction is simple—not liable to become loose by service, and allows a free inspection of the journals and boxes.

7th,—The composition bearings of an eight-wheel LOADED car, can be removed from the journals while under the car, and returned in twenty minutes, by ONE man.

8th.—The trucks and wheels are free from oil and dirt usually seen on Railway cars.

The following testimonials are submitted :—

OFFICE BOSTON AND PROVIDENCE R. R.
Boston, January 1st. 1853.

MR. JOHN LIGHTNER:

Sir:—It affords me pleasure to say, that after three years trial of your boxes, I am fully and entirely satisfied of their superiority over any other pattern we have used. This superiority consists in economy of oil and freedom from "heating."—I have tried every pattern of box in use, of any note, and do not hesitate to say, that you have devised one which in every respect combines greater advantages than any other within my knowledge; these advantages are so manifest, that I am fitting up all our cars with your boxes, as fast as practicable. Very respectfully yours,

W. RAYMOND LEE, Supt.

The Subscriber begs leave to suggest to all Railroad Corporations (new or old) the importance of an EARLY application of this valuable improvement, to their NEW CARS, WHILE IN PROCESS OF CONSTRUCTION· as thereby much detention of cars, and great expense will be avoided.

Models and testimony of the above Boxes, may be examined, and arrangements may be made for the right to use the same with the subscriber.

WM. SHERBURNE,
PRINCIPAL AGENT,
dec1 Office, No. 167 Broadway, New York.

GUNPOWDER,

MANUFACTURED BY

The Hazard Powder Company.

HAZARDVILLE, CONN.

H. G. HAZARD, President.
A. E. DOUGLASS, Secretary.

The undersigned are always prepared to furnish Mining and Blasting Powder to any extent, delivered at any point on the lines of railroads, or other places of public improvements in the West or South, at the very lowest rates. Also, SAFETY FUSE of the best Eastern manufacture.

We would respectfully urge all contractors and consumers to call upon or correspond with either o us before arranging for their supplies elsewhere.

To the trade generally we would offer all the brands of Sporting and Rifle Powder manufactured by he above concern.

M. D. W LOOMIS,
Southeast corner Main and Second Sts.,
Cincinnati, O.
S. H. LOOMIS,
Nashville, Tenn.

August 16, 1853.—au18†

TO RAILROAD COMPANIES.

THE subscriber, manufacturer and agent for manufacturers of railroad materials, would solicit from railroad managers in the West their orders for

RAILROAD SPIKES, CAR AXLES, RUBBER SPRINGS, RUBBER HOSE, LOCOMOTIVE TIRES, SPRING STEEL, CAST STEEL, NUTS AND WASHERS, LOCOMOTIVE LANTERNS, ETC.

A. S. WINSLOW,
9 and 11 West Second St.,
Between Main and Walnut St., Cincinnati

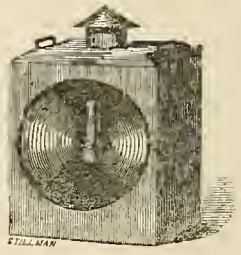
†mr24

Locomotive Tires and Car Axles.

THE undersigned is prepared to supply Railroad Companies and Builders with Tires and Axles of superior quality and finish, made from faggoted charcoal Iron, formed and finished entirely under the hammer. For the character of the manufacture he refers to builders and companies who have used them in the West.

A. S. WINSLOW,
†mr24 9 and 11 West SecondSt., Cincinnati

LOCOMOTIVE LANTERNS.



I AM manufacturing Locomotive Lanterns of the most approved form, with true parabolic Silver plated reflectors, Copper Cases, and in every way equal to the best manufactured in the country. Orders from Railroad Companies in the West are solicited.

A. S. WINSLOW,
†mr24] 9 and 11 West Second St., Cincinnati

Norris' Locomotive Works,

PHILADELPHIA.

ENGAGED for many years in manufacturing Locomotives, offer to Railroad Companies to construct of any plan or size,

LOCOMOTIVES OF SUPERIOR QUALITY.

Our facilities for doing work have been largely increased this year, and orders can be executed with despatch.

Jy7 RICHARD NORRIS & SON.

ASHCROFT'S METALIC STEAM GAUGE.

(BOURDEN'S PATENT.)

THE subscribers offer for sale this valuable Steam Gauge. It is adapted to Locomotive and other steam boilers, indicating with accuracy the continual variations of steam within the boiler, enabling the engineer to maintain a uniform and safe pressure. Any of the Eastern Railroads may be referred to for proof of its importance and value.

BRIDGES & BROTHER,
sep15tf 64 Courtlandt Street, New York.

Locomotive Works, Cincinnati.

THE undersigned having had considerable experience in the construction of Locomotives, are prepared to furnish them equal in efficiency and durability, to the best Eastern manufacture.

MOORE & RICHARDSON,
oc13-tf Successors to Harkness, Moore & Co.

Railroad Car Findings.

BRIDGES & BROTHER,

64 Courtlandt Street, New York.

Wheels & Axles, Jaws, Boxes, and Castings Fitted

Wrought Nuts, Bolts, & Washers,

Engine and Car Screw Bolts, all sizes; Coach Lag and Telegraph Screws,

LOCOMOTIVE ENGINE LANTERNS,

From the best Manufacturers, and at their prices. Car Hand, and Signal Lanterns.

Cotton Duck for Car Covering,

Of any required width to 124 inches.

ENAMELLED HEAD LININGS,

Plush and Curled Hair.

Hand Cars and Baggage Barrows. Passenger, Freight Car, and Switch Locks, Door Knobs and Butts. Brass and Iron Wood Screws. Brass and Silver Plated Trimmings for Windows and Seats. Varnish, Coach Japan, and Glue; Paints, Varnish and Glue Brushes.

Silver Plated and White Metal Letters. Engine and Signal Bells, anti-friction or Babbitt Metal.

Portable Forges and Jack Screws.

Hemp Packing,, American, Russia, and Italian. Conductors' Badges and Baggage Checks. Iron, Bronzed and Brass Hat Hooks. Ventilators and White Metal Rings. And all other Articles pertaining to Cars.

ALBERT BRIDGES,
Late Davenport & Bridges, Car Manufacturers, Cambridgeport, Mass.
ALFRED BRIDGES,
Late Davenport, Bridges & Co., Fitchburg, Mass.
†oc6

HARDWARE!

MEAD, SELDEN & CO.,

No. 15 *PEARL STREET,*

INVITE the attention of Merchants, Contractors of Public Works, and Dealers in Pump Fixtures. to their assorted stock of heavy and Shelf Hardware, Cutlery, Mechanics' Tools, &c. In part as follows.

Anvils,	Shovels,	Selves,
Vices,	Spike Mails.	Knives and Forks,
Axes,	Smith's Bellows,	Pocket Knives,
Ball Drills,	Stock and Dies,	Razors,
Brass Kettles,	Cast Steel,	Sheers and Scissors,
Crow Bars,	Hinges,	
Chains,	Curry Combs,	Braces and Bits,
Hames,	Locks and Latches,	Files,
Mattocks & Picks,	Screws.	Hatchets,
Masons and Sledge Hammers,	Steelyards, Spoons,	Nail Hammers, Drawing Knives,
Cut, Wrought and Floor Nails,	Cabinet Brass Goods,	Rules, Squares,
Cotton and Manilla Rope,	Looking Glasses, Japan Ware,	Saws, Coopers' Tools and
Spectacles, &c.	Razor Strops,	Planes.

PUMP FIXTURES,

Including Reel's Galvanic Chain, Pine, Poplar and Zinc Tubing, Wood and Iron Curbs. †je2c

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WASON'S

CAR MANUFACTORY,

Near the Pittsburgh R. R. Shops,

CLEVELAND, OHIO.

Passenger, Baggage, Freight, Dumpers, Hand Cars, &c.,

Of the best quality in all respects, style, workmanship, and material, made to order with promptness.

Orders respectfully solicited, with the assurance that no pains will be spared to give entire satisfaction in all cases.

CHARLES WASON,
Late of the firm of T. & E. Wason, Springfield, Massachusetts.
†oc20

Maysville Car Factory.

THE undersigned are prepared to manufacture for Railroad Companies, Passenger, Baggage, Cattle, Freight, Gravel and Hand Cars; also Baggage Barrows and Warehouse Trucks.

We are agents for the Portsmouth Powder Mills, and Toy, Bickford & Co's safety fuse. Contractors and dealers supplied at manufacturers prices

F. HUNGERFORD & CO.
Maysville, Ky., Feb. 16, 1854. 2**

S. C. THOMSON CO.,

MANUFACTURERS OF

PATENT PAD LOCKS,

For Railroad Switches, Merchandise Cars, Stores, Cemeteries, Iron Safes, &c.,

Cor. Railroad Avenue and Market st.,
jan.12† NEWARK, N. J.

TYLER DAVIDSON & CO.,

Agents for the

BOSTON BELTING COMPANY.

India Rubber Machine Belting in any quantity, from 2 to 20 inches.

India Rubber Steam Packing;

Mixed	do	do	1-32 to ¼ inch thick.
Plain	do	do	1-32 to 1 inch thick.
Pure	do	do	

Pipe and Manhole Rings, all sizes;
Square or Rope Packing, do.

HOSE.

India Rubber, Hydrant, Conducting, Fire Engine, and Locomotive, of all sizes, manufactured from the best of Vulcanized Rubber, and for sale only by the agents.

Car Springs, and all other kinds of Vulcanized India Rubber used for Mechanical and Manufacturing purposes.

The undersigned, having been appointed Agents of the Boston Belting Company, beg leave to advise Dealers and Consumers that they are now prepared to supply the above goods in any quantities, on the most favorable terms. On hand and for sale,

50,000 Feet Vulcanized India Rubber Machine Beltings, from 2 inch to 20 inches, 3 and 4 ply.

TO STEAMBOATS AND RAILROADS.

India Rubber Hose, for Pavements, Streets, Gardens, Locomotives, Engines, etc.

40,000 feet Hose, 3, 4, 5, 6, and 7 plys, suitable for pavements, streets, gardens, locomotives, fire engines, etc., 1 to 3 inch, warranted extra quality. Also,

THE vulcanized India Rubber Break Springs now in use by all the Eastern Railroads, and posessing decided advantage over the Steel Springs now in use, for the following reasons:

1st, They are much easier put on.

2d, They are a great deal cheaper.

3d, They are much more durable than steel, and no time lost in making them, the weather having no effect on them.

ALSO—Large 6 inch hose for water stations.—This is a new and important invention. The coldest weather will have no effect on them whatever They are warrauted to remain as pliable, in the COLDEST of weather, as they are in 150 Fahrenheit heat.

Armitage Anvils,—10 casks, assorted weights, now in store.

Allen's Revolvers and Self-Cocking Pistols.—Now in store, a large assortment of the above, 3, 4, and 5 inch Revolvers; 3, 4, 5, and 6 inch Pocket Pistols. Also, Ducling Pistols.

Leland's Superior C. S. Car and Auger Bitts.—All sizes.

Brass Kettles, and Sheet Brass, &c.—Brass Kettles, assorted from 6 to 30; Sheet Brass, assorted from No. 0 to 30; Brass Wire, do do do.

Star Breast Chains.—Four casks of those superior double-linked Chains, just received.

Walker's Trace Chains.—70 casks of those superior goods, warranted full length and sizes, 8 to 20 links, straight and twisted, now in store.

American Anvils.—Eagle brand, faced with with cast steel, and warranted by the manufacturers equal to Armitage's Mousehole.

Plated Spoons.—Plain, tipped, and threaded heavy plate, on best quality of German Silver.

Premium Gimlet Screws.—10,000 gross just received.

Mill Saws. Hoe & Co.'s C. S. Wm. Rowland's, and W. H. Rowland's 6, 6½, 7, 7½, and 8 ft.

Cross Cut Saws.—Hoe & Co.'s C. S., John ockercll's C. S. and G. S., Wm. Rowland's and W. & H. Rowland's 5, 5½, 6, 6½, 7, 7½, and 8 feet. Also, 4 and 4½ feet Tennon Saws.

Axes.—1000 doz Axes, assorted Yankee and Kentucky patterns, first, second, and third quality

Nails.—4000 kegs Shoenberger's and Wheeling Nails, now in store.

For sale by TYLER DAVIDSON & CO.,
apr 3 140 and 142 Main street.

PHILADELPHIA

Type and Stereotype Foundry.

NEW BOOK OF

Specimens of Printing Types,

PLAIN AND ORNAMENTAL;

RULES, BORDERS, WOOD CUTS, &c., &c.

THE attention of the printing craft and the literary public is respectfully invited to the Minor Book of Specimens of Printing Types, &c., just published by us. The critical eye will at once perceive that it surpasses every work of a similar kind before issued in America, and that it fairly enters into competition with the finest productions of Europe. Everything shown in this book, excepting Wood Type, is actually manufactured by us in our own Foundry, and may be relied upon as being finished in a workmanlike style.

Among its contents, we beg to draw attention to the specimen of our LABOR-SAVING RULES. The economic printer will soon learn to appreciate their valuable qualities, and will be unwilling to dispense with the assistance they afford in the various kinds of Rule work.

THE CALLIGRAPHIC SCRIPTS

Form a new and beautiful variety of Type; and, with the

SCRIBE TEXTS, THE ARABESQUES,

THE COMPOSITES,

THE CHROMATIC TYPES AND BORDERS,

And a large variety of ORNAMENTAL LETTERS exhibited, give peculiar advantages to the tasteful workman in the production of chaste and ornate printing.

The display of plain and substantial Type of the Roman character is extensive. The Scotch faces have lost none of their value and attractiveness of appearance, and are continually growing in the esteem of competent judges of good Typography.

The MUSIC will be found to be unequalled by any manufactured in this country, and not surpassed by any in the world.

The assortment of CUTS is large and various, many of which are furnished in copper at no greater cost than if in type metal, and yet are much more durable: and an Alphabetical Index is given, by which any Cut made by us may be easily found.

The prices of Type are as follow:

Pica at.....	30 cents.	Minion at.....	48 cents.
Small Pica.....	32 "	Nonpareil.....	58 "
Long Primer.....	34 "	Agate.....	72 "
Bourgeois.....	37 "	Pearl.....	1 08 "
Brevier.....	42 "	Diamond.....	1 60 "

Printing Presses, Standing Presses, Cases, Stands, Chases, Galleys, Printing Ink, and every article used in a Printing Office, constantly on hand, at the lowest rates.

Second-hand Presses, and Type used only in Stereotyping, at reduced prices.

Books, Pamphlets, Music, Labels, Wood Cuts, &c., Stereotyped or Electrotyped in copper, with correctness and despatch.

We are also agents for the sale of HOE'S, ADAMS', RUGGLES' and NORTHRUP'S PRESSES, and are prepared to furnish them promptly and at manufacturers' prices.

☞ Our SPECIMEN BOOK will be forwarded gratuitously to Printers who give us directions how to send it. If by mail, sixty cents in Post Office Stamps should be remitted to us to prepay the postage. The bound edition, however, is too bulky to go in the mails, and it will be necessary in ordering one of these to designate whether it is to be sent by express or otherwise.

L. JOHNSON & Co.,
†oc27 No. 6 Sansom street, Philadelphia.

CINCINNATI TYPE FOUNDRY.

AND

PRINTER'S WAREHOUSE.

L. T. WELLS, Agent.

THIS establishment is prepared to furnish printing materials of every description. We are constantly adding new styles of

PLAIN AND FANCY JOB TYPE.

Our new Scotch Face Type will be found well adapted for book and newspaper work.

The Washington Press, with our new Inking apparatus, as now made by us, will be found the most complete machine for printers ever made. Machine, and Hand Job Presses. Embossing Presses, and Card Printing Machines of several kinds, etc. etc.

Printers, by giving a description of the kind of work to be done, can be furnished with estimate of cost; and those wishing to make purchases at this establishment can have a specimen book sent them, by giving directions how it shall be sent When sent by mail, postage-stamps to the amount of 62½ cents should be sent by letter or otherwise If not pre-paid, the postage will be double the amount †mr3

CAR MANUFACTORY,
Dayton, Ohio.

E. THRESHER & Co., having enlarged their shops, are prepared to contract on favorable terms, for building every variety of Railroad Cars, in any quantity and at short notice, made of the best materials, and of the most approved workmanship.

They are prepared also to furnish jaws and boxes; the Washburn wheel, thirty and thirty-three inch, adapted to inside or outside bearing; cast iron frogs steel plated; and switches of the most approved patterns.

They also manufacture blacksmith tuyeres, Harris' patent; portable bolt forges; bolt heading and bolt cutting machines; upright drills, wheel prosses; wood planers; tenoning and mortising machines; &c.

They respectfully invite the attention of railroad directors and superintendents to their establishment.

Dayton, January 24th, 1853. jan 25-†

South-Western Car Shops,
Madison, Indiana.

THE Subscriber is prepared to execute orders at short notice, for all kinds of Passenger, Freight and other descriptions of Railroad Cars.

Work delivered at any point accessible by railroad, or by the Ohio and Mississippi rivers.

Facilities for transportation, enable the subscriber to afford peculiar advantages to Companies requiring work delivered in the South and West.

W. CLOUGH.

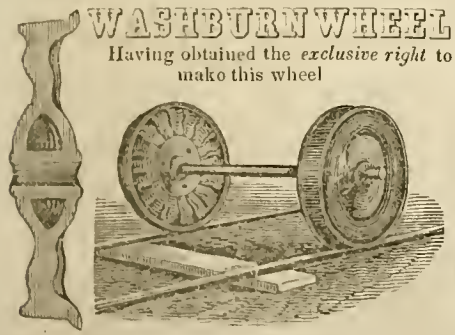
REFER TO

JNO. BROUGH, Esq. WINSLOW, LANIER & CO.

jan. 19-1**

FULTON CAR WORKS,
CINCINNATI, OHIO.

THE Proprietors of this establishment would respectfully call the attention of Railroad Companies in the West and South to their establishment at Cincinnati. Their facilities for manufacturing are extensive, and the means of transportation to different points speedy and economical.—They are prepared to execute to order, on short notice, eight-wheeled Passenger Cars of the most superior description. Four or eight-wheeled Baggage, Cattle, Freight and Gravel Cars. Also, Crank and Lever Hand Cars, Trucks, Wheels, and Axles fitted.



WASHBURN WHEEL
Having obtained the *exclusive right* to make this wheel

In Cincinnati, Covington, and Newport, they are now prepared to furnish Railroad Companies with that celebrated Wheel, with or without Axles.—Also, Journal Oil Boxes of any pattern, and Castings for Cars fitted to order at the shortest notice.

Address KECK & HUBBARD,
Fulton Car Works, Cincinnati, Ohio.
tap.14. Office 62 East Second street

FORGINGS.

AXLES, Shafting, and other Forgings, from the Gleadon Forges, for sale by
mar 17 GEO. GARDNER & CO., Boston, Mass.

MUSKINGUM WORKS,
ZANESVILLE, OHIO.

DOUGLASS, SMITH & CO.

WOULD respectfully call the attention of Railroad Companies to their establishment at Zanesville.

They are prepared to execute orders, on short notice, for

Passenger Cars of the most superior description, Second Class Passenger, Mail Express, and Baggage Cars; Freight, Cattle, four or eight wheeled Gravel Cars.

We manufacture a superior

CAR WHEEL,

Over 2500 of which are now running on the Central Ohio Railroad, and many of these have been in use on the road over two years, having in that time only three to crack, and two to be renewed in consequence of the wearing of the Chill. We have also commenced the manufacture of the celebrated

WASHBURN WHEEL,

And are prepared to furnish this wheel, with or without axles. Also, castings for Cars fitted to order at the shortest notice.

BOLLMAN'S PATENT IRON & WOOD BRIDGE.

We are also agents and builders of the above celebrated Bridge. Are now placing upon the piers an iron bridge on this plan over the Muskingum river at Zanesville. We are ready to contract with companies for the construction of this Bridge All orders addressed

DOUGLASS, SMITH & CO.,
au4tf Muskingum Works, Zanesville, O.

WHEELBARROWS!



ON hand, Wheelbarrows, of my own manufacture, suitable for Railroad, Turnpike, Canaling, &c., in lots, to suit purchasers. Orders filled for any reasonable amount

HENRY ROCKEY,
No. 21 East Front street

J. DAVENPORT....M. D. WELLMAN....C. M. RUSSELL

DAVENPORT, RUSSEL & CO.,
Railway Car Manufacturers,
MASSILON, OHIO.

THE subscriber, late of the firm of Davenport, Bridges & Co., Fitchburg, Mass., having associated himself with Messrs. Wellman and Russell, under the above name, would respectfully solicit calls for any kind of Passenger, Baggage, Post Office, Freight, Coal, Gravel, or Hand Cars.

Having had fifteen years experience in the business and having secured the best of workmen from the Car Factory in Cambridge, Mass., I feel confident, that perfect satisfaction can be given in all work entrusted to our care

We have now on hand the best of dry White Oak with which we think we can build Cars as cheap and as well as any other establishment in the States. JOSEPH DAVENPORT.

Feb. 16†*

Indianapolis and Cincinnati Railroad, via. Lawrenceburgh.

NEW Route to Indianapolis, Terre Haute, Lafayette and the West.

Through from Cincinnati to Indianapolis in six hours.

Shortest route between Cincinnati, Indianapolis, Terre Haute, Lafayette and Chicago.

Passengers for this line will leave Cincinnati, from the foot of Main street, at 6 o'clock, A. M., by steamer Forest Queen, every day, (Sunday's excepted,) and arrive at Indianapolis at 12 o'clock, M., in ample time to get dinner, and take any of the trains West or North.

Baggage checked through and baggage master accompanies the same.

Fare between Cincinnati and Indianapolis $3.

At Shelbyville passengers may take the Jeffersonville, Rushville and Knightstown cars.

Returning, leave Indianapolis at 12 o'clock, M.

GEO. HAVEN, Superintendent.

Through tickets may be procured on board the boat, or at the ticket office, corner of Water street and landing (foot of Main street.)

jan 12-† C. S. RUSSELL, Ag't.

COLUMBUS PIQUA, AND INDIANA RAIL ROAD.

New route from Columbus, West and from Urbana, East.

On and after Monday September 19, 1853, two trains per day, (Sunday excepted) each way, will run on this Road, between COLUMBUS and URBANA. Will leave Columbus at 4.50 a.m., and 3.30 p.m.—arriving at Urbana at 8.12 a.m., and 6.14 p.m. Returning—will leave Urbana, for Columbus, at 9.15 a.m., and 3.00 p.m.—arriving at 12.05 and 6.55 p.m.

The 4.50 a.m. train, from Columbus, will connect with the night Express train from Cleveland and arrive at Urbana in time for the morning train north for Sandusky and intermediate points. Persons arriving by the morning Cleveland and Zanesville trains can have a few hours at Columbus, and leave by the 3.30 p.m. train—arriving at Urbana in time to get supper and take the 5.35 p.m. train for Dayton and Cincinnati.

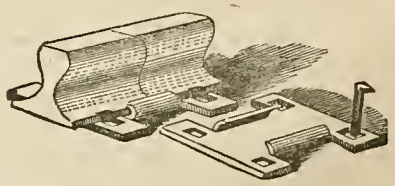
The 9.15 a.m. train from Urbana connects with the morning train from Cincinnati and Dayton that arrives at Urbana 8.40 a.m.—arriving at Columbus at 12.05 p.m in time for the 1 p.m. train for Cleveland, connecting with the Buffalo and Dunkirk boats. The 3.00 p.m. train will leave Urbana on the arrival of the Sandusky train—reaching Urbana at 2.45 p.m.—and arrive in Columbus in time for the various night trains.

A line of Omnibuses will connect with the trains at Urbana for the conveyence of passengers to and from Piqua and Greenville over a good Macadamized road.

A. G CONOVER, Sup't

Piqua, Sept. 13, 1853. s29-if.

RAILROAD SPIKES,



WROUGHT IRON
Chairs and Fastenings.

THE subscriber continues to manufacture with increased facilities, **Hook and Flat Head Railroad Spikes, and Wrought Iron Chairs of any pattern,** either punched or plain The best quality of Iron is used, and the articles are guaranteed to give satisfaction in every respect. We are prepared to fill orders for any quantity with despatch, and at the lowest market prices.

Also, Boat Spikes, Bolts, and Boiler Rivets, superior quality.

All communications addressed to us will meet with prompt attention.

SMITH & TYSON,
No. 25 South Charles Street, Baltimore

Railroad Line.



Cincinnati, Dayton and Sandusky Route.

TIME New York via Lake Steamers, by Sandusky, in 36 hours. To Boston in 41 hours. To Chicago in 21½ hours, via Cincinnati, Hamilton and Dayton Railway.

Five Daily Trains.

First Train—Indianapolis Express.....at 5.30o'clk, A.M.
Second Train—Lightning Express, ...8.20 " A. M.
Third Train—Accommodation,.....2 " P. M.
Fourth Train—Eaton and Richmond.....3.30 " P. M.
Fifth Train—Evening Express,.....5 " P. M.

New York, Boston, and Montreal.

First Train—Indianapolis Express—leaves Cincinnati at 5 A. M.; for Indianapolis and Chicago.

Second Train—Lightning Express—leaves Cincinnati at 8.20 o'clock, A. M., connecting at Sandusky with the new and magnificent low pressure Steamers Mississippi, Captain Hazard, St. Lawrence, Captain Hellister; connecting at Buffalo with the 6 A. M. trains Buffalo and Albany, and New York City, and 9 A. M. Trains Niagara Falls Railroad, for New York, Boston, Niagara Falls, Ogdensburgh, Montreal, &c.

Toledo and Chicago.

Second Train—Lightning Express—leaves Cincinnati at 8.20 o'clock A. M., connecting at Clyde with Railroad to Toledo, connecting at Toledo with Evening Express Train Michigan Southern Railroad to Chicago, direct.

Detroit and Chicago.

Second Train—Lightning Express—leaves Cincinnati at 8.20 o'clock A. M., connecting at Sandusky with the low pressure Steamer Bay City, Captain Atwood, connecting at Detroit with Morning Express Train Michigan Central Railroad to Chicago. From Cincinnati direct.

Indianapolis, Terre Haute and Lafayette.

First Train—At 5 A. M., leaves Cincinnati for Indianapolis, Terre Haute, Lafayette and Chicago same day.

Eaton, Richmond, and Centerville.

First Train—Indianapolis Express—at 5 A. M., connects at Hamilton to Eaton and Richmond.

Fourth Train—3 P. M. Through to Eaton and Richmond without change of cars. Connecting at Richmond with Western Railroad to Centerville.

Troy, Piqua, &c.

Second Train—Lightning Express—at 8.20 o'clock, A. M., and Third Train—Accommodation—at 2 P. M., connecting at Dayton with Railroad to Troy, connecting with Doyle's Omnibus and Canal Packets to Piqua, St. Mary's, and all points on Miami and Wabash Canals.

Fifth Train — Evening Express—at 5.00 o'clock P. M., connecting at Daytou with Railroad to Troy, connecting with Doyle's Omnibus Lines to Piqua.

Oxford and Connersville.

Second Train—Lightning Express at 8.20 o'clock A. M., and Third Train—Accommodation Express—at 5 P. M. Passengers by these Train take Western Stage Company's Lines at Hamilton, for Oxford, Connersville, &c.

Fifth Train — Evening Express at 5.00 P. M. Passengers by this Train take the Western Stage Company's Lines at Hamilton to Oxford.

FARE.

From Cincinnati to New York via Lake steamers to Buffalo, and Railroad by either route $15 00
From Cincinnati to New York via Lake steamers to Buffalo, Railroad to Albany, and Hudson river steamer to New York 14 00
From Cincinnati to Boston via Lake steamers to Buffalo, and New York city and New York and Erie Railroad 19 00
From Cincinnati to Boston, via Lake steamers to Buffalo, Albany and Western Railroads 18 00
An additional charge of 50c. via Niagara Falls and above routes.
From Cincinnati to Montreal via Lake steamers.. 17 00
From Cincinnati to Boston via Lake steamers and Ogdensburg 17 00
From Cincinnati to New York via Lake steamers and Ogdensburg 15 75
From Cincinnati to Buffalo via Lake steamers..... 8 00
Do do Detroit 6 75
Do do Chicago via Detroit..... 11 50
Do do Toledo 5 75
Do do Chicago via Toledo..... 11 50
Do do Chicago via Indianapolis..... 9 00
Do do Sandusky 5 00
Do do Clyde ..... —
Do do Terre Haute..... 5 50
Do do Lafayette..... 5 50
Do do Indianapolis..... 3 00
Do do Greenville 2 50
Do do Troy 2 50
Do do Dayton 1 50
Do do Richmond..... 1 60
Do do Eaton 1 25
Do do Hamilton..... 60
Do do Springfield 2 00

For all information and through Tickets, please apply at office, southeast corner of Broadway and Front sts., Cincinnati. W. A. LATHAM, Ticket Agent.
au25 P. W. STRADER, Gen'l Agent

Railroad Line.



CINCIN'I, COLUMBUS & CLEVELAND ROUTE.

To New York, via Railway, in ..... 30 hours.
To N. Y., by Lake Steamers via Cleveland.. 39 "
To Pittsburgh in..... 14 "
To Boston in ..... 34½ "
To Philadelphia in ..... 38 "
To Baltimore in..... 38 "
To Wheeling in..... 18 "

VIA LITTLE MIAMI RAILWAY.

FOUR DAILY TRAINS.

First Train—Lightning Express—at ...6 o'clock, A. M.
Second Train—Accommodation Ex....7.45 " "
Third Train—Hillsborough Train.....3.10 " P. M
Fourth Train—Even'g Accommoda...5 " "

The roads of this route are laid throughout with heavy T rail.

New York, Boston, and Montreal.

First Train—Lightning Express leaves Cincinnati at 6 o'clock A. M., connecting at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo; counecting at Dunkirk with New York and Erie Railroad, and at Buffalo with Buffalo and Albany Railroad to New York and Boston.

Second Train—Accommodation Express, at 7.45 o'clock, A. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad, at Buffalo with Buffalo and Albany and New York City Railroads, and at Buffalo with Niagara Falls Railroad, to New York, Boston, Niagara Falls, Ogdensburg, Moutreal, etc.

—ALSO—

Connects at Cleveland with the new and magnificent low pressure steamers QUEEN OF THE WEST, Capt. McBride; CRESCENT CITY, Capt. Pease; connecting at Buffalo with the Buffalo and Albany, New York City, and Niagara Falls Railroads, for New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

Fourth Train—Evening Express, at 5 o'clock P. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad; connecting at Buffalo with New York City, Buffalo and Albany, and Niagara Falls Railroads, to New York, Boston, and Niagara Falls.

Pittsburgh, Philadelphia, and Baltimore.

First Train—Lightning Express, leaves Cincinnati at 6 o'clock A. M., connecting at Crestline with Ohio and Pennsylvania Railroad to Pittsburgh, connecting with Pennsylvania Railroad to Philadelphia and Baltimore.

Through from Cincinnati to Philadelphia and Baltimore direct.

Zanesville, Wheeling, Baltimore, &c.

First Train—Lightning Express, at 6 o'clock A. M., and second Train, Accommodation Express, at 7.45 o'clock A. M., connect at Columbus with Central Ohio Railroad to Zanesvillo, connecting with Ohio Stage Co.'s Lines, via National road to Wheeling, connecting with Baltimore and Ohio Railroad to Baltimore, Philadelphia, Washington, etc.

Fourth Train—Evening Express, at 5 o'clock P. M. Passengers by this Train sleep at Columbus and resume by Morning Train, via Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Line to Wheeling.

Hillsborough.

Third Train—Leaves Cincinnati at 3 P. M., connecting at Hillsborough with Ohio Stage Co.'s Lines to Chillicothe, Piketou, etc.

FARE.

From Cincinnati to New York via Railroad, either route $16 00
From Cincinnati to New York via Railroad to Albany, and Hudson river steamer 15 00
From Cincinnati to New York via Lake Steamers to Buffalo, and Railroad to New York..... 15 00
From Cincinnati to New York via Lake Steamers to Buffalo, Railroad to Albany, and Hudson river steamer to New York..... 14 00
From Cincinnati to Boston via Lake Shore, New York and Erie, and New York City Roads..... 20 00
From Cincinnati to Boston via Lake Steamers and New York City and Erie Roads 19 00
From Cincinnati to Boston via Lake Shore, Buffalo, Albany, and Western Roads..... 19 00
From Cincinnati to Boston via Lake Steamer, Buffalo, Albany, and Western Roads 18 00
An additional charge of fifty cents via Niagara Falls and above routes.
From Cincinnati to Montreal via Lake Shore Road, 18 00
From Cincinnati to Montreal via Lake steamer... 17 00
From Cincinnati to Boston via Lake Shore Road and Ogdensburg 18 00
From Cincinnati to Boston via Lake Steamer and Ogdensburg 17 00
From Cincinnati to New York via Lake Shore Road and Ogdensburg..... 16 75
From Cincinnati to New York via Lake Steamer and Ogdensburgh 15 75
From Cincinnati to Buffalo via Lake Shore Road. 9 00
From Cincinnati to Buffalo via Lake Steamer.... 8 00
From Cincinnati to Philadelphia or Baltimore via Crestline and Pittsburgh..... 15 00
From Cincinnati to Philadelphia or Baltimore via Cleveland and Pittsburgh..... 15 00
From Cincinnati to Pittsburgh via Crestline..... 7 75
From Cincinnati to Pittsburgh via Cleveland..... 9 00
From Cincinnati to Baltimore via Wheeling..... 14 65
From Cincinnati to Washington via Wheeling.... 15 95
From Cincinnati to Philadelphia via Wheeling... 15 95
From Cincinnati to Wheeling..... 7 15
From Cincinnati to Cleveland..... 6 00
From Cincinnati to Zanesville..... 4 00
From Cincinnati to Columbus..... 3 00
From Cincinnati to Springfield..... 2 00

☞ For all information and Through Tickets, please apply at office, southeast corner of Broadway and Front sts., Cincinnati. W. A. LATHAM. Ticket Agent.
au25 P. W. STRADER, Gen'l Agent.

Cincinnati, Wilmington and Zanesville Railroad,



OPEN to Washington, two daily trains (Sundays excepted;) on and after THURSNAY, Nov. 24th, 1853, until further notice, trains will ruu as follows:

Leave Cinciunati from the depot of the Little Miami Railroad at 7.45 A. M. and 3.10 P. M. arriving at Washington at 12 50, aud 8.05 P. M.

Returning, leave Washingtou at 6.30 A. M. and 2.15 P. M. arriving at Cincinnati at 11.20 A. M. and 7.45 P. M.

Trains will stop for passengers as follows, at Rattlesnake, Sabina, Cross Road, Wilmington Sligo, Clarksville and Morrow, and on the Little Miami Road, at Deerfield, Butterworth's water tation, Loveland's Miamiville, Milford and Plainville, and on proper notice by flag or to Conductor, at Branch Hill, and Linwood, (at turupike.)

The downward trains from Washington connect at Morrow with the trains on the Little Miami Road for Columbus.

Lines of Omnibuses will run between Washington. Circleville and Lancaster, connecting with the morniug train from, and the eveniug train to Cincinnati.

Fare from Cincinnati to Washington, $2,25
" " " " Circleville, 3,25

For other information, and tickets, apply at Ticket Office, corner of Broadway and Frout Streets, and at the Little Miami Depot, or to the Station Agents at Washiugton and Wilmington.

E. W. WOODWARD,
Engineer and Superintendent.

☞ The Omnibus Line will call for and deliver passengers to and from the trains in any part of the city. H. B. RUGGLES, Cond'r.

☞ The Company will not be responsible for baggage exceeding $50 in value, uuless the same be returued to the couductor or ageut, and freight paid at the rate of a passage for every $500 in value above that amount. dec8-tf.

Covington and Lexington Railroad Open to Falmouth.

ON and after Mouday, the 7th of Nov., and until further notice, Cars will leave Covingtou daily (except Sundays) at 7 o'clock. A. M., for Falmouth,—stoppiug at DeCoursey, Culbertson, Grant's Bend, New Philadelphia, Cantou, Benton, Morning Side, Demossville, Butler aud Irving.

Returning, will leave Falmouth at 1 P. M., stopping at all of the above stations.

☞ For freight and passage apply to C. CARPENTER, Freight Agent, Covington Depot.

R. M. SHOEMAKER Superintendent.
Office Cov. and Lex. R. R. Co., Nov. 5th.
d c22

THE
Railroad Record,
IS PUBLISHED EVERY THURSDAY MORNING,
At No. 167 Walnut St. Cincinnati, O.
E. D. MANSFIELD, EDITOR.
J. A. & U. P. JAMES.....Publishers.

T. WRIGHTSON & CO.
PRINTERS, 167 WALNUT ST., (REAR BUILDING.)

RAILROAD RECORD.

AND

Journal of Commerce, Banking, Manufactures, and Statistics.

Vol. 2.---No. 5. CINCINNATI, THURSDAY, MARCH 30, 1854. Whole No. 57.

THE

Railroad Record

IS PUBLISHED EVERY THURSDAY MORNING,

By J. A. & U. P. JAMES.

At No. 167 Walnut Street, Cincinnati.

E. D. MANSFIELD, Editor.

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The Railroad Record will be issued weekly. Will be printed on fine paper, in quarto form, and mailed to Subscribers at Three Dollars per annum, payable in advance.

Anvertisements inserted at the following rates :—

One square, single insertion	$1 00
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" " six months	12 00
" " per annum	20 00
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" " six months	40 00
" " per annum	75 00
One page, single insertion	10 00
" " per month	25 00
" " six months	110 00
" " per annum	200 00

Cards not exceeding 4 lines, $5 per annum.

Subscriptions and business communications should be addressed to

J. A. & U. P. JAMES,
Publishers, and Proprietors,
167 Walnut st., Cincinnati.

To Contactors.—The attention of Contractors is called to the advertisement of the Louisville & Sandusky Railroad Company in our columns. A fine opportunity is offered for a profitable contract.

We are indebted to Mr. Charles Sumners, Chief Engineer of the Wabash River Railroad, for valuable corrections for our Railroad Map, of which we shall avail ourselves in the next edition.

OHIO AND MISSISSIPPI RAILROAD AND ITS FINANCIAL CONDITION.

The *American Railroad Journal* has, with its usual inaccuracy, made a statement in reference to the Ohio and Mississippi Railroad entirely erroneous. The occasion of this misrepresentation is the issue of second Mortgage Bonds by the Company, to provide for certain things not provided for in the contract of construction, and for that part of the cost for which the subscribed stock was inadequate. On this the *Journal* makes the following statement:

This company have made a new issue of 3,000,000 second mortgage bonds. This will make the capital account stand as follows:

Stock	$6,500,000
First Mortgage Bonds	2,800,000
Second " "	3,000,000
Total	$12,300,000

The original cost of the road was estimated at $9,000,000. An increase of one-third upon this estimate is thus made, while the road is in *embryo*. By the terms of the original contract, the contractors were to be paid as follows:

In Stock	$3,500.000
Cash	2,800,000
Bonds	2,500,000
	$8,500,000

At the date of the contract, the stock subscriptions to the road were stated to be $1,450,000, as follows:

Riply County, Indiana	$50,000
Jennings " "	50,000
Knox " "	200,000
Daviess " "	30,000
City of St. Louis	500,000
Individuals	620,000
	$1,450,000

In addition, the city of Cincinnati loaned its credit to the company to the amount of $600,000, which constituted the *first* lien upon the road.

The *contractor's* stock added to the above would make $4,950,000 of stock.

The *whole* of this statement, with the exception of some of the county subscriptions, is inaccurate, and calculated to give a false view of the affairs of the company. *First*—there is no "*new* issue of second Mortgage Bonds," for no other issue of second Mortgages has been made; but this error may be passed by as simply an error of language.

Secondly—There is no surprise to any person concerned in the issue of these bonds; for the London Bond holders, who were most interested, were *expressly informed*, at the time of the negotiation, that an issue of second mortgage would probably be made, in case the stock subscription was not filled up. The issue of these bonds was from the first contemplated and expected, as the parties in London can inform the *Journal*.

Thirdly—The "capital account" which the *Journal* makes out, is entirely incorrect. In the very first item of stock there is a great error. It *assumes* the whole amount of stock as subscribed; whereas it is the very deficiency of that stock which makes the issue of second mortgage bonds necessary. There is, therefore, in the above statement, from one to two million of dollars charged double—first in the stock, and then in the second mortgage bonds, which are, in good part, to supply the deficiency of stock. As there are two corporate companies, one here and another in St. Louis, we cannot tell precisely the state of the account; but when the road is completed on the present plan, the cost will probably be about $11,000,000.

Fourthly—The contract is entirely misstated. The contract of H. C. Seymour & Co. was for the construction (*except* land and land damages,) and for such cars, depots and furniture as were specified. Now, we shall see below that the *exception* covered a very heavy cost, and the depots and stations provided for were not near enough. But Seymour's contract for construction, &c., was to be paid as follows:

Cash	$3,500,000
Stock	2,750,000
Bonds	2,750,000
Total	$9,000,000

This is a totally different affair from what is stated above. It estimates the company as paying $750,000 more *stock*, and $700,000 less *cash*. A very material difference in practical finance. Besides this the aggregate was half a million more.

Fifthly—"The original cost" of the road was *not* estimated at $9,000,000, nor ever represented so to anybody. This was simply the amount of the contract for construction, with H. C. Seymour & Co. Now, to show the additional amount required, which appeared on the very face of the contract, and might be known to any stockholder or bondholder, who chose to enquire.

1. The land and land damages were *excepted* expressly; and on these there have been been paid, on the eastern end of the line:

Right of way	$360,000
Depot Grounds	285,796
Total	$645,796

Taking the whole line into view, these items may be set down at scarcely less than a million of dollars.

2. The contract specified *four* passenger depots and four freight depots. Now there are on the road between Cincinnati and the Wabash, *eight* cities and towns, besides *five* intersections with Railroads. Of course, many more depots and stations are necessary. The contract embraced all the construction and general furnishing of the road; but in an aggregate contract every thing cannot be foreseen.

These *additional* matters, however, were all plain on the face of the contract, and the facts could have been ascertained by any one.

In the minds of the engineers the "original estimate" was about *ten millions*. Considering all things in such a great work, it was remarkably near the truth.

Sixthly—The loan of the city of Cincinnati is *not* a "*first* lien," nor any lien at all upon "the road;" it is secured by the collateral pledge of a certain amount of *stock*, specifically mortgaged. If it had been a *first* lien, then the second mortgage bonds would have been a *third* lien—a very different thing. We must here express our marvelling surprise that intelligent people should so often assert what they know nothing about, and in which they are sure to blunder.

On the correction of these errors in the *Journal*, all the inferences based upon its fictitious statements tumble to the ground. The cost of the road is *not* what it represents; the amount of stock is not; the mode of payment is *not*; and, in fine, the whole statement is an error. The *Journal*, however, chooses to *insinuate* other matters, which require some notice. It says:

The contractors stock may have been issued, but it by no means follows that anything has been *paid* in upon it. It may represent *profits*, instead of showing that anything has gone into the treasury of the company.

What can go into the treasury on *contractors* stock, except the labor and materials in construction they have agreed to give for it? The contract requires that the work and materials shall be estimated by the engineers *monthly*, and the amount ascertained shall be paid—7-18ths. in cash—five and a half eighteenths in bonds, and the same amount in stock. Now, how *can* the contractors have stock not *paid* for, according to the terms of the contract, unless the officers of the company have committed a fraud? Profits, we dare say, the contractors make, and we know they *ought* to; but how much we know not; they will probably keep their own counsel.

Stock issued to individuals is paid for as it is issued, and it ought always to be so. There is, therefore, no stock issued which, according to law and contract, is not *paid* for, in any fair sense of the term.

"It would be interesting to know what amount in *cash* has been actually *paid in* on the stock of the company."

Well, if it will be "interesting," we will give that part of the information, which belongs to the eastern division. There are two companies separated in their operations, by the Wabash. We are only informed in relation to the eastern division, from Vincennes to Cincinnati; but have no doubt the western division is in equally as good condition. The part of the Seymour contract, apportioned to the eastern division, stood thus:

In Cash	$2,525,000
In Bonds	1,987,500
In Stock	1,987,500
Total	$6,500,000

Now, of stock, exclusive of the Cincinnati loan, the account stood thus:

Capital Stock	$2,061,956
Paid on do	1,580,925

Three-fourths of the capital stock, therefore, has been paid up. In regard to the ultimate *cost*, it may be remarked, that (except, perhaps, the Marietta and Cincinnati line) this is the only Western road (as to the eastern division) we recollect of which goes on neither plains nor valleys, but *crosses* the Ohio hills for much of the distance. This, with its expensive entrances into Cincinnati and St. Louis, will make it cost considerably greater than the *average* of Western roads. But this is far more than compensated by the advantages of its position, which are unequalled in the Western states. No man, who understands the Western country, or the valley of the Ohio, or the cities of Cincinnati and St. Louis, doubts, or can doubt, that point. In the nature of the country it will have less real rivalry than any other line, while every line of Railway in that vast district, will send its tribute of profit.

It is due to the officers and contractors of this Railway to say, that they have been nearer right in their estimate, and have conformed better to their engagements, and their plans, than nine out of ten of all the Railways in the country. This work now approaches completion, and a large portion of their line will soon be in operation. When it is, its stockholders, bondholders, and the public will soon know whether any exaggerated statements have been made, in reference to business and profits.

In the meanwhile, we think, it is to be regretted, that the *American R. Road Journal*, an old paper, in whom some people have confidence, (not us.) should so readily yield its columns to hap-hazard and erroneous statements in regard to a great, useful, and, to say the least, highly important work. The true way is to ascertain *facts* from those who know them, and then to make what comments seem fit. The world can judge whether the facts sustain them.

We will add, in conclusion, that the security of the second mortgage bonds of the Ohio and Mississippi Railroad, are unquestionably equal to any security offered in the country. If they should be offered in market at less than were obtained for the first mortgage, the difference will be just so much margin in favor of the holders; and so much better for the investment. It is a very different thing to hold the securities of such a work from holding those of small works, subject to competition, and not making one of the great central trunks in the line of commerce. No well informed man can doubt what the Ohio valley and the cities of Cincinnati and St. Louis are to be in relation to the commerce of the American continent; nor what position the Ohio and Mississippi Railroad will sustain to the valley, the cities, and their commerce. None of these things are doubtful. They need no puffing, and cannot easily be exaggerated by any stretch of imagination.

THE AMERICAN RAILROAD JOURNAL.

Having convicted the *Journal* of six or eight different and specific misrepresentations of *fact*, we supposed enough had been done to make a respectable paper ashamed; but it seems to want a categorical answer to its dogmatical questions; and as the answer can be given in a brief paragraph, we shall gratify its wishes.

"We do not wish to engage in a warfare of mere *loquacity*, and must decline to pursue the matter, till the Record shall answer *categorically*, whether it really believes, that were *eight* railroads constructed between the Scioto and Indiana state line, they would each earn ten per cent. *net*, upon their cost; and also, whether it thinks that first class, double track railroads, fully equipped, can be built in the West, at a cost not exceeding $35,000 per mile. *This* is the issue *we* make with the Record."

By the way, *loquacity* is about all the *Journal* deals in. Facts, with it, are scarce articles. But to the matter of fact. There are *now* in exactly those limits *seven* Railways, all doing well, and to these will soon be added two more, viz:

1. The Hamilton, Eaton and Richmond; 2. The Hamilton, Dayton and Central; 3. The Dayton and Greenville; 4. The Dayton and Mad River line; 5. The little Miami, Xenia and Columbus; 6. The Wilmington and Circleville; 7. The Hillsboro', &c.

These are all running roads, and to them must be added, in a very short time, the *Ohio and Mississippi*, the *Western*, and the Fort Wayne, in part. Except the small portion in which some of them unite near the city, they are distinct roads, and they will have five or six distinct depots in the city. Practically, there will not only be eight but *ten* Railways, besides two or three cross lines

not mentioned, running between the Scioto and the Indiana state line. The question asked of us is simply whether we believe these roads will pay *ten per cent.* dividend? To this we reply at once, *they will*; and if they do not, we will consent to be told that we know less about what we are talking than the *Journal*—a scale of estimation sufficiently low.

In regard to the ultimate cost of *double* tracks, we profess not to know; because, as yet, few roads anywhere are furnished with them. But when we know that, including our costliest roads, the *average* of Ohio running roads is only $22,000 per mile, we think it quite probable that the *average* of Railways with double tracks, in the North West, will not exceed $35,000 per mile.

Some three months since, the *Journal* said, that what is called the short line Railway from Cincinnati to Cleveland, would not, and must not be built. Now, whether that plea has merit or not, this was a summary dictation, which the people in this region of country treat with contempt, as they do many foolish assumptions of the same sort.

The great fault of the *Journal* is that it does not stick to the "*accurate data*," which is essential to all things of this kind. But we dismiss it in peace, and commend it in future to more discretion, as well as modesty.

Railroads.

COVINGTON AND LEXINGTON RAILROAD.

On Saturday last we took occasion to pass over this road to Boyd's Station, 50 miles, being as far as completed; on which trip it was our good fortune to find on the cars, Mr. Dougherty, Superintendent,—an old acquaintance on the Little Miami road, by the way—Mr. Gedge, a Director, and Mr. Hamm, Road Master, to all of whom, as well as to Mr. Wellman, the gentlemanly Conductor, we take this occasion to acknowledge our indebtedness for their polite attention.

The country through which this road passes is exceedingly rough and hilly, compelling the line to follow the tortuous course of the Licking river, on its west bank, as nearly as may be, by a constant succession of cuts and fills, and three tunnels. At Falmouth, a thriving little town at the forks of the river, 38 miles from Covington, the road leaves the main branch and follows the east bank of the South Fork of the Licking, through a region of country which, though still broken by hills, is nevertheless picturesquely beautiful and very productive, and will eventually yield a heavy traffic to the road.

Of the road itself, its construction, management, etc., we must say that we were most agreeably surprised. Being a new road, through a wild, hilly region, we had anticipated a rough ride over high grades, trestle-work and the like, but we found no such thing. The road as far as completed, was as solid and run as smoothly as any road we know of, and much more so than many new and some *old* roads we could name. In the whole distance there is no grade exceeding twenty feet to the mile, and but little of that; there is no trestle-work at all, the fills being all of earth, and all the approaches to what few bridges there are, are of stone. Under the efficient direction of Mr. Hamm, the road has been laid in the most substantial manner; had it not been so, the recent unprecedented rise of the Licking river, would have undermined and washed away large portions of the line, while as it is, but slight damage has been done—all of which has been repaired, in amount not to exceed $2000—which in its effects upon the road has been in reality a benefit, by settling the fills and making them more solid, and indicating the weak points and enabling them to be strengthened against any similar trial.

The construction of the road is being pushed forward rapidly; the laying of the track progresses at the rate of about two miles per week; the road bed is graded and the ties are ready on the line all the way to Paris, which point the company hope to reach in August or September. Cynthiana, 13 miles from Boyd's, will be reached in about six weeks.

In passing over the line, witnessing the deep cuts, heavy fills and the beautifully arched tunnels, we were fully impressed with the idea that it is possible to construct railroads *anywhere*, when, as is peculiarly the case with this road, the prospects of business will warrant the undertaking. The connections that will be effected by this line, are second to none in importance to Cincinnati, bringing the whole southern Atlantic and Gulf coast, in direct communication with us, and opening a class of business heretofore unknown to, or but partially enjoyed by this city. The ever-present effect of railroads is evident along the line. Amid the hills, central points for each neighborhood are being formed, a nucleus of some future town; and many persons born and reared within fifty miles of Cincinnati, who have never before been twenty miles from their homes, now avail themselves of this ready means of communication and bring their produce to market, and carry back many comforts to which their domicils had heretofore been strangers; thus do railroads, while adding to the wealth of the country, carry comfort to the hearth-stone of the farmer.

By a recent enactment of the Legislature of Kentucky, the charter of this company has been so amended as to enable them to raise all the means requisite for the prosecution of the work. We therefore look with confidence to its early completion, and from our own observation predict that it will be second to no other road in point of durability and efficiency.

SOUTH-WESTERN, TENNESSEE, RAILROAD COMPANY.

We are indebted to Col. Bosson, President, for a copy of the exhibit of the condition of this company, with the report of W. E. Ferguson, Esq., C. E., from which we learn as follows:

The Company was incorporated in 1852, with a perpetual charter, with a capital of $3,000,000 if desired. Its termini are McMinnville, on the south, and some point on the Kentucky state line, in the direction of Danville, on the north. This company is the recipient, among others, of *state aid* to the amount of $10,000 per mile, for laying the iron. It was put under contract to Messrs. Ferguson and Chamberlain, of Cleveland, Ohio, in June, 1853, to be completed and fully equipped as a first class road. The survey of the line was completed Nov. 21, 1853, and the original survey lessened 3 miles.

The cost of the road, completed in running order, will not exceed		$2,603,197 50
To meet which the company has State Bonds	830,000 00	
Individual Stock	103,000 00	
County "	100,000 00	
Contractors "	867,732 50	
		1,900,732 50
Balance		703,465 03

To meet which $1 000,000 of the company's Bonds, bearing not less than 7 per cent., have been authorised, secured by deeds of trust on the road, stock, &c.

These Bonds will not be used until the subscription shall have been increased $300,000, which, with a sale of $350,000 of the bonds, and the local subscription relied upon, will furnish ample means to complete the road.

From the Engineer's report we gather the following *elements*, viz:

Length of road		83.0 miles.
Straight line		63.8 "
Curved "		19.2 "
Curvature		3100 deg.
Alignment as follows:		
Gauge		5 feet.
Level		14.3 miles.
Less than 10	feet	3.3 "
Between 10 and 20	"	3 6 "
" 20 and 30	"	8.0 "
" 30 and 40	"	6.2 "
" 40 and 50	"	11.6 "
" 50 and 60	"	28.4 "
Of 70	"	3.2 "
do. 90	"	4.4 "
Total ascent going north		1,579 feet.
do. descent do. south		1,914 do.

Sharpest curve 6 degrees, having a radius of 955 feet.

The estimates for 83 miles of road and 3 miles of turn-out, are as follows:

Preparing road for iron	1,496,147 50
Superstructure	810,450 00
Equipment	216.600 00
Engineering and Superintending	80.000 00
	$2,603,197 50

Or $30,000 per mile.

From these remarks it will be seen that the position of this road is very favorable,

having but few hindrances, to an early completion, and those will, doubtless, be readily surmounted.

The "South-western Railroad" is an important link in the great arterial connection by which Lake Superior will be brought in close contact with the Gulf of Mexico, and over which the interchange of the products of the frigid North, and the balmy South can be rapidly and profitably made, by the way of Cincinnati, Ohio, Covington, Lexington and Danville, in Ky., McMinnville and Winchester, in Tenn., Montgomery, in Ala., and and Pensacola, in Florida; and over which the invalid can find himself in a warmer or a colder climate, as the case may be, in a few hours; while in some 50 hours only the traveler can pass through sixteen degrees of latitude, and six states of the Union. The sugar, cotton, corn and fruits of the Sonth will find ready markets at the North, while the fish of the Lake, the iron, lead, and other products of the North, will meet with no less ready sale at the South. And while the interests of commerce are being thus promoted, no less will the great cause of human weal be advanced by facilities of intercommunication afforded by these means; old prejudices will be effaced, new sentiments and feelings will be engendered, and the advance of the conntry to wealth and prosperity will be unparalleled. Railroads, while subserving the interests of commerce, are, nevertheless, great humanizers; they bring into contact distant sections heretofore antagonistical, perhaps, and by a community of interest and free interchange of feeling and thought, break down barriers heretofore considered impassable.

Thus may it be in this instance; and we hope to live to see the day when some, if not all, of the benefits to accrue from the completion of this great highway, shall dawn upon us. The Southwestern road, under the control of its energetic President, and in the hands of its present contractors, must necessarily progress to completion despite of every obstacle not actually insurmountable by human perseverance.

Cincinnati Western Railroad.—This road is now under contract to Marion, (Grant county,) and much of it between New Castle and Marion is already graded. So also, between New Castle and Cambridge City, the road is nearly ready for the iron.

The present contractors of this road, Messrs. Olmstead, Goodman & Co., are energetically at work, having several hundred hands engaged on the tunnels and other difficult places.

At Marion this road connects with the Cincinnati, Peru and Chicago line, which will make for some time to come, the shortest line between Cincinnati and Chicago.

The Cincinnati Western Railway is now progressing under fair auspices, and we hope will be as speedily finished as the work can be accomplished.

Railroad Earnings.

February, 1853—4.

EASTERN:

Name of Roads.	1853.	1854.	Increase.	Per Cent.
New York and Erie,	$308,569 19	$345,026 25	$36,457 06	11.81
Hudson River,	126,628 00	160,620 00	34,592 00	27.25
Pennsylvania Central,	284,461 48	301,765 38	17,303 90	5.75
Norwich and Worcester,	19,683 33	22,104 27	2,420 94	1.23
Del., Lackawanna and Western,	5,550 69	13,370 26	7,819 57	14.10
Baltimore and Ohio,	99,017 27	279,856 87	180,839 60	182.05
" " Wash. Br.		25,311 83		
Sixth Avenue, (N. Y. City,)		15,738 57		
Eighth, " "		17,129 18		

WESTERN:

Name of Roads.	1853.	1854.	Increase.	Per Cent.
Michigan Central,	$40,045 92	$90,398 19	$50,352 27	125.07
" So. & Nor. Ind.	58,890 00	91,890 00	33,000 00	56.05
Ohio and Pennsylvania,	29,955 00	59,105 00	29,150 00	97.03
Cleveland and Toledo,	27,000 00	45,172 00	18,162 00	67.30
Cleveland and Pittsburgh,	24,083 69	26,015 38	1,931 69	8.02
Mad River and Lake Erie,	26,315 28	33,407 85	7,092 57	26.95
Chicago and Rock Island,	New.	50,285 00		
Macon and Western,	25,996 57	28,671 86	2,675 29	10.03
Louisville and Frankfort,	18,170 25	13,944 14	4,226 11	23.25

In the above table we find evidence of prosperity throughout the Railway interest, scarcely equalled by any other branch of commercial enterprise. In some cases the increase has been enormous; but this is owing to some peculiar circumstances thus:

The Hunson River road has increased its earnings in consequence of the recent Canada connection, via that road, by which numbers of passengers are drawn from the old Boston route.

The Bellefontaine and Ohio road was not in operation in February last, to any extent, though it was opened through on the 1st of January previous.

The Michigan Central road is indebted to the opening of the Canada roads, and the difficulties at Erie, by which travel was diverted to the north of the Lake.

The Michigan Southern road earnings are the legitimate effects of its numerous connections; and would have been even larger, but for the Erie interruption.

The Ohio and Pennsylvania road was not opened through in February of last year.

The Clevelann and Toleno roan, (consolidated) was not in operation in this month of last year; there was then but *one* road, and that incomplete; there are now two roads, and both doing a heavy business, which would have been greatly increased in February last, but for the Erie difficulties.

The Chicago and Rock Island roan was completed February 22, 1854, so we have no corresponding month with which to compare.

The Mad River and Lake Erie road receipts are the legitimate earnings uninfluenced by any external circumstances, except such as would rather militate against the road. It was predicted of this line that the opening of the Columbus and Cleveland road would injure it to such an extent, as to render it worthless, yet such has not been the effect. It has continued to increase in business, notwithstanding all opposition.

The Louisville and Frankfort roan: The increase upon this line is also the legitimate effect of its growing traffic, only, which must continue to increase largely when the rapidly completing connections shall be made at Louisville and Lexington.

The Clevelann ann Pittsburch road shows but a slight increase, which is readily accounted for by the fact that in February, 1853, *all* of the Cincinnati travel to Pittsburg passed over that line as far as Alliance; this was interrupted by the completion of the Ohio and Pennsylvania road, to Crestline.

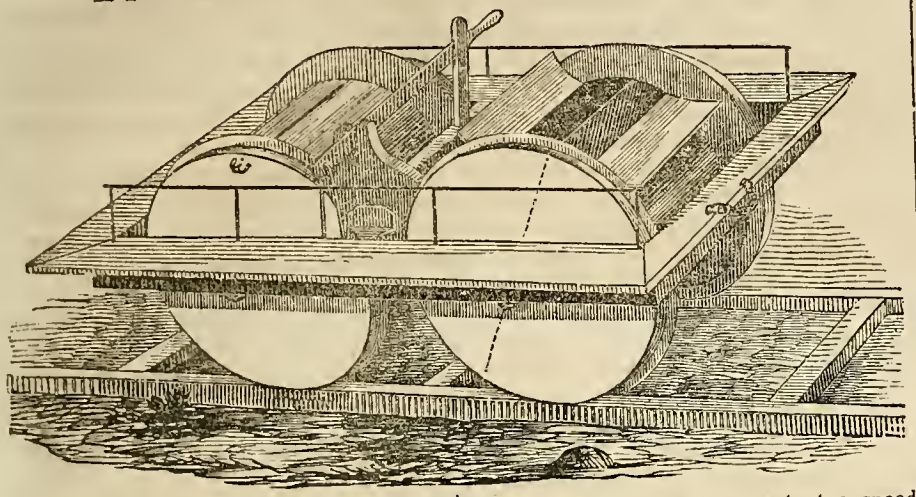
From the table of earnings, we find as follows:

Six Eastern roads have increased—
Aggregate, - - - 242.19 pr. ct.
Or, each, - - - - 40.36 " "

Six Western roads—
Aggregate, - - - 380.42 " "
Or, each, - - - - 63.40 " "

Pacific Railroan.—The Washington *Union* learns that Mr. Allen, the President of the Missouri Pacific Railroad Company, has just closed a contract for the construction of its road from St. Louis, southwesterly through Springfield and Neosho, to a point on the western boundary of the state, but a few miles north of Arkansas; the western terminus is at the southeastern corner of Kansas Territory. This road from St. Louis is located on a direct line towards Albuquerque, in New Mexico, near which town the Rocky Mountains may be crossed through the pass, said to be the lowest yet discovered south of the British possessions. This pass and the southwest Missouri road way are said to have the merit of being at all times unobstructed by snow. It was to aid in the construction of this railroad that Congress recently donated public lands to the state of Missouri. Some forty miles of the road are already built and in operation.

MYERS' NEW PATENT FREIGHT CAR



The above cut represents a recently invented "Freight Car," consisting of two, or more, cylinders, with the rim of a car-wheel attached to each end, by means of which it is maintained upon the rails. The load is contained in these cylinders, in which, running from end to end, is a division, or center piece, to prevent abrasion or moving of the freight. These cylinders are kept in place by means of a frame work of wood resting upon journals, rivited in the center of the head of each cylinder; this frame work has also a narrow platform at each side, for the purpose of affurding a passage way from car to car, with a railing upon the inner side to prevent persons from falling upon the cylinders when in motion. The size of the cylinder is about five feet in diameter, and of a length to suit the gauge of the road upon which they may be used. Cylinders of this size contain about 2 tons 12 cwt. of coal each. If desired, a "platform car" can also be made of the whole by erecting the necessary work over the cylinders; in which case, instead of simple journals on the head of each cylinder, axle trees, passing through each cylinder, will be necessary.

This is unquestionably a valuable invention, and wurthy of the serious consideration of railroad and coal companies. It possesses numerous advantages over the ordinary freight car, especially for the transportation of heavy bulk freight, such as coal, lime, bacon sides, grain, &c.; while, as a gravel car in the ballasting of roads, it can have no equal.

In addition to the advantages in carrying freight, it has the peculiarity of *benefitting* instead of *injuring* the road traveled over. As the load lies immediately upon the rails, all that beating of the wheels, and swaying to and fro of the ordinary car, is avoided, and the steady, uniform motion of the cylinders acts like a roller to press the track solid and even. All moving or abrasion of the load within the cylinders, at slow speed, is obviated by the center piece, while the centrifugal force will of itself prevent any movement at a speed of 8 to 10 miles per hour, as has been fully demonstrated by actual experiment.

As a matter of economy, if for no other purpose, it should be adopted. Being perfectly in accordance with the natural laws of motion, it requires much less comparative force for its propulsion, and an ordinary engine can take a much larger number than of any other kind of cars; having no weight, except the frame-work, upon the journals, there can be but little if any friction, consequently less tractive power is needed for propulsion, and less oil for lubrication, no small item by the way. In the matter of wastage of coal, grain, or other loose freight, it far surpasses all other modes of transportation, as but little or none can escape, nor does it bruise or injure freight, such as coal, grain, &c., as the size of the wheel-rim obviates all jar. The wastage on coal will not exceed one per cent., while on the ordinary car it reaches fully five per cent.

We learn from Mr. Myers that Mr. Dudley of the Frankfort and Lexington Railroad Company, has secured one of them for the purpose of giving it a trial. We should be pleased to hear that numbers of our roads had done the same. The principle strikes us as being nearly perfect; and we should like to see it fully tested; the cost of a car cannot be very great, while the benefits resulting from favorable results upon trial would be incalculable.

C. Tiers Myers, No. 33 Walnut St., Philadelphia, is the proprietor, to whom communications may be addressed tor particulars as to cost, right to use, &c.

CINCINNATI, WILMINGTON AND ZANESVILLE RAILROAD.—This road is now completed to Circleville, and will shortly be opened to Lancaster, there being but three miles of track to lay. The tunnel near Lexington is progressing rapidly, and the entire line it is confidently expected, will be completed in January next.

INDIANA CENTRAL RAILWAY COMPANY.

SECOND ANNUAL REPORT.

We have before us the report of the President of this Company, in which is set forth a history of the undertaking from its commencement to December 30th, 1853. It was opened through on the 8th day of October, 1853, one week later than had been set for its completion.

The company has made a permanent running arrangement with the Dayton and Western road of this state, by which the entire distance between Indianapolis and Dayton, 108 miles, is run without change of cars. The company has also been admitted to an equal interest in the "Union Depot and Union Track," at Indianapolis, in common with four other companies. At Indianapolis connections are made with the roads leading west and south, at Knightstown with the Shelbyville road, at Richmond with trains to Cincinnati, and at Dayton with the numerous roads centering there. These radiating connections are all valuable, and cannot but make the Central road one of the best Western roads.

The length of the Central road proper is 72,41 miles, side track 3,49, total 75,90 miles; laid with T rail, over 60 pounds to the lineal yard; the road bed is 15 feet on the surface; cross ties of oak, 6 by 8 inches, eight within each panel of 18 feet. The Bridges are on Thayer's patent plan; the longer ones of pine, the others of oak timber.

The cost of the road 75,90 miles ready for running, is	$1,222,272 84
Or per mile,	16,100 00

With a surplus of materials on hand, sufficient for the construction of three miles of side track, additional.

The road is constructed in the best manner; the materials were contracted for prior to the rise in iron, &c., in 1852, by which a saving of some $300,000 was made as compared with present prices.

The capital stock of the company is..		$575,150 00
Mortgage Bonds, 7 per cent.....		600,000 00
Domestic " 10 per cent.....		463,600 00
		$1,638,750 00
Construction acc't..$1,222,274 84		
Equipments..... 218,437 89		
		$1,440,710 73
Excess.....		$198,039 27
Assets.		
Real Estate.....194,216 00		
Debts, Stock and Land..115,355 25		
Miscell. Debts.....35,257 41		
Iron, Cross Ties and materials on hand.....20,000 00		
	384,828 66	
Unfunded Debt.....143,777 60		241,051 06
Less Excess above.....		198,039 27
Excess of means.....		$43,011 79

The earnings of this company since it commenced operation have been very flatter-

ing, and are constantly increasing. The full facilities of the road have not heretofore been put into requisition, with a view to allow the line to become fully settled and permanent before allowing the transportation of heavy freight trains. The business is daily enlarging, and will eventually require all the facilities within the command of the company to meet the demand.

FAIRBANKS' SCALES.

From a small beginning, made some twenty-five years ago, the Messrs. Fairbanks have carried their business steadily forward, till by enterprise and skill, and honorable dealing, they have gained a world-wide reputation as scale manufacturers. It will be seen by reference to their advertisement in another column of our paper, that nearly a hundred and twenty Railroads, among which are the longest and most important lines in the United States, are supplied exclusively, or nearly so, with their Scales; and we understand the same remark is true respecting nearly all the great lines in England, their scales being made in that country by Messrs. Pooley & Son, Liverpool.

The New York and Erie Railroad has in use fifteen to twenty of Fairbanks's forty ton Track Scales, a large number of six ton Depot Scales, and a host of smaller ones, weighing from 600 pounds to 5000 pounds. They are now building for this road a forty-two feet suspension track, of the same pattern as that recently built by them for the Chicago and Galena Railroad. The last named scale was the first of the kind ever erected in the United States, and respecting it the Chicago *Tribune* says: "We are very confident that no one will examine and understand its operation, without concluding that the great reputation of Messrs. Fairbanks & Co., as scale makers, has been justly earned." The Baltimore and Ohio Railroad, the Michigan Southern and Northern Indiana Railroads, most of the New England roads, and nearly all the others mentioned in the advertisement, are exclusively supplied with their Scales. The agent of the Baltimore and Ohio road writes to Messrs. Fairbanks, under date of Dec. 12th, 1853, as follows: "Your Scales have been in use on the Baltimore and Ohio Railroad for more than fifteen years, and it affords us pleasure to inform you that they have given entire satisfaction. Scales from other manufacturers have from time to time been tried; but we regard yours as far superior, both for accuracy and durability, to any others that have been used on the road. At Baltimore we have three Track Scales and thirty-three Depot Scales in use, and all the stations from Baltimore to Wheeling are now supplied with your scales,"

Of their Weigh Lock Scales, for weighing loaded boats, the Messrs. Fairbanks have erected a number on the Canals in New York, Pennsylvania, and Ohio. Among these are some of the largest scales in the world, being capable, as we understand, of weighing with scrupulous exactness to the extent of more than 800,000 pounds; and yet so nice is their adjustment and finish, that the weight of a bucket of water may be ascertained by them. Of those on the Erie Canal, Mr. Mather, Canal Commissioner, says, in writing the Messrs. Fairbanks, under date of June 21, 1852, "they have fully answered your recommendations in every particular. Their capacity for strength is fully equal to sustain the required burthen; they are not liable to get out of adjustment or repair; and the arrangement of the weighing beam is admirably adapted to obtain rapid results. I know of no Scales superior to them in this or any other country." Of the one at Albany, the Resident Engineer says, "It answers our utmost expectations. We have submitted it to the severest tests, and find it gives true results on every trial. The graduated beam is a most useful improvement, as is also the ready and perfect manner of adjustment. For practical use, combining accuracy with expedition, I know of no Scales on any of the Canals in this country so desirable." The Weigh Master says of the same Scale, Sept. 24, 1852, "I have tried its accuracy in various ways, and believe it to be perfect in all its parts. Its strength and durability cannot be questioned." The Collector speaks of it as "superior to anything he has seen in use." Of the one at West Troy, the Weigh Master and his assistant say, Sept. 1, 1852, "We have the utmost confidence in the accuracy of our weights, whether of light or heavy boats. The Scale is not subject to derangement, or to require frequent adjustment. We often draw off the water after weighing rapidly eighty or ninety loaded boats, and find the beam still nicely balanced. It does not require any expense for repairs, and the arrangement of the graduated beam is well calculated to obtain rapid results. When the water is off the platform, we can weigh the heaviest boat as quickly as any article can be weighed on the small Scale of the merchant."

These statements, and many other similar ones, from fully competent parties, covering a period of nearly twenty-five years, and the numerous premiums and medals awarded to the Messrs. Fairbanks by scientific bodies of the very highest respectability concur in proving their reputation as Scale makers to have been well earned. The principal depot for their Scales in this city is with Messrs. Traber & Aubery. They also have agencies in all the important cities in the country, of which a list in part appears in their advertisement. At either of these agencies are to be found all varieties of their scales, and experienced builders are furnished to erect them.

CITY RAILROAD.

The Committee of our City Council to whom was referred the petition of Jos. J. Davis and Jonathan S. Niles, for leave to construct a railroad within the city limits, made the following report, recommending that the prayer of the petitioners be granted.

The peculiar situation of the depots of the the roads terminating at our city, will render some such action necessary in order to connect them so as to transfer freight and passengers at slight expense.

We trust that the ordinance will pass, and that the road will soon be built

To the honorable the City Council of the City of Cincinnati:

Your Committee, to whom was referred the petition of Jos. J. Davis and Jonathan S. Niles, committee of the Fulton and Brighton Railroad Company, for the right to lay a track for cars through Front, Columbia, Freeman, Bank, Western Row, Longworth, Fifth Center, Vine and other streets in the city, beg leave respectfully to report that your committee have given the subject a most careful consideration, and are satisfied that a great public necessity exists for the establishment of convenient, ready and cheap means of transportation for passengers and freight from one part of the city to another: and that the urgency of this necessity will constantly increase with the completion of new lines of railroads connecting Cincinnati with other places, and the rapid increase of population and the business of the city.

Your committee are informed by those who made inquiry in relation to the matter, that there are now some thousands of industrious citizens, who devote all their days to business, in the business heart of the city, and whose families are located in Kentucky. These men claim to be citizens of Cincinnati. The difficulty of getting convenient places for the location of their families on this side of the river, has compelled them to make a temporary sojournment in Kentucky. If, by cheap, convenient and comfortable means, they could readily and promptly pass from the places of their daily toil to a pleasant dwelling in the suburbs of the city, and their families could at all times have the same comfortable and ready conveyance to and from the heart of the city, every man would seek such a dwelling. Their interests are identical with the interests of the city, its growth and prosperity, and they would gladly avail themselves of such facilities to make their dwellings, their homes.

It is no longer a question whether convenience for internal transportation shall be established. The great public interests requires it, and sooner or later will imperiously demand it. It therefore becomes us as the representatives of the people to give heed to this great public interest. The real question then for us to consider, is what particular species of such facilities shall be adopted and encouraged, and in arriving at the true solution of the question we should avail ourselves of the experience of other cities. Your committe, with these views, have deemed it only necessary to consider which of the only two methods of accomplishing the necessary results, that have hitherto been tested, is profitable, and the consideration has led them irresistibly to the conclusion, that street railroads with horse power are in every way preferable to lines of omnibusses. The chief objections which have

been urged against lines of railroads in the streets, seem to your committee to have arisen from a misapprehension of the true method of constructing and regulating them. It is true, there are some who are opposed to the street railroads who have the means of passing from one point to another, and prefer the old method of locomotion. There are those who deem any change an innovation, however beneficial the change may be to the public. To such no argument need be adduced, because argument would be useless. There are, however, many persons who really suppose that the establishment of a railroad route in the street, will seriously obstruct the passage of ordinary vehicles, and interfere with the delivery and receipt of merchandise from and by drays and wagons, at the place of business which abut upon it.—But such does not seem to your committee to be at all a necessary result.

The experience of other cities has demonstrated that these objections do not, in fact, exist. In New York these railroads were at first resorted to as a means to relieve their thoroughfares, and it was then thought that they would, and the facts now prove that they do really aid the passage of ordinary vehicles by relieving the streets from the presence of other carriages, and interfere much less than other modes of conveyance with the business of the streets. In New York they are extending them rapidly, and in the city of Brooklyn, where the best opportunities are afforded, an effort of seeing exactly how they work, whether injuriously or beneficially, they are adopting them to a much greater extent even than in New York, not merely through great thoroughfares, but all over the city, as the best means of connecting one part of the city with the other, and as affording the least objectionable and the cheapest and best means of communication. As first made there were difficulties which can now be obviated, and need no longer exist; by laying rails flush with the level of the pavement, with a sunken groove not more than one inch in width, (excepting, perhaps, in short curves around the corners of streets,) all difficulties of crossing the track are obviated. The track need occupy but a small portion of the street, five feet only from one rail to the other being necessary for a single track, and but twelve feet from the outside of one rail to the other extreme rail for a double track, affording ample room on either side of the track to pass a car, and the track itself at all other points, forming no obstructions to the full and free use of the street. The passage of cars at regular intervals, at an uniform speed with horse power, under the direction of a prudent conductor, besides the driver, along a straight track thus carefully constructed in the center of the street, cannot but be a much less obstruction to ordinary travel than the irregular passage of a sufficient number of omnibusses for the accommodation of the same number of passengers, in all directions, thro' and across the streets at different rates of speed, frequently racing with each other, and with no regular stopping places for the routes. It seems to your committee that regulating the manner in which a railroad track shall be constructed, the number of cars which shall be run, the times of starting the rate of speed, the places of stopping and the duration of said stop, the caution to be used in crossing other thoroughfares, the kind of cars in reference to the comfort of passengers, the rates of fare, etc., a system can be arranged which will accommodate the wants of the public, and a comfortable and cheap means of communication between different portions of the city result in the preservation of lives and limbs of passengers and others upon the streets, and benefit, rather than injure, the owners and occupiers of property along the lines to be traversed. Such, your committee have been informed, is the result in New York. Property along the line of the road, as a general thing, would be enhanced in value. Every portion of the city where the road would be located, would feel its beneficial influence.—It may be that some favored location might feel the competitions of some other locations, in consequence of the cheap means of conveyance; if so, it proves the necessity, in a public view, of establishing it, and thereby diffuse, more especially over all parts of the city, the advantages of eligibility for residence and business, now in some degree monopolized by the few. Your committee having thus finally stated the result of their careful consideration, beg leave to report the accompanying ordinance, the passage of which they cordially recommend.

All of which is respectfully submitted.

C. W. WEST,
March, 1854. RICHARD COX.

AN ORDINANCE, granting the Fulton and Brighton Railroad Company the privilege to lay a Railroad track through certain streets in the city, and the regulating and licensing of cars running thereon.

Sec. 1. Be it ordained by the City Council of the city of Cincinnati, that the Fulton and Brighton Railroad Company, and their assigns, have the consent of the City Council of the city of Cincinnati, and said company is hereby authorized to lay a double or single track for a railway in said city, the eastern terminus of which shall be at the corporation line of the cities of Fulton and Cincinnati, on Front street; thence easterly through Front street to the intersection of Columbia and Second streets; thence through Columbia street to its western junction with Front street; thence through Front street westwardly to the intersection of Freeman street; thence northwardly through the entire length of Freeman street, to the Hamilton Road; thence in a westwardly direction through Hamilton Road, to its junction with the Harrison Road near the Brighton House, thence eastwardly through the Harrison Road to the intersection of the Western Avenue and said road. And also to lay a double or single track for a railway in said city, through the following named streets, viz: Beginning at the intersection of Bank and Freeman streets, thence easterly through Bank street to Western Row, thence southwardly through Westeru Row to Longworth or to Fifth street; thence easterly through Longworth and Center streets, or through Fifth street to Vine street; thence southwardly through Vine street to Fourth street, with such side traeks and turn outs on either of said railways, and on any and all of the before named streets and roads, as may be necessary to run the cars upon said railways with convenience and safety.

Sec. 2. The said tracks shall be laid in or near the middle of the streets, the rail being laid flush and even with the pavement of the streets; the inner portion of the rail being of equal hight with the outer, with grooves not exceeding one inch in width, excepting on short curves around corners of streets, on such and such grades as are now established, or may hereafter be established by authority of the city; the said railroad company to keep in good repair the space between the rails and one foot on each side, and no motive power excepting horses shall be used on said road; the rail for a single track shall not be more than —— feet apart, and when double tracks are used, the outer or extreme rail, shall not be more than —— feet apart.

Sec. 3. The said railroad company shall place new cars upon said road, with all the modern improvements for the convenience and comfort of passengers, and said company shall run the cars thereon every day, both ways, as often as the public convenience may require; to each car shall be a conductor, beside the driver; the cars not to be allowed to stop so as to obstruct the streets, crossings, or the passage of vehicles on a street which may cross said railroad. The City Council may from time to time, if deemed necessary for the public safety, by ordinance regulate the times of starting of the cars, the stops, the caution to be used in crossing streets and public ways, the number of passengers to each car, and such other regulations as to the running of the cars on said road as may be necessary to secure the comfort and safety of the passengers, and the safety and convenience of others using the streets. The cars, with horses attached, shall not exceed forty-five (45) feet in length; the said railroad thus laid and used, and the cars and other property connected therewith, shall be and remain the property of said company, and its assigns shall at all times keep the road in good running order.

Sec. 4. No higher rates of fare shall be charged for the conveyance of passengers from any one point to any other point along either route than —— cents for each passenger.

Sec. 5. The railroad shall be commenced within —— months from the passage of this ordinance, and shall be completed and in good running condition within —— years from the date of commencing the same.

Sec. 6. The railroad company and its assigns shall pay into the City Treasury from the date of opening said road and so long as the same shall be used by said company and its assigns, an annual license for each car not exceeding —— dollars, as the City Council may by resolution from time to time determine, and shall be entitled to a license to run said cars upon said railroad accordingly.

Sec. 7. Within —— days from the passage of the ordinance, the said railroad company shall, by writing filed in the office of the City Clerk, signify their acceptance of the privileges hereby granted to said company, upon the terms, on condition herein stated, and thereupon said company shall be authorized to commence and prosecute the work necessary to make and perfect said road.

North Missouri Railroad.—The directors of this road have ended the long agony of its location by adopting the so called "middle route," passing to the east of Callaway, Boone, Howard and Randolph counties, and penetrating Monroe, Shelby, &c. The route does not follow on the "ridge," but runs along on the eastern slope thereof, and is probably within the letter of the charter. The route adopted is shorter and cheaper than the route called the "ridge route." There will of course be dissatisfaction with this location, (as there would have been with any other,) but we hope all may become reconciled. Let the counties of Callaway, Boone, Howard and Randolph, etc., take up the Weston and St. Louis road, and bring it down to Hermann or to the North Missouri, and all will be right.

The directors will probably close a contract for the construction of the entire road before they adjourn; and then when the means are got, it will be built.—*St. Louis Intel.*

Doings in Congress.—On the 22d ult., the House resumed the consideration of the bill for the relief of settlers on lands reserved for railway purposes, by permitting them to pre-empt other lands at the minimum price. After some debate the bill was passed.

In the Senate, the bill authorizing Wisconsin to select the residue of the lands granted to her in 1846, to aid in the improvement of the Fox and Wisconsin rivers, passed.

The bill granting land to Illinois and Indiana, to aid in the construction of the Indiana and Illinois Railway, also passed.

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

CORRECTED TO WEDNESDAY OF EACH WEEK.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'R.	ASK'D
Alabama and Tennessee	1st mortgage, convertible till 1872	7	1872	98	100
Baltimore and Ohio	Transferable. Taxed	6	1867	91	94¼
Do do	Coupons. Not Taxed	6	1875	86¼	87
Do do	" "	6	1880	96	98
Do do	"	7	1860	95¼	97
Do do		6	1885	88	90
Bellefontaine and Indiana	1st mortgage, convertible	6	1866	105	107
Buffalo and Penn. State Line	1st mortgage, not convertible	7	1866	100	102
Chicago and Rock Island	1st mortgage, convertible	7	1870	04	95
Chicago and Mississippi	1st " "	7	1862	92	95
Do do	2d " "	7	1874	80	90
Chicago and Aurora	1st " "	7	1866	90	92½
Cincinnati and Fort Wayne			....		
Cleveland, Columbus, and Cincinnati	1st mortgage, convertible	7	1859	128	130
Do do do	No mortgage, convertible	7	1855	124	127
Cleveland and Mahoning			....		
Cleveland, Painesville and Ashtabula	1st mortgage	7	1861	105	107
Do do	2d " not convertible	7	1861	99	100
Cleveland and Pittsburgh	1st " convertible	7	1860	104	109
Do do	Income "	7	1855	96	97
Cleveland, Zanesville, and Cincinnati			....		
Cincinnati, Hamilton and Dayton	1st mortgage " till 1855	7	1861	108	110
Cincinnati, New Castle and Michigan	1st mortgage, real estate, convertible	10	5 & 10 y's	96	100
Cincinnati Western	1st " " " "	10	5 & 10 y's	90	98
Cincinnati, Wilmington and Zanesville	1st "	7	1862	93	94
Cincinnati, Indianapolis and Chicago			....		
Columbus and Lake Erie			....		
Columbus, Piqua and Indiana	1st mortgage, convertible	7	1862	84	86
Do do do	2d "		1852	80	83
Columbus and Xenia	1st mortgage, convertible	7	1859	118	120
Covington and Lexington	1st " " till 1862	7	1862	90	95
Do do	2d " "	6	1862	85	90
Dayton and Michigan	1st " "	7	1867	94	97
Dayton and Western	1st " "	7	1862	90	95
Dayton, Xenia and Belpre			....		
Eaton and Hamilton	1st mortgage	7	1862	84	87
Eaton and Piqua			....		
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.	7	1862	93	96
Evansville and Illinois	1st Mortgage, convertible 1857	7	1862	85	87
Frankfort and Lexington	1st " "	6	....		
Franklin and Warren			....		
Galena and Chicago Union	Pledge of 2d section, convertible	10	1853-6	125	130
Do do do	" 3d " not convertible	6	1862	80	85
Greenville and Miami			....		
Illinois Central	1st mortgage, not convertible	7	1875	86¼	90
Illinois and Wisconsin		10	....		
Indiana Central	1st mortgage, convertible	7	1866	82	83
Do do	" "	10	1857	102	104
Indianapolis and Bellefontaine	1st " "	7	1860-1	101	103
Indianapolis and Lafayette	" "	7	1861	95	100
Jeffersonville	1st " not "	7	1861	90	94
Junction (Ohio)	1st " "	7	1867	106	108
Do do	2d " "	7	....	104	106
La Crosse and Milwaukie			....		
Lawrenceburg and Upper Mississippi	1st mortgage, convertible	7	1866	100	101
Lexington and Big Sandy			....		
Little Miami	No mortgage, convertible 1852-4	7	1858-61	114	116
Do	" " till 1855	7	1861	117	120
Louisville and Nashville			....		
Lyons', Iowa, Central	1st mortgage, convertible	7	1873	47¾	60
Mad River and Lake Erie	1st mortgage, convertible till 1855	7	1855-6	97½	100
Do do	2d " "	7	1866	87	90
Do do	Dividend	7	1860	78	83
Madison and Indianapolis	1st mortgage, convertible after 1853	6	1861	100	103
Marietta and Cincinnati	1st " convertible	7	1868	95	97
Maysville and Big Sandy			....		
Maysville and Lexington	1st mortgage, convertible	6	1870	88	90
Memphis and Charleston			....		
Michigan Central	No mortgage, convertible	8	1860	108	110
Do do	" "	8	1855-6	100	102
Do do	" not "	8	1857-8	105	106
Michigan Southern	1st " " "	7	1860	100	103
Milwaukie and Mississippi	1st " " 1857	8	1862	103	105
Nashville and Chattanooga			....	83	93
New Albany and Salem	mortgage on 1st section	10	1858-62	109	111
Do do	1st " on other sections, convert.	8	1864-75	99	100
New Castle and Richmond	1st " convertible	6	1873	87	90
New Orleans and Ohio, Ky	Guar. of McCracken Co		....	86	93
New York and Erie	1st mortgage, not convertible	7	1867	115	116
Do do	2d " convertible	7	1859	102	105
Do do	Income, not convertible	7	1855	96¼	98
Do do	Convertible till 1861	7	1871	88¼	90
Do do	" " 1862	7	1862	92	95
Northern Indiana	1st mortgage, not convertible	7	1860	96	98
Do do	2d "		....	93¼	94
Do do	1st mortgage Goshen line		....	92	95
Do do	Construction Bonds		....	105	110
Ohio Central	1st mortgage, convertible, west section	7	1861	103	105
Do	1st " " east "	7	1864	103	105
Ohio and Indiana	1st " "	7	1867	97	99
Ohio and Pennsylvania	" "	7	1865-6	107	109
Do do	Income. No mortgage, convertible	7	1872	93	95
Ohio River and Wabash			....	95	98
Pacific, Mo			....		
Panama	1st mortgage, convertible	7	1866	109	111
Parkersburgh (or Northwestern Va.)	" Guar. City of Baltimore	7	....	99	100
Pennsylvania	1st mortgage, convertible till 1860	6	1880	107	109
Penn and Indianapolis	1st " convertible	7	....	78	83
Rock River Valley Union	1st " convertible	7	1872	98	100
Sandusky and Mansfield	1st "	7	1860	82	85
Do do	2d "	10	1853-7	102	104
Scioto and Hocking Valley			....		
Southwestern, Tennessee			....		
Springfield and Columbus			....		
Steubenville and Indiana	1st mortgage, convertible	7	1865		94¼
Terre Haute and Alton	1st " convertible		1862-72		
Do do	2d " do	8	1865		
Terre Haute and Richmond	1st mortgage, convertible	6	1866	99	100
Toledo, Norwalk and Cleveland	1st "		1861	92	95
Do do do	2d "		....	90	95
Do do do	" Guar of C. C. & C.		1863	90	95

TABLES OF RAILROAD SHARES.

☞ The following quotations are not PER SHARE, but upon the HUNDRED DOLLARS.

	shares.	off'd.	ask'd.
Baltimore and Ohio	100	69	70
Bellefontaine and Delaware	50	40	50
Bellefontaine and Indiana	50	97	90
Belleville and Illinoistown			
Buffalo and Pennsylvania State Line		125	130
Central Military Tract			
Central Ohio	50	85	90
Chicago and Rock Island		97	99
Chicago & Miss., (Alton & Springf'd,)			
Cincinnati, Cambridge and Chicago		30	35
Cincinnati and Fort Wayne			
Cincinnati Hamilton and Dayton	100	102¼	103
Cincinnati, Indianapolis and Chicago			
Cincinnati, Logansport and Chicago	50		90
Cincinnati Western	50	38	45
Cin. Wilmington and Zanesville	50	75	80
Cleveland, Columbus and Cin	100	121	123
Cleveland, Medina and Tuscarawas			
Cleveland, Painesville and Ashtabula	100	110	111
Cleveland and Pittsburgh	50	85	90
Cleveland and Mahoning			
Cleveland and Toledo	50	98	100
Cleveland, Zanesville, and Cincinnati			
Clinton Line			
Columbus and Lake Erie	50	50	70
Columbus, Piqua and Indiana	50	65	70
Columbus and Xenia	50	108	110
Covington and Lexington	50	65	68
Covington and Ohio, Va			
Dayton and Michigan	50	60	65
Dayton and Western	50	75	85
Dayton Short Line	50		
Dayton, Xenia and Belpre			
Detroit and Pontiac			
Eaton and Hamilton	25	58	60
Eaton and Piqua			
Erie and Northeast		112	120
Erie and Kalamazoo		95	100
Evansville and Crawfordsville			
Fort Wayne and Mississippi	50		
Fort Wayne and Southern	25		
Franklin and Warren			
Galena and Chicago Union	100	118½	120
Greenville and Miami	50	70	75
Hanuibal and St. Joseph			
Hempfield			
Henderson and Nashville			
Hillsboro' and Cincinnati	50	60	65
Illinois Central	100	131	135
Illinois and Wisconsin			
Indiana Central	50	80	85
Do do 10 per cent	50	80	85
Indianapolis and Bellefontaine	25	9[illegible]	95
Indianapolis and Cincinnati	50	[illegible]½	75
Indianapolis and Lafayette	50	6[illegible]	80
Jeffersonville and Indianapolis	50	72	78
Junction (Ohio)	5[illegible]	90	95
La Crosse and Milwaukie	1[illegible]		
Lake Erie, Wabash and St. Louis	[illegible]0	73	75
Lawrenceburg and Upper Mississippi			
Lexington and Frankfort			
Lexington and Danville			
Little Miami	50	112½	113
Logansport and Pacific			
Logansport and Marion			
Louisville and Frankfort	50	62	70
Louisville and Nashville	100		
Macon, Georgia		62	63
Mad River and Lake Erie	50	75	80
Madison and Indianapolis	50	56	75
Madison, Indianapolis and Per	50	71	72
Marietta and Cincinnati	50	60	65
Marion and Mississinewa Val			
Maysville and Lexington	50	50	60
Maysville and Big Sandy			
Memphis and Charleston			
Michigan Central		108	110
Michigan Southern		116	118
Milwaukie and Mississippi		77	82
Mobile and Ohio			
Nashville and Chattanooga			
New Albany and Salem	50	46	50
New Orleans and Ohio			
New York Central		109½	112
New York and Erie	100	81½	84
Northern Indiana		118	120
Ohio and Indiana		65	75
Ohio and Mississippi	50	83	90
Ohio and Pennsylvania	50	102	104
Ohio River and Wabash			
Owl Creek Valley			
Pacific, Mo			
Panama		110½	112
Parkersburg, or Northwestern Va			
Pennsylvania	50	97	98
Penn and Indianapolis	25	72	75
Sandusky and Mansfield, and Newark	50	55	60
Sandusky, Mogan, or Great West'n,	50		
Sangamon & Illinois Valley		60	70
Scioto and Hocking			
Southwestern, Tenn			
Springfield, Vernon and Pittsb'gh	50	77¼	80
Springfield and Columbus			
Steubenville and Indiana			
Terre Haute and Alton			
Terre Haute and Richmond		100	102
Toledo, Illinois			
Toledo, Norwalk and Cleveland	50	96	100

STOCK TABLE.

CORRECTED WEEKLY.

Government Securities.

	INT.	DUE.	OFF'D.	ASK'D.
U. S. Loan	6	1850	107	
Do	6	1862	116	117¼
Do	6	1867	122	122½
Do	6	1868	122	122½
Do (int. ceased July 1)	5	1853	101⅜	102
Do Coupons		1862	117½	118
Do "	6	1868	122	123
Do "		1853	100	101

State.

Alahama	5	....	90	95
Do	6	....	102	104
Arkansas	6	....	95	100
Georgia	6	....	107½	108
Do	7	....		
Illinois Canal Bonds		1860	96	98
Do do registered		1860	110	110½
Do do		1847	92	95
Do do registered		1847	90	96
Do do Internal Impt.		1847	92	95
Do Interest do		....	61	62
Indiana	5	....	101	102
Do	2½	....	63	64
Do Canal Loan	6	....	92	94
Do do preferred	5	....	54	55
Do do deferred	5	....	30	32
Do special preferred	5	....	29	30
Do do deferred.	5	....	10	11
Kentucky, 30 years	6	1871	101	102
Do 15 years	6	....	107	108
Do large bonds	6	....	105	108
Do	5	....	92½	93½
Michigan	6	....	94½	96
Ohio	6	1856	104	105
Do	6	1860	107	108
Do	6	1870	115	116
Do	6	1875	116	116½
Do	5	1856	102	103
Do	5	1865	105	107
Pennsylvania	6	....	103	105
Do	5	1870	89	90
Tennessee, new loan	6	1890	105	106
Do	5	....	91	93
Virginia Coupons	6	1886	106	107

City Securities.

Albany	6	1867–9	106	107
Allegheny	6	1873	84	86
Baltimore	6	1870–90	100	103
Do	5	1865	87	89
Boston Bonds	4½	1860	101	102
Chicago	6	1876–7	99	100
Covington	6	1881	93	95
Cincinnati	6	1860	102	103
Do	6	1897	104	104½
Do	5	1884	86	87
Do W. W	6	1865	102	103
Jeffersonville, Indiana	7	1872–82	85	88
Lawrenceburgh, Ia	7	....	80	90
Louisville	6	1880	98¼	98½
Memphis	6	1882	90	92
New York	7	1857	101	103
Do	5	1858–60	97	98
Do	5	1870–5	102	103
Do	5	1890	105	107
Philadelphia	6	1876–90	96	97
Pittsburgh	6	1869–71	95	98
Do coupons	6	1883		87
Richmond	6	1882	93	94
St. Louis	6	1870	100	102
Wheeling	6	1872	105	106

County Bonds.

Bourbon, Ky	6	1881	89½	90
Darke, O	7	....	92	95
Fairfield, O	7	1862	90	92
Fayette, Ky	6	1881–2	89½	90
Guernsey, O	7	1862	97	99
Mason, Ky	6	1881	90	92
McCraken co. Ky., endorsed by New Orleans and Ohio R.R.			86	93
St. Louis	6	1866	98	100
Do	7	1871	107	108

Banks.

OHIO.

Ohio Life Insurance and Trust Co	102	102½
Lafayette, Cincinnati, (closing)	113	115
Franklin do		
Commercial do		
Mech. & Traders do		
State Branches		

KENTUCKY.

Bank of Kentucky and Branches	110	112
Northern, and Branches	115	118
Southern, and Branches	103	106
Bank of Louisville	115	118
Kentucky Trust Co	99	100
Farmers' Bank of Kentucky	107	110
Newport Safety Fund Bank	98	100
Commercial Bank of Kentucky		

INDIANA.

State Bank and Branches		

TENNESSEE.

State Bank and Branches		
Union	94	100
Planters'	97½	100

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g.
On New York	Sight	1	1¼ prem.
Boston	Sight	1	1¾ prem.
Philadelphia	Sight	1	1¾ prem.
Baltimore	Sight	1	1¼ prem.
New Orleans	Sight	½	1 prem.
England		110½	112½.

SPECIE.

GOLD.

California, ℔ oz	$17 50	@	$17 65
Spanish Doubloons	16 50	@	16 60
Patriot Doubloons	15 60	@	15 80
Sovereigns	4 85	@	4 88
Guineas	5 00	@	5 00
American, new	1 00½	@	1 01
American, old	1 04	@	1 06
Portuguese	1 00	@	1 01

SILVER.

American Dollars	1 02	@	1 04
American, halves	1 02	@	1 04
Spanish Dollars	1 05	@	1 07
Spanish Quarters	1 02	@	1 03
Mexican Dollars	1 03	@	1 04
Five Franc pieces	95	@	96

LAND WARRANTS.

	Off'd.	Ask'd
160 acre warrants	$185	$190
80 acre warrants	95	98
40 acre warrants	46½	47¾

Reported for the Railroad Record.

CINCINNATI STOCK SALES.

AT THE STOCK BOARD,

MERCHANTS' EXCHANGE

And at Private Sale.

ISAAC OSBORN DAVIS, AUCTIONEER.

BY HEWSON & HOLMES,

For the week ending Wednesday, Mareh 30th, 1854.

THE SALES WERE AS FOLLOWS:

$10,000, Cov. and Lex. RR. Co. Mort. Bonds, conv. 7s			$85 00
120 Shares Columbus & Xenia, (1.10) Railroad			108 00
48 " " "		"	109 00
76 " Bellefontaine and Ind.		"	89 00
60 " Ohio and Miss.		"	82 50
50 " Mad Riv. and L. Erie		"	76 00
30 " " "		"	77 00
50 " Hillsboro' and Cin.		"	60 00
44 " Marietta and Cin.		"	60 00
50 " Cin. Western. 4 pr. ct.		"	37 50
50 " Cleveland and Pittsburgh		"	84 50
75 " Mad., Ind. and Peru		"	56 00
59 " Peru and Ind.		"	70 50
46 " Little Miami		"	112 50
20 " Cin., Ham. and Dayton,		"	102 00
30 " " "		"	102 00
25 " " "		"	102 00
20 " " "		"	102 00
88 " Cov. and Lex. (new)		"	60 00
60 " " " "		"	60 50
75 " " " "		"	60 00
65 " " " "		"	60 00
25 " Cin. Wil. and Zanesville		"	75 00
36 " " "		"	75 00
29 " Indiana Central,		"	80 00
57 " " "		"	80 00
75 " Indianapolis and Cincinnati		"	72 00
82 " Law. and Upper Miss.		"	82 50
25 " Ky. Trust Co. Bank			96 00

Money rates for past week on Stock Securities, 2 per cent.

CAIRO AND FULTON RAILROAD.—Some kind friend has sent us a map of this line of road, just issued at Little Rock, Arkansas, showing also, all the roads proposed in that state. It is very acceptable, indeed, as we can now trace the numerous lines as we hear of them. The donor has our thanks for his attention.

MONETARY.

Money continues in active demand at the East; commercial paper is active at 12@15 per cent., call loans at 7 per cent.

We note a slight decline in stocks at the close of the week, though the better class vary but little.

Foreign Exchange is dull at 108½ for best names.

The sales at the Stock Board are large, but as our tables embrace all of interest to the West we refer to them for quotations.

Among other stocks sold by A. H. Nicolay on the 20th are the following:

$5,000 Canandaigua and Elmira R. R. Co., 2d mor. 7s., 1857, coupons 85,00
$10,000 Chicago and Rock Island R. R. Co. 1st mort. 7s., 1870, coupons 94,00

Simeon Draper sold:

$5,000 Peru and Indianapolis R. R. Co. 1st mort., interest added 79,25

A. H. Nicolay sold, 27th—

$2,000 Maysville and Lex., 1st mort. Bonds, 6s. 1873, conv. coupons 64 00
$1,000 Evansville and Illinois Bonds, 1st Mort. conv. 7s. 1862 ..... 65 00
$10,000 Peru and Indianapolis Bonds, 1st mort. conv. 7s. 1864 coupons 79 75
$500 Dividend Certificate Mad, Ind. and Peru RR. Co., 1857, conv. 6 pr. ct. 72 00
$500 Ohio State Stock 6s. 1860 ..... 103 50
75 Shares Mad., Indianapolis and Peru RR. Stock, 56 00
15 Shares Third Av. RR. Co. Stock 66 50

The N. Y. and Erie road have negotiated a third 7 per cent. mortgage for $2,760,000, at about 90. The bids for their loan amounted to about $7,000,000.

The N. Y. *Economist* says that "Land Companies attract more attention, from the fact that there is a predisposition among Continential capitalists to invest in the soil." If this be so, it will be good news to our Western Roads, all of which have heavy "land subscriptions," and why it is not good security we cannot see, as the Western country is filling up rapidly, and the value of the land is being yearly enhanced by improvements.

At the West the demand for money has been in advance of the supply though not to the extent of stringency. Our previous quotations of street rates are fully sustained, viz., 1@1½ per cent. per month.

The late stringency in this market is attributable to the large sum loaned on Railroad account, which it will take time to restore to its former channels. Our Banks have advanced largely upon this class of security, and have been disappointed in their expectations of negotiating them at the East. Their facilities are consequently curtailed at the expense of the mercantile community. Railroad securities will probably be abundant in the market for some time to come, and offered at tempting rates, which will absorb much of the means of the West. There is a large supply of money in the interior however; business is active, the country merchants prompt, and every indication is that there will be a heavy business season.

Eastern Exchange continues at our last quotations.

In Stocks the scarcity of money has an effect, though leading shares maintain their standing.

MINESOTA AND NORTHWESTERN RAILROAD COMPANY.—The last act of the Legislature of Minesota, on the 5th inst., prior to adjournment, was the passage of a bill incorporating the Minesota and Northwestern Railroad Company, and giving said company the absolute and irrevocable title and control of all the lands comprised in the anticipated grant from Congress to the Territory for railroad purposes.

NEW RAILROAD FROM PHILADELPHIA TO N. YORK.—The Mew Jersey Legislature has passed a law chartering a company to construct a railroad from Camden to Keyport, which will be in a straight line from Philadelphia and New York. The road will pass through Mount Holiy. Another road is also chartered to run from Keyport to Tom's river, and thence to Delaware Bay and Cape May.

NEW YORK AND ERIE RAILROAD.—D. C. McCallum, Esq., of Elmira, has been appointed Superintendent of this road, to succeed Mr. Minot. The N. Y. Tribune speaks very highly of Mr. McCallum's qualifications for the responsible station he is about to assume.

WARSAW AND ROCKFORD RAILROAD.—We learn from the Keokuk *Dispatch*, that the contract has been let for the construction of this road, to be completed around the rapids, from Warsaw to Nauvoo, before the first of September next, and the whole of it before the end of 30 months. The contractors are Culver, Kent & Co., the same who have the contract for the Peoria and Logansport Road.

HILLSBORO' RAILROAD COMPANY.—Lewis Worthington, Esq., of Cincinnati, has been elected to the Presidency of this company in place of Mr. Trimble, resigned.

Advertisements.

NOTICE TO CONTRACTORS.

LOUISVILLE AND SANDUSKY RAILROAD COMPANY—1st DIV.

SEALED PROPOSALS will be received at the office of the Company, in Piqua, Miami county, Ohio, from the 1st until the 18th day of April next, for the grubbing, grading, masonary, bridging and superstructure of the first division of the above named Road, extending from Huntsville to Piqua, and covering a distance of 30 miles.

The work will be divided into two or more sections, and bids may be made for one or the whole, and with or without the laying the permanent track and ballasting.

The line, plans, profiles, maps and specifications may be seen at any time after date at the above office, where all proper information will be given by the Chief Engineer.

From bidders, personally unknown to the Company, testimonials of their responsibility will be necessary.

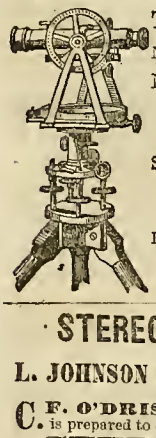
The speedy, prompt and faithful execution of the work, being a paramount object of the Company, the right is reserved to accept such proposals as will secure that object, without default, and to reject all if none are satisfactory.

The line is of easy access, by Railroad, at each end, and passes over a country which for profitable work, for general healthfulness and for abundance and cheapness of supplies, cannot be surpassed in the Western States. By order of the Board.

E. COOKE, President.

mr 30 1t.

MATHEMATICAL INSTRUMENTS.



T. F. RANDOLPH & BRO,

N. W. Corner Fifth and Walnut sts.

No. 1, 2n STORY APOLLO BUILDING,

CINCINNATI, O.,

MANUFACTURERS OF

Surveyors' and Engineers' Instruments, Theodolites, Transits, Levels, &c.

REPAIRING AND ADJUSTING INSTRUMENTS DONE TO ORDER.

Orders promptly attended to.

STEREOTYPE FOUNDRY,

AND AGENCY OF

L. JOHNSON & Co.'s TYPE FOUNDRY.

C. F. O'DRISCOLL, (Successor to A. C. JAMES,) is prepared to execute in the best manner all kinds of

STEREOTYPING,

including Books, Pamphlets, Music, and Jobs of every description. He will keep on hand an assortment of

Card and Job Type, Cuts, Rules, &c. &c.

from the foundry of L. JOHNSON & CO., of Philadelphia, and will furnish to order PRINTING MATERIALS OF EVERY KIND,

AT THE FOUNDRY PRICES.

C. F. O'DRISCOLL,

No. 167 Walnut Street,

Cincinnati, O.

BANK NOTE ENGRAVING.

DANFORTH, WRIGHT & Co.,

No. 25 West Third Street, Cincinnati.

Bank Notes, Drafts, Bills of Exchange,

RAILROAD BONDS, & CERTIFICATES

†mr3] Engraved in a style unsurpassed.

Rawdon, Wright, Hatch & Edson,

Bank Note Engravers and Printers.

Also, engraved in a style corresponding in excellence with that of Bank Notes—

RAIL ROAD, STATE, AND COUNTY BONDS,

BILLS OF EXCHANGE, CHECKS,

Drafts, Certificates of Stock and Deposit, Promissory Notes, Bill and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, &c., &c.

Constantly on hand, Bank Note Paper, made to order of a superior quality.

The above office is under the supervision of

GEORGE T. JONES.

South-East corner of Main and Fourth Sts., Cin.

†mr3



ISAAC OSBORN DAVIS, AUCTIONEER.

HEWSON & HOLMES,

Auctioneers & Commission Merchants.

Stores Nos. 83 and 85 Walnut Street,

CINCINNATI, OHIO.

Bank, Insurance, & Railroad Stock Sales

At the Merchant's Exchange every Wednesday and Saturday.

Have regular sales of

GROCERIES EVERY TUESDAY & FRIDAY

at their Sales Rooms.

Hewson & Holmes have always on hand a

Large Stock of Groceries,

Which they will sell at private sale.

Are agents for the sale of the SUPERIOR SHEETINGS manufactured at the Anchor Mills, Pittsburgh.

Also, agents of

DURYEE & FORSYTH, Rochester, N. Y.

Manufacturers of Fire Proof Safes, Scales of all sizes, Trucks, and Letter Presses.

HEWSON & HOLMES will also attend to the purchase and sale of Merchandise, Produce, and Real Estate, and the forwarding of Goods.

Will make liberal CASH ADVANCES on consignments to their address. †mr24

OUR RAILROAD MAP---NEW EDITION.

We have now ready a new and revised edition of our RAILROAD MAP, containing corrections and additions from reliable sources, making it as reliable as it is possible to make such a map.

We are prepared to print maps for Railroad Companies to illustrate their reports, either from the stone as it now is, or make any alterations to suit parties. Railroad Companies will find this much more economical than getting up maps especially for their roads.

Price of maps as follows:

Plain, sized,	40 cents.
Colored in outline,	50 "
Colored in States,	75 "

A liberal discount where a number are taken.

CARDS.

ALBERT M. LEA,

CIVIL ENGINEER,

KNOXVILLE, TENN,

†oc27

OFFICE OF

Marietta and Cincinnati R. R. Co.,

No. 37 Manchester Buildings,

CORNER THIRD AND SYCAMORE STS.

July 7th†

OFFICE OF THE AGENCY OF THE

Indianapolis and Cincinnati Junction Railroad Company.

No. 23 West 6th St., between Main and Walnut

CINCINNATI.

THE following Directors of the above Company re-elected on the 20th inst., at Connersville, Ia., to serve for one year, viz:

JOHN WOODS, President.
John D. Jones, Cincinnati,
Johnathan M. Ridenour, College Corner.
Samuel W. Parker, Connersville.
George Hibben, Rushville,
James Blake, Indianapolis.
Wm. M. Smith, Connersville.

This road connects with the Cincinnati, Hamilton and Dayton Railroad at Hamilton, thence to Oxford, College Corner, Liberty, Brownsville, Connersville, Rushville, Burlington, Morristown, Palestine and Indianapolis, passing through five of the best counties in the State of Indiana, viz:—Union, Fayette, Rush, Hancock and Marion.

M. JONES, Ag't.
Junction Railroad Co.

January 7th, 1854. jan. 12-tf

BANKERS AND BROKERS.

GEORGE MILNE. GEO. M. REED.

GEORGE MILNE & CO.

BANKERS, EXCHANGE AND BILL BROKERS.

No. 19 West Third Street,

CINCINNATI, O.

T. S. GOODMAN & Co.,

No. 101 Main St. west side, bet. 3d and 4th Sts.

CINCINNATI.

Dealers in Exchange, Bank Notes, Merchants' Pape &c. &c.

ADRIAN H. MULLER & CO.,

AUCTIONEERS

Of the City of New York.

Hold their regular Auction Sales of Stocks, Bonds and other Securities every Wednesday at 12½ o'clock, at the Merchants' Exchange. They would respectfully tender their services in the negotiation of the same, either at private or public sale.

Office, No. 2, Pine Street, corner of Broadway, Metropolitan Bank Building.

REFERENCES BY PERMISSION:

Moses Taylor, Esq.; W. W. DeForest, Esq.; Geo. S. Rohius, Esq.: Dow D. Williamson, Esq., Pres. Farmers' Loan and Trust Co.; Wm. F. Hayemeyer, Esq., Pres. Bank North America; Edward Whitehouse, Esq.; Messrs. Camman & Co.; Messrs. Carpenter & Vermilye; Messrs. Fisher, Denny & Co.; Messrs. Wm. & Jno. O'Brien: Messrs. Week, & Co. mh96*

ELLIS & STURGES,

BANKERS & EXCHANGE BROKERS.

N. E. Corner Third and Walnut Sts.

CINCINNATI.

ALBERT H. NICOLAY,

AUCTIONEER.

Holds his regular auction sales of Stocks, Bonds and other securities, every Monday and Thursday, at 12½ o'clock, at the Merchants' Exchange. First class Stocks and Bonds, at private sale.

Office No. 4 Broad street, New York.

ENGINEERING!!

The undersigned is prepared to furnish
SPECIFICATIONS, ESTIMATES, AND PLANS,
In general or detail of all kinds of
Steam Vessels, Engines, Boilers, Mill Work, &c.
Particular attention given to the superintending of
LOCOMOTIVES, TENDERS, CARS,
And Railway Machinery of every Description,
While under construction.

AGENT FOR THE PURCHASE of, on commission, all articles required for Railroads, Steam Vessels, Locomotives, Engines, Boilers, Machinery, &c.

General Agent for
ASHCROFT'S STEAM GAUGE, ALLEN AND NOYES' METALIC SELF ADJUSTING CONICAL PACKING, DUDGEON'S HYDRAULIC JACK.

Also, for Water Gauges, Indicators, Steam Whistles, &c., &c.
CHAS. W. COPELAND,
Consulting Engineer,
64 Broadway, N. Y
x5-tf

TOPPAN, CARPENTER, CASILEAR & Co., Bank Note Engravers & Printers.

Also, of Drafts, Notes, Certificates of Stock and Deposit; Bonds for U. S. Government, State Governments, Railroad and other Corporations, &c., New York. Philadelphia, Boston and Cincinnati.

All the best securities against counterfeiting and alterations are combined in the Notes and other instruments executed by this establishment for every State in the Union, and for the General Government; for Canada and other countries. Their means of supplying the demands of business with *new Designs* and Ornamental Die-work are unsurpassed.

Bank Note Paper of a superior quality, manufactured with particular regards to strength and durability, constantly on hand.

Cincinnati Office, corner of Third and Walnut Streets. [†mr3] CHAS. A. JEWETT, Ag't.

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EGGERS & CO.,

WHOLESALE DEALERS IN

PAPER & STATIONERY,

Since first January,
No. 127 Walnut St., bet. Third and Fourth.
CINCINNATI,

Keep the most complete stock in the West of every thing used by Engineers. On application, a catalogue with prices will be forwarded. jy21

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RAILROAD BONDS,
CERTIFICATES AND MAPS,
BUSINESS AND SHOW CARDS,
Views of Buildings, Diplomas, and Portraits,
And all kinds of
Lithographic Engraving,
DESIGNING AND PRINTING,
Executed in the finest style.
MIDDLETON & WALLACE,
No. 115 Walnut Street, Odd Fellow's Building,
†mr3 Cincinnati, Ohio.

To Engravers and Draughtsmen.

A FINE ASSORTMENT OF
DRAWING INSTRUMENTS
JUST RECEIVED, OF THE VERY BEST
SWISS, FRENCH, AND ENGLISH MAKE,

Either in cases of every size, or in the single piece. Draughtsmen in want of a fine instrument, will find among the stock, Accurate Scales of various materials, Ivory, Glass, Box, Paper, and Horn; Beam Compasses of different capacities, Bow Do., Pocket Do., Curves, Squares, Dividers, in German Silver and Brass, &c., &c.

For sale by E. MENDENHALL,
At his MAP ESTABLISHMENT,
nov17 3 College Hall, Walnut St

Railroad Car Findings.

BRIDGES & BROTHER,
64 Courtlandt Street, New York.
Wheels & Axles, Jaws, Boxes, and Castings Fitted
Wrought Nuts, Bolts, & Washers,
Engine and Car Screw Bolts, all sizes; Coach Lag and Telegraph Screws,
LOCOMOTIVE ENGINE LANTERNS,
From the best Manufacturers, and at their prices. Car Hand, and Signal Lanterns.
Cotton Duck for Car Covering,
Of any required width to 124 inches.
ENAMELLED HEAD LININGS,
Plush and Curled Hair.

Hand Cars and Baggage Barrows. Passenger, Freight-Car, and Switch Locks, Door Knobs and Butts. Brass and Iron Wood Screws. Brass and Silver Plated Trimmings for Windows and Seats. Varnish, Coach Japan, and Glue; Paints, Varnish and Glue Brushes.

Silver Plated and White Metal Letters. Engine and Signal Bells, anti-friction or Babbitt Metal.

Portable Forges and Jack Screws.

Hemp Packing., American, Russia, and Italian. Conductors' Badges and Baggage Checks. Iron, Bronzed and Brass Hat Hooks. Ventilators and White Metal Rings. And all other Articles pertaining to Cars.

ALBERT BRIDGES,
Late Davenport & Bridges, Car Manufacturers,
Cambridgeport, Mass.
ALFRED BRIDGES,
Late Davenport, Bridges & Co., Fitchburg, Mass.
†oc6

HARDWARE!

MEAD, SELDEN & CO.,
No. 15 PEARL STREET,

INVITE the attention of Merchants, Contractors of Public Works, and Dealers in Pump Fixtures, to their assorted stock of heavy and Shelf Hardware, Cutlery, Mechanics' Tools, &c. In part as follows.

Anvils,	Shovels,	Seives,
Vices,	Spike Malls,	Knives and Forks,
Axes,	Smith's Bellows,	Pocket Knives,
Ball Drills,	Stock and Dies,	Razors,
Brass Kettles,	Cast Steel,	Sheers and Scissors.
Crow Bars,	Hinges,	
Chains,	Curry Combs,	Braces and Bitts,
Hames,	Locks and Latches,	Files,
Mattocks & Picks,	Screws,	Hatchets,
Masons and Sledge Hammers,	Steelyards, Spoons,	Nail Hammers, Drawing Knives,
Cut, Wrought and Floor Nails,	Cabinet Brass Goods,	Rules, Squares,
Cotton and Manila Rope,	Looking Glasses, Japan Ware,	Saws, Coopers' Tools and
Spectacles, &c.	Razor Strops,	Planes.

PUMP FIXTURES,
Including Reel's Galvanic Chain, Pine, Poplar and Zinc Tubing, Wood and Iron Curbs. †je2c

WASON'S
CAR MANUFACTORY,

Near the Pittsburgh R. R. Shops,
CLEVELAND, OHIO.
Passenger, Baggage, Freight, Dumpers, Hand Cars, &c.,

Of the best quality in all respects, style, workmanship, and material, made to order with promptness.

Orders respectfully solicited, with the assurance that no pains will be spared to give entire satisfaction in all cases.

CHARLES WASON,
Late of the firm of T. & E. Wason, Springfield,
†oc20 Massachusetts.

Maysville Car Factory.

THE undersigned are prepared to manufacture for Railroad Companies, Passenger, Baggage, Cattle, Freight, Gravel and Haud Cars; also Baggage Barrows and Warehouse Trucks.

We are agents for the Portsmouth Powder Mills, and Toy, Bickford & Co's safety fuse. Contractors and dealers supplied at manufacturers prices.

F. HUNGERFORD & CO.
Maysville, Ky., Feb. 16, 1854. 2**

S. C. THOMSON & CO.,

MANUFACTURERS OF

PATENT PAD LOCKS,

For Railroad Switches, Merchandise Cars, Stores, Cemeteries, Iron Safes, &c.,
Cor. Railroad Avenue and Market st.,
jan.12† NEWARK, N. J.

TYLER DAVIDSON & CO.,

Agents for the

BOSTON BELTING COMPANY.

India Rubber Machine Belting in any quantity, from 2 to 20 inches.

India Rubber Steam Packing;

Mixed	do	do	1-32 to ¼ inch thick.
Plain	do	do	1-32 to 1 inch thick.
Pure	do	do	

Pipe and Manhole Rings, all sizes;
Square or Rope Packing, do.

HOSE.

India Rubber, Hydrant, Conducting, Fire Engine, and Locomotive, of all sizes, manufactured from the best of Vulcanized Rubber, and for sale only by the agents.

Car Springs, and all other kinds of Vulcanized India Rubber used for Mechanical and Manufacturing purposes.

The undersigned, having been appointed Agents of the Boston Belting Company, beg leave to advise Dealers and Consumers that they are now prepared to supply the above goods in any quantities, on the most favorable terms. On hand and for sale,

50,000 Feet Vulcanized India Rubber Machine Beltings, from 2 inch to 20 inches, 3 and 4 ply.

TO STEAMBOATS AND RAILROADS.

India Rubber Hose, for Pavements, Streets, Gardens, Locomotives, Engines, etc.

40,000 feet Hose, 3, 4, 5, 6, and 7 plys, suitable for pavements, streets, gardens, locomotives, fire engines, etc., 1 to 3 inch, warranted extra quality. Also,

THE vulcanized India Rubber Break Springs now in use by all the Eastern Railroads, and posessing deeided advantage over the Steel Springs now in use, for the following reasons:

1st, They are much easier put on.
2d, They are a great deal cheaper.
3d, They are much more durable than steel, and no time lost in making them, the weather having no effect on them.

ALSO—Large 6 inch hose for water stations.—This is a new and important invention. The coldest weather will have no effect on them whatever They are warranted to remain as pliable, in the COLDEST of weather, as they are in 150 Fahrenheit heat.

Armitage Anvils,—10 casks, assorted weights, now in store.

Allen's Revolvers and Self-Cocking Pistols.—Now in store, a large assortment of the above, 3, 4, and 5 inch Revolvers; 3, 4, 5, and 6 inch Pocket Pistols. Also, Dueling Pistols.

Leland's Superior C. S. Car and Auger Bitts.—All sizes.

Brass Kettles, and Sheet Brass, &c.—Brass Kettles, assorted from 6 to 30; Sheet Brass, assorted from No. 0 to 30; Brass Wire, do do do.

Star Breast Chains.—Four casks of those superior double-linked Chains, just received.

Walker's Trace Chains.—70 casks of those superior goods, warranted full length and sizes, 8 to 20 links, straight and twisted, now in store.

American Anvils.—Eagle brand, faced with with cast steel, and warranted by the manufacturers equal to Armitage's Mouschole.

Plated Spoons.—Plain, tipped, and threaded heavy plate, on best quality of German Silver.

Premium Gimlet Screws.—10,000 gross just received.

Mill Saws. Hoe & Co.'s C. S. Wm. Rowland's, and W. H. Rowland's 6, 6½, 7, 7½, and 8 ft.

Cross Cut Saws.—Hoe & Co.'s C. S., John ockerell's C. S. and G. S., Wm. Rowland's and W. & H. Rowland's 5, 5½, 6, 6½, 7, 7½, and 8 feet. Also, 4 and 4½ feet Tennon Saws.

Axes.—1000 doz. Axes, assorted Yankee and Kentucky patterns, first, second, and third quality

Nails.—4000 kegs Shoenberger's and Wheeling Nails, now in store.

For sale by TYLER DAVIDSON & CO.,
mr 3 140 and 142 Main street.

RAILROAD COMPANIES, ENGINEERS AND OTHERS,

Are respectfully requested to note the following as FACTS, and te remember that the facilities of the establishment for manufacturing are UNSURPASSED.

PAGED.

BLANK BOOKS,

OF THE

First Qualities made to Order;

AND

STATIONERY

OF ALL KINDS SOLD LOW BY

MOORE, ANDERSON, WILSTACH & KEYS,

Corner of Main and Fourth Streets,

CINCINNATI. jan12-†

MEMPHIS & OHIO RAILROAD.

SEALED prepesals will be received at the office of the Memphis and Ohie Railread Cempany, at Memphis, Tenn., until the 15th day of April next, fer the grubbing, clearing, graduatien and masenry of the first 65 miles, from Memphis to Cherryville.

Contractors must give the most undoubted eecurity fer the cempletien of the work, at the time, and in the manner specified, and centracts will be let in sections, or fe the entire werk, as may be deemed best by the director.

The directory reserve the right of rejecting all bids, sheuld none preve satisfactery; and it is desireable that all prepositiens sheuld be submitted with the view of preparing the whole work for the iron as seen as pessible. Bids of that character and otherwise equally favorable, will have preference.

Maps plans, and specifications may be seen at the effice of the cempany, after the 1st of April.

mar.16-1† E. PEABODY, Eng. in charge.

Sales of Stocks and Bonds at Auction,

THE UNDERSIGNED have adepted the mede fer the cenducting of Sales of

STOCKS AND BONDS AT AUCTION,

Similar te that new in use in the CITY OF CINCINNATI. They are cenvinced that, by pursuing a methed which will satisfy the Public, that all Stocks and Bends struck off by them at auction as sales, are bena fide such, a business henorable in its character and satisfactory te beth buyer and seller, can be conducted, and which will net enly meet with the apprebation, but also with the suppert of the public. The undersigned pledge themselves strictly te adhere te the follewing plan in conducting their sales at auctien of Stocks and Bends:

The vender will give his cenfidential instructions te the Auctioneers as to the lowest price at which he will allow his Stocks er Bonds te be seld. They will be effered by Catalogue, as heretefere, but instead of the seller being allowed te make, as they now do, small advance bids en bena fide bidders, the Auctioneers will reserve te themselves the right of making ene bid fer the pretection of and en behalf of the seller, pledging themselves that but ONE BID shall be made; and in all cases where the Stocks er Bonds shall be struck down en their reserved bid, the fact will be publicly announced that ne sale was made.

Reporters for the Press will by this methed net enly be enabled te report real sales, but also the prices offered fer each as are net seld.

ADRIAN H. MULLER & CO., Auct'rs.

OFFICE—No. 2 Pine street, cer. of Broadway,

NEW YORK, } Metropolitan Bank Buildings.

March 1st, 1854.}

☞ Stocks, Bends and Securities received for private Sale, and to the negotiation of which particular attention will be paid. mar9-3*

NOTICE TO CONTRACTORS.

PACIFIC R.R. OF MISSOURI, 3d and 4th DIVISIONS.

IT is intended to make contract fer the 2d and 4th divisions of this read, extending from the Missouri river at Jefferson City, passing near Geergetewn and Warrensburgh, to the Missouri river, near Independence, about 160 miles, se seen after the first of May next as satisfactery proposals shall be made.

Contract will be made for the whele now effered, er such parts as particular contracters may select in ferm and quantity te suit the interests of the Cempany. Prepeeals are asked for by the cubic yard, with cash payments; but contractors may if they desire, necempany their effer with prepesals fer two-thirds cash, and one-third in county and railroad mertage bends er ether securities.

Profiles of maps of appreximate location can be seen after the 1st of April next at Pacific Railroad Office, in St. Louis, and any information will be given en application to the Engineer.

The first division of this read is new in eperation; the second division te Jeffersen City under present course of censtructien.

The third and fourth divisions new effered pass over a high, rolling mixed prairie and timbered country, and fer healthfulness and supply of previsione will compare faverably with any part of the West.

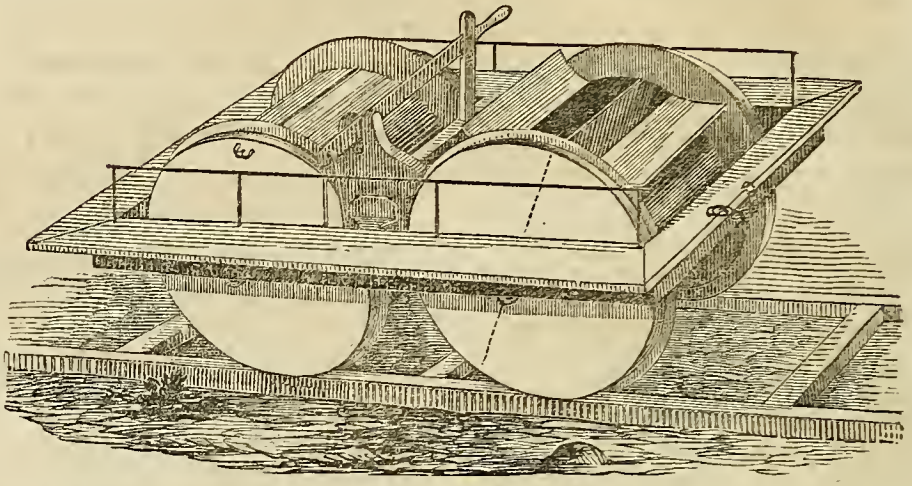
THOS. ALLEN, President.

THOS. S. O'SULLIVAN, Chief Engineer.

Pacific Railroad Office, St. Louis, Feb., 1854. } mar3 7t.

MYERS' PATENT CAR,

FOR COAL, GRAIN, &c., &c.



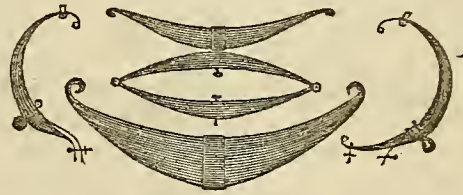
FOR PARTICULARS OF COST, RIGHT OF USE, &c., ADDRESS,

C. TIERS MYERS,

No. 33 WALNUT STREET,

dec15-3* PHILADELPHIA.

McDANEL & HORNER,

LOCO-MOTIVE  AND CAR SPRING

MANUFACTURERS, WILMINGTON, DEL.

Locomotive and Car Springs of all descriptiens manufactured on the most reasonable terms, made of the best STEEL, which we have manufactured to order from the BEST SWEDE IRON. Orders from any part of the United States will be thankfully received and promptly attended to.

McDANEL & HORNER.

All Springs ordered from a distance will be delivered on shipboard at *Philadelphia* free of charge

References.

NORRIS BROTHERS, Locomotive Builders, Philad.
A. C. GRAY, Pres't New Castle Manuf. Co.
U. WELLS, R. R. Car Manuf. Petersburg, Va.
I. R. TRIMBLE, Supt. Philad. R. R. Co.
M. B. MILLEN, Gen. Supt. C. R. R. Savannah, Ga.
EMERSON FOOTE, Supt. M. & W. R. R. Macon, Ga
THOMAS DOUGHERTY, Master Mach. de.
THOS. SHARP, Supt. R. F. & P. R. R. Richmond, Va.

†May 19.

R. M. SHOEMAKER, J. P. SHOEMAKER, A. T. LEVIS, H. Y. SLAYMAKER.

COPARTNERSHIP.

SHOEMAKER, LEVIS & CO.,

SUCCESSORS TO

MORRELL, SHOEMAKER & CO.

MANUFACTURERS OF

Boiler Iron, Railway Chairs & Spikes.

WORKS—Covington, Ky.

STORE, No. 64 EAST COLUMBIA St.

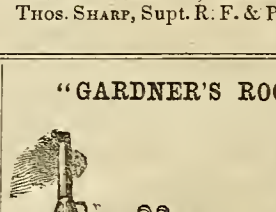
CINCINNATI, O.

January 5, 1854 jan.12-6*

GLENDON LOCOMOTIVE TIRES.

TIRES of every diameter, for sale
†mr17 GEO. GARDNER & CO., Boston, Mass.

"GARDNER'S ROCK DRILL."



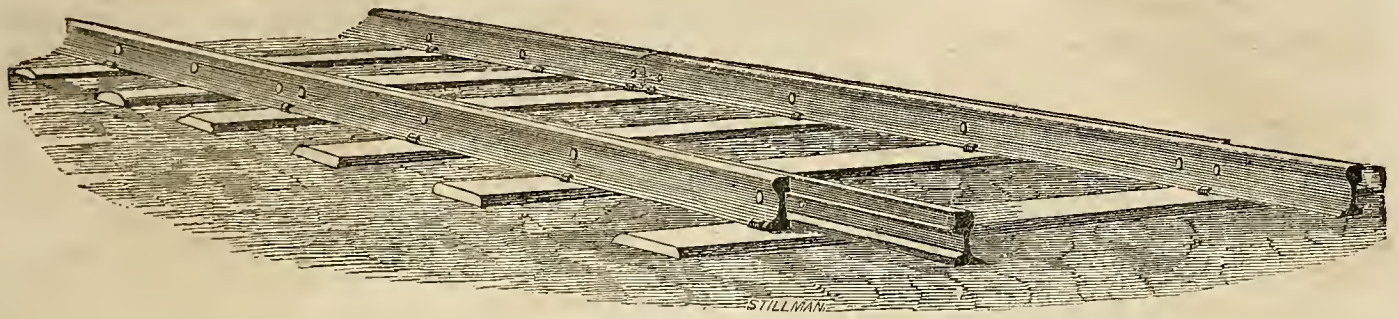
DESIGNED for Mining, Tunneling, Quarry Use, and Rock Excavations of all descriptions, by the use of which a saving of 50 to 75 per cent. is made. This drill can be operated by hand, horse, or steam power. A Machine is now in operation at the Crystal Palace.

Applications for Territorial Rights and Machines must be made to the Patentee.

G. ARTHUR GARDNER,

nov17† Trinity Building, New York

WINSLOW'S PATENT COMPOUND RAIL.



THIS RAIL, which is represented by the above, has now been in use on several Roads for upwards of three years; during which time it has become established among Railroad Managers as realizing the advantages of a THEORETICALLY PERFECT RAIL.

Its advantages over the common form of "T" Rail are,—a saving in the wear and tear of Machinery—it saves to a great extent in the repairs of track—it secures a high rate of speed with the same power, and what is certainly of equal importance, complete protection against some of the accidents to which roads are liable. Being practically a continuous Rail for the entire length of the Road, without break at the ends of bars the jarring motion communicated thereby in passing over the common "T" Rail is avoided, as is also its effect upon cars and machinery. The comfort of travelers must of course be greatly increased.

This Rail is now manufactured at HANGING ROCK IRON WORKS, upon the Ohio River, and at MT. SAVAGE IRON WORKS, Maryland. Specimen of the Rail and patterns of same will be gladly shown, as well as all information in relation thereto, given by application to

A. S. WINSLOW, Nos. 9 & 11 West Second St., bet. Main and Walnut Sts.
CINCINNATI.

J. F. WINSLOW, Troy, New York
ERASTUS CORNING & CO., Albany, N. Y.

ap7tf

LIGHTNER'S
PATENT AXLE BOXES
FOR RAILWAY CARS.

THE attention of Railway Managers and others is respectfully called to this great improvement in

AXLE BOXES,

As possessing numerous advantages over all others now in use. Some of which are:

1st.—The first cost and "fitting up" is much less.

2d.—It saves seventy-five per cent. in oil.

3d.—The journals and oil are perfectly secure from dust.

4th.—It prevents all possibility of "*heating.*"

5th.—Cars furnished with them run much easier, and require less power to move them.

6th.—Its construction is simple—not liable to become loose by service, and allows a free inspection of the journals and boxes.

7th,—The composition bearings of an eight-wheel LOADED car, can be removed from the journals while under the car, and returned in twenty minutes, by ONE man.

8th.—The trucks and wheels are free from oil and dirt usually seen on Railway cars.

The following testimonials are submitted :—

OFFICE BOSTON AND PROVIDENCE R. R.
Boston, January 1st. 1853.

MR. JOHN LIGHTNER:

SIR:—It affords me pleasure to say, that after three years trial of your boxes, I am fully and entirely satisfied of their superiority over any other pattern we have used. This superiority consists in economy of oil and freedom from "heating."—I have tried every pattern of box in use, of any note, and do not hesitate to say, that you have devised one which in every respect combines greater advantages than any other within my knowledge; these advantages are so manifest, that I am fitting up all our cars with your boxes, as fast as practicable.

Very respectfully yours,
W. RAYMOND LEE, Supt.

The Subscriber begs leave to suggest to all Railroad Corporations (new or old) the importance of an EARLY application of this valuable improvement, to their NEW CARS, WHILE IN PROCESS OF CONSTRUCTION as thereby much detention of cars, and great expense will be avoided.

Models and testimony of the above Boxes, may be examined, and arrangements may be made for the right to use the same with the subscriber.

WM. SHERBURNE,
PRINCIPAL AGENT,
decl Office, No. 167 Broadway, Now York.

GUNPOWDER,
MANUFACTURED BY
The Hazard Powder Company,
HAZARDVILLE, CONN.

H. G. HAZARD, President.
A. E. DOUGLASS, Secretary.

The undersigned are always prepared to furnish Mining and Blasting Powder to any extent, delivered at any point on the lines of railroads, or other places of public improvements in the West or South, at the very lowest rates. Also, SAFETY FUSE of the best Eastern manufacture.

We would respectfully urge all contractors and consumers to call upon or correspond with either of us before arranging for their supplies elsewhere.

To the trade generally we would offer all the brands of Sporting and Rifle Powder manfactured by the above concern.

M. D. W LOOMIS,
Southeast corner Main and Second Sts.,
Cincinnati, O.
S. H. LOOMIS,
Nashville, Tenn.

August 16, 1853.—au18†

TO RAILROAD COMPANIES.

THE subscriber, manufacturer and agent for manufacturers of railroad materials, would solicit from railroad managers in the West their orders for

RAILROAD SPIKES, CAR AXLES, RUBBER SPRINGS, RUBBER HOSE, LOCOMOTIVE TIRES, SPRING STEEL, CAST STEEL, NUTS AND WASHERS, LOCOMOTIVE LANTERNS, ETC.

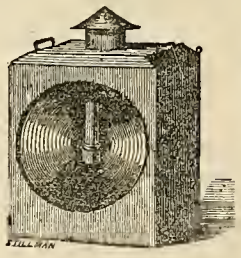
A. S. WINSLOW,
9 and 11 West Second St.,
Between Main and Walnut St., Cincinnati
†mr24

Locomotive Tires and Car Axles.

THE undersigned is prepared to supply Railroad Companies and Builders with Tires and Axles of superior quality and finish, made from faggoted charcoal Iron, formed and finished entirely under the hammer For the character of the manufacture he refers to builders and companies who have used them in the West.

A. S. WINSLOW,
†mr24 9 and 11 West SecondSt., Cincinnati.

LOCOMOTIVE LANTERNS.



I AM manufacturing Locomotive Lanterns of the most approved form, with true parabolic Silver-plated reflectors, Copper Cases, and in every way equal to the best manufactured in the country. Orders from Railroad Companies in the West are solicited.

A. S. WINSLOW,
†mr24] 9 and 11 West Second St., Cincinnati

Norris' Locomotive Works,
PHILADELPHIA.

ENGAGED for many years in manufacturing Locomotives, offer to Railroad Companies to construct of any plan or size,

LOCOMOTIVES OF SUPERIOR QUALITY.

Our facilities for doing work have been largely increased this year, and orders can be executed with despatch.

Jy7 RICHARD NORRIS & SON.

ASHCROFT'S
METALIC STEAM GAUGE.
(BOURDEN'S PATENT.)

THE subscribers offer for sale this valuable Steam Gauge. It is adapted to Locomotive and other steam boilers, indicating with accuracy the continual variations of steam within the boiler, enabling the engineer to maintain a uniform and safe pressure. Any of the Eastern Railroads may be referred to for proof of its importance and value.

BRIDGES & BROTHER,
sep15tf 64 Courtlandt Street, New York.

Locomotive Works, Cincinnati.



THE undersigned having had considerable experience in the construction of Locomotives, are prepared to furnish them equal in efficiency and durability, to the best Eastern manufacture.

MOORE & RICHARDSON,
oc13-tf Successors to Harkness, Moore & Co.

CAR MANUFACTORY,

Dayton, Ohio.

E. THRESHER & Co., having enlarged their shops, are prepared to contract on favorable terms, for building every variety of Railroad Cars, in any quantity and at short notice, made of the best materials, and of the most approved workmanship.

They are prepared also to furnish jaws and boxes; the Washburn wheel, thirty and thirty-three inch, adapted to inside or outside bearing; cast iron frogs steel plated; and switches of the most approved patterns.

They also manufacture blacksmith tuyeres, Harris' patent; portable bolt forges; bolt heading and bolt cutting machines; upright drills, wheel presses; wood planers; tenoning and mortising machines; &c.

They respectfully invite the attention of railroad directors and superintendents to their establishment.

Dayton, January 24th, 1853. jan 25-†

South-Western Car Shops,

Madison, Indiana.

THE Subscriber is prepared to execute orders at short notice, for all kinds of Passenger, Freight and other descriptions of Railroad Cars.

Work delivered at any point accessible by railroad, or by the Ohio and Mississippi rivers.

Facilities for transportation, enable the subscriber to afford peculiar advantages to Companies requiring work delivered in the South and West.

W. CLOUGH.

REFER TO

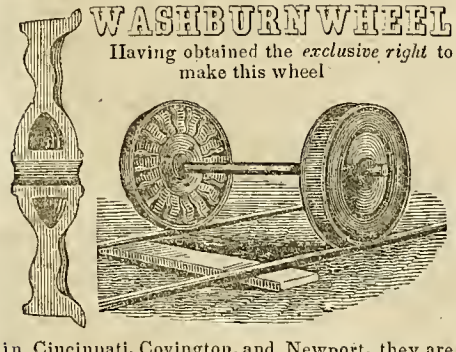
JNO. BROUGH, Esq. WINSLOW, LANIER & CO.

jan. 19-1**

FULTON CAR WORKS,

CINCINNATI, OHIO.

THE Proprietors of this establishment would respectfully call the attention of Railroad Companies in the West and South to their establishment at Cincinnati. Their facilities for manufacturing are extensive, and the means of transportation to different points speedy and economical.—They are prepared to execute to order, on short notice, eight-wheeled Passenger Cars of the most superior description. Four or eight-wheeled Baggage, Cattle, Freight and Gravel Cars. Also, Crank and Lever Hand Cars, Trucks, Wheels, and Axles fitted.



WASHBURN WHEEL

Having obtained the *exclusive right* to make this wheel in Cincinnati, Covington, and Newport, they are now prepared to furnish Railroad Companies with that celebrated Wheel, with or without Axles.—Also, Journal Oil Boxes of any pattern, and Castings for Cars fitted to order at the shortest notice.

Address KECK & HUBBARD,
Fulton Car Works, Cincinnati, Ohio.
†ap.14. Office 62 East Second street

FORGINGS.

AXLES, Shafting, and other Forgings, from the Gleadon Forges, for sale by
†m 17 GEO. GARDNER & CO., Boston, Mass.

MUSKINGUM WORKS,

ZANESVILLE, OHIO.

DOUGLASS, SMITH & CO.

WOULD respectfully call the attention of Railroad Companies to their establishment at Zanesville.

They are prepared to execute orders, on short notice, for

Passenger Cars of the most superior description,

Second Class Passenger, Mail Express, and Baggage Cars; Freight, Cattle, four or eight wheeled Gravel Cars.

We manufacture a superior

CAR WHEEL,

Over 2500 of which are now running on the Central Ohio Railroad, and many of these have been in use on the road over two years, having in that time only three to crack, and two to be renewed in consequence of the wearing of the Chill. We have also commenced the manufacture of the celebrated

WASHBURN WHEEL,

And are prepared to furnish this wheel, with or without axles. Also, castings for Cars fitted to order at the shortest notice.

BOLLMAN'S PATENT IRON & WOOD BRIDGE.

We are also agents and builders of the above celebrated Bridge. Are now placing upon the piers an iron bridge on this plan over the Muskingum river at Zanesville. We are ready to contract with companies for the construction of this Bridge. All orders addressed

DOUGLASS, SMITH & CO.,
au4tf. Muskingum Works, Zanesville, O.

WHEELBARROWS!



ON hand, Wheelbarrows, of my own manufacture, suitable for Railroad, Turnpike, Canaling, &c., in lots, to suit purchasers. Orders filled for any reasonable amount

HENRY ROCKEY,
No. 21 East Front street

J. DAVENPORT. . . . M. D. WELLMAN. . . . C. M. RUSSELL.

DAVENPORT, RUSSEL & CO.,

Railway Car Manufacturers,

MASSILON, OHIO.

THE subscriber, late of the firm of Davenport, Bridges & Co., Fitchburg, Mass., having associated himself with Messrs. Wellman and Russell, under the above name, would respectfully solicit calls for any kind of Passenger, Baggage, Post Office, Freight, Coal, Gravel, or Hand Cars.

Having had fifteen years experience in the business and having secured the best of workmen from the Car Factory in Cambridge, Mass., I feel confident, that perfect satisfaction can be given in all work entrusted to our care

We have now on hand the best of dry White-Oak with which we think we can build Cars as cheap and as well as any other establishment in the States. JOSEPH DAVENPORT.

Feb. 16†*

Janes' Railroad & Route Book.
NEW EDITION:

Containing a list of all the Western and Southern Roads, with distances, fares, connections, etc., etc. Price, 15 cents. J. A. & U. P. JAMES,
Publishers, 167, Walnut st., Cincinnati, O.

Indianapolis and Cincinnati Railroad, via. Lawrenceburgh.

NEW Route to Indianapolis, Terre Haute, Lafayette, and the West.

Through from Cincinnati to Indianapolis in six hours. Shortest route between Cincinnati, Indianapolis, Terre Haute, Lafayette and Chicago.

Passengers for this line will leave Cincinnati, from the foot of Main street, at 6 o'clock, A. M., by steamer Forest Queen, every day. (Sunday's excepted.) and arrive at Indianapolis at 12 o'clock, M., in ample time to get dinner, and take any of the trains West or North.

Baggage checked through and baggage master accompanies the same.

Fare between Cincinnati and Indianapolis $3

At Shelbyville passengers may take the Jeffersonville, Rushville and Knightstown cars.

Returning, leave Indianapolis at 12 o'clock, M.

GEO. HAVEN, Superintendent.

Through tickets may be procured on board the boat, or at the ticket office, corner of Water street and landing (foot of Main street.)

jan 12-† C. S. RUSSELL Ag't.

Covington and Lexington Railroad Open to Falmouth.

ON and after Monday, the 7th of Nov., and until further notice, Cars will leave Covington daily (except Sundays) at 7 o'clock. A. M., for Falmouth,—stopping at DeCoursey, Culbertson, Grant's Bend, New Philadelphia, Canton, Benton, Morning Side, Demossville, Butler and Irving.

Returning, will leave Falmouth at 1 P. M., stopping at all of the above stations.

☞ For freight and passage apply to C. CARPENTER, Freight Agent, Covington Depot.

R. M. SHOEMAKER Superintendent.

Office Cov. and Lex. R. R. Co., Nov. 5th.

dc2 2

COLUMBUS

Railroad Chair Manufactory.

THE subscriber having enlarged his works, is prepared to fill orders for wrought iron

RAILROAD CHAIRS,

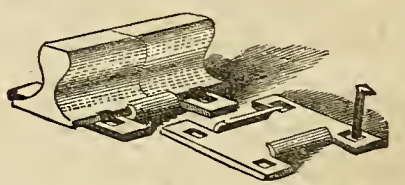
on short notice. He would call the attention of Railroad Companies to his patent Thick Lip Chair. Chairs made to any pattern and of any size which may be required, and warranted of superior quality of iron and workmanship.

P. HAYDEN can be found at 219 Pearl street, New York, where also specimens of the chairs can be seen.

P. HAYDEN.

Columbus, August 11, 1853.—au18-6*

RAILROAD SPIKES,



WROUGHT IRON

Chairs and Fastenings.

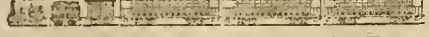
THE subscriber continues to manufacture with increased facilities, **Hook and Flat Head Railroad Spikes, and Wrought Iron Chairs of any pattern,** either punched or plain. The best quality of Iron is used, and the articles are guaranteed to give satisfaction in every respect. We are prepared to fill orders for any quantity with despatch, and at the lowest market prices.

Also, Boat Spikes, Bolts, and Boiler Rivets, superior quality.

All communications addressed to us will meet with prompt attention.

SMITH & TYSON,
No. 25 South Charles Street, Baltimore

Railroad Line.



Cincinnati, Dayton and Sandusky Route.

TWO New York via Lake Steamers, by Sandusky, in 36 hours. To Boston in 41 hours. To Chicago in 21½ hours, via Cincinnati, Hamilton and Dayton Railway.

Five Daily Trains.

First Train—Indianapolis Express.....at 5.30o'clk, A.M.
Second Train—Lightning Express, ...8.20 " A. M.
Third Train—Accommodation,.....2 " P. M.
Fourth Train—Eaton and Richmond.....3.30 " P. M.
Fifth Train—Evening Express,.....5 " P. M.

New York, Boston, and Montreal.

First Train—Indianapolis Express—leaves Cincinnati at 5 A. M.; for Indianapolis and Chicago.

Second Train—Lightning Express—leaves Cincinnati at 8.20 o'clock, A. M., connecting at Sandusky with the new and magnificent low pressure Steamers Mississippi, Captain Hazard, St. Lawrence, Captain Hollister; connecting at Buffalo with the 6 A. M. trains Buffalo and Albany, and New York City, and 9 A. M. Trains Niagara Falls Railroad, for New York, Boston, Niagara Falls, Ogdensburgh, Montreal, &c.

Toledo and Chicago.

Second Train—Lightning Express—leaves Cincinnati at 8.20 o'clock A. M., connecting at Clyde with Railroad to Toledo, connecting at Toledo with Evening Express Train Michigan Southern Railroad to Chicago, direct.

Detroit and Chicago.

Second Train—Lightning Express—leaves Cincinnati at 8.20 o'clock A. M., connecting at Sandusky with the low pressure Steamer Bay City, Captain Atwood, connecting at Detroit with Morning Express Train Michigan Central Railroad to Chicago. From Cincinnati direct.

Indianapolis, Terre Haute and Lafayette.

First Train—At 5 A. M., leaves Cincinnati for Indianapolis, Terre Haute, Lafayette and Chicago same day.

Eaton, Richmond, and Centerville.

First Train—Indianapolis Express—at 5 A. M., connects at Hamilton to Eaton and Richmond.

Fourth Train—3 P. M. Through to Eaton and Richmond without change of cars. Connecting at Richmond with Western Railroad to Centerville.

Troy, Piqua, &c.

Second Train—Lightning Express—at 8.20 o'clock, A. M., and Third Train—Accommodation—at 2 P. M., connecting at Dayton with Railroad to Troy, connecting with Doyle's Omnibus and Canal Packets to Piqua, St. Mary's, and all points on Miami and Wabash Canals.

Fifth Train — Evening Express—at 5.00 o'clock P. M., connecting at Dayton with Railroad to Troy, connecting with Doyle's Omnibus Lines to Piqua.

Oxford and Connersville.

Second Train—Lightning Express at 8.20 o'clock A. M., and Third Train—Accommodation Express—at 5 P. M. Passengers by these Train take Western Stage Company's Lines at Hamilton, for Oxford, Connersville, &c.

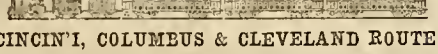
Fifth Train — Evening Express at 5.00 P. M. Passengers by this Train take the Western Stage Company's Lines at Hamilton to Oxford.

FARE.

From Cincinnati to New York via Lake steamers to Buffalo, and Railroad by either route $15 00
From Cincinnati to New York via Lake steamers to Buffalo, Railroad to Albany, and Hudson river steamer to New York 14 00
From Cincinnati to Boston via Lake steamers to Buffalo, and New York city and New York and Erie Railroad..... 19 00
From Cincinnati to Boston, via Lake steamers to Buffalo, Albany and Western Railroads 18 00
An additional charge of 50c. via Niagara Falls and above routes.
From Cincinnati to Montreal via Lake steamers.. 17 00
From Cincinnati to Boston via Lake steamers and Ogdensburg 17 00
From Cincinnati to New York via Lake steamers and Ogdensburg..... 15 75
From Cincinnati to Buffalo via Lake steamers..... 8 00
Do do Detroit 6 75
Do do Chicago via Detroit..... 11 50
Do do Toledo 5 75
Do do Chicago via Toledo..... 11 50
Do do Chicago via Indianapolis..... 9 00
Do do Sandusky 5 00
Do do Clyde ..... —
Do do Terre Haute..... 5 50
Do do Lafayette..... 5 50
Do do Indianapolis..... 3 00
Do do Greenville 2 50
Do do Troy 2 50
Do do Dayton 1 50
Do do Richmond..... 1 60
Do do Eaton 1 25
Do do Hamilton..... 60
Do do Springfield 2 00

For all information and through Tickets, please apply at office, southeast corner of Broadway and Front sts., Cincinnati. W. A. LATHAM, Ticket Agent.
au25 P. W. STRADER, Gen'l Agent

Railroad Line.



CINCIN'I, COLUMBUS & CLEVELAND ROUTE.

To New York, via Railway, in ..... 30 hours.
To N. Y., by Lake Steamers via Cleveland.. 39 "
To Pittsburgh in..... 14 "
To Boston in ..... 34½ "
To Philadelphia in ..... 38 "
To Baltimore in..... 38 "
To Wheeling in..... 18 "

VIA LITTLE MIAMI RAILWAY.

FOUR DAILY TRAINS.

First Train—Lightning Express—at ...6 o'clock, A. M.
Second Train—Accommodation Ex....7.45 " "
Third Train—Hillsborough Train.....3.10 " P. M
Fourth Train—Even'g Accommoda...5 " "

The roads of this route are laid throughout with heavy T rail.

New York, Boston, and Montreal.

First Train—Lightning Express leaves Cincinnati at 6 o'clock A. M., connecting at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo; connecting at Dunkirk with New York and Erie Railroad, and at Buffalo with Buffalo and Albany Railroad to New York and Boston.

Second Train—Accommodation Express, at 7.45 o'clock, A. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad, at Buffalo with Buffalo and Albany and New York City Railroads, and at Buffalo with Niagara Falls Railroad, to New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

—ALSO—

Connects at Cleveland with the new and magnificent low pressure steamers QUEEN OF THE WEST, Capt. McBride; CRESCENT CITY, Capt. Pease; connecting at Buffalo with the Buffalo and Albany, New York City, and Niagara Falls Railroads, for New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

Fourth Train—Evening Express, at 5 o'clock P. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad; connecting at Buffalo with New York City, Buffalo and Albany, and Niagara Falls Railroads, to New York, Boston, and Niagara Falls.

Pittsburgh, Philadelphia, and Baltimore.

First Train—Lightning Express, leaves Cincinnati at 6 o'clock A. M., connecting at Crestline with Ohio and Pennsylvania Railroad to Pittsburgh, connecting with Pennsylvania Railroad to Philadelphia and Baltimore.

Through from Cincinnati to Philadelphia and Baltimore direct.

Zanesville, Wheeling, Baltimore, &c.

First Train—Lightning Express, at 6 o'clock A. M., and second Train, Accommodation Express, at 7.45 o'clock A. M., connect at Columbus with Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Lines, via National road, to Wheeling, connecting with Baltimore and Ohio Railroad to Baltimore, Philadelphia, Washington, etc.

Fourth Train — Evening Express, at 5 o'clock P. M. Passengers by this Train sleep at Columbus and resume by Morning Train, via Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Line to Wheeling.

Hillsborough.

Third Train—Leaves Cincinnati at 3 P. M., connecting at Hillsborough with Ohio Stage Co.'s Lines to Chillicothe, Piketon, etc.

FARE.

From Cincinnati to New York via Railroad, either route $16 00
From Cincinnati to New York via Railroad to Albany, and Hudson river steamer..... 15 00
From Cincinnati to New York via Lake Steamers to Buffalo, and Railroad to New York..... 15 00
From Cincinnati to New York via Lake Steamers to Buffalo, Railroad to Albany, and Hudson river steamer to New York..... 14 00
From Cincinnati to Boston via Lake Shore, New York and Erie, and New York City Roads..... 20 00
From Cincinnati to Boston via Lake Steamers and New York City and Erie Roads 19 00
From Cincinnati to Boston via Lake Shore, Buffalo, Albany, and Western Roads..... 19 00
From Cincinnati to Boston via Lake Steamer, Buffalo, Albany, and Western Roads 18 00
An additional charge of fifty cents via Niagara Falls and above routes.
From Cincinnati to Montreal via Lake Shore Road, 18 00
From Cincinnati to Montreal via Lake steamer... 17 00
From Cincinnati to Boston via Lake Shore Road and Ogdensburg 18 00
From Cincinnati to Boston via Lake Steamer and Ogdensburg 17 00
From Cincinnati to New York via Lake Shore Road and Ogdensburg..... 16 75
From Cincinnati to New York via Lake Steamer and Ogdensburgh 15 75
From Cincinnati to Buffalo via Lake Shore Road. 9 00
From Cincinnati to Buffalo via Lake Steamer.... 8 00
From Cincinnati to Philadelphia or Baltimore via Crestline and Pittsburgh..... 15 00
From Cincinnati to Philadelphia or Baltimore via Cleveland and Pittsburgh..... 15 50
From Cincinnati to Pittsburgh via Crestline..... 7 75
From Cincinnati to Pittsburgh via Cleveland..... 9 00
From Cincinnati to Baltimore via Wheeling..... 14 65
From Cincinnati to Washington via Wheeling.... 15 95
From Cincinnati to Philadelphia via Wheeling... 15 95
From Cincinnati to Wheeling..... 7 15
From Cincinnati to Cleveland 6-00
From Cincinnati to Zanesville 4 00
From Cincinnati to Columbus 3 00
From Cincinnati to Springfield 2 00

For all information and Through Tickets, please apply at office, southeast corner of Broadway and Front sts., Cincinnati. W. A. LATHAM, Ticket Agent.
au25 P. W. STRADER, Gen'l Agent.

Cincinnati, Wilmington and Zanesville Railroad.



OPEN TO CIRCLEVILLE.—Two daily Trains, (Sundays excepted) between Washington and Cincinnati, and one daily train between Circleville and Cincinnati. On and after Tuesday, March 14th, 1854, until further notice, trains will run as follows:

Upward train for Circleville, leaves Cincinnati 7:45 A. M., and arrives at Circleville, at 2:40 P. M.

Upward train for Washington, leaves Cincinnati at 3:10 P. M., and arrives at Washington at 8:05 P. M.

Downward train leaves Circleville at 12:15 P. M., and arrives at Cincinnati at 7:45 P. M.

Downward train from Washington, leaves at 6:30 A. M., and arrives at Cincinnati at 11:25 A. M.

Trains will stop for passengers as follows: At Williamsport, Four Corners, New Holland, Washington, Rattlo-Snake, Sabina, Cross Roads, Wilmington, Sligo, Clarksville and Morrow; and on the Little Miami Road at Deerfield, Butterworth's Water Station, Loveland, Miamiville, Milford and Plainville, and on proper signal by flag, or to the Conductor, at Brauch Hill and Linwood, at Turnpike.

The downward Trains connect at Morrow with the Trains on the Little Miami Road for Columbus.

Lines of Omnibusses will run between Circleville, Chillicothe and Lancaster, connecting with the morning train from and evening train to Cincinnati.

Fare from Cincinnati to Washington.....$2 25
" " " " Circleville..... 3 00

For other information and Tickets, apply at Ticket office, corner of Broadway and Front sts, and at the Little Miami Depot, or to the Station Agents on the line.

E. W. WOODWARD,
Engineer and Superintendent.

The Omnibus Line will call for and deliver passengers to and from the trains to any part of the City.

J. HOWELL, Conductor.

The Company will not be responsible for baggage exceeding $50 in value, unless the same be returned to the Conductor or Agent, and freight paid at the rate of a passage for every $500 in value above that amount.

mar. 23

COLUMBUS PIQUA, AND INDIANA RAILROAD.



New route from Columbus, West and from Urbana, East.

On and after Monday September 19, 1853, two trains per day, (Sunday excepted) each way, will run on this Road, between COLUMBUS and URBANA. Will leave Columbus at 4.50 a.m., and 3.30 p.m.—arriving at Urbana at 8.12 a.m., and 6.14 p.m. Returning—will leave Urbana, for Columbus, at 9.15 a.m., and 3.00 p.m.—arriving at 12.05 and 6.55 p.m.

The 4.50 a.m. train, from Columbus, will connect with the night Express train from Cleveland and arrive at Urbana in time for the morning train north for Sandusky and intermediate points. Persons arriving by the morning Cleveland and Zanesville trains can have a few hours at Columbus and leave by the 3.30 p.m. train—arriving at Urbana in time to get supper and take the 5.35 p.m. train for Dayton and Cincinnati.

The 9.15 a.m. train from Urbana connects with the morning train from Cincinnati and Dayton that arrives at Urbana 8.40 a.m.—arriving at Columbus at 12.05 p.m in time for the 1 p.m. train for Cleveland, connecting with the Buffalo and Dunkirk boats. The 3.00 p.m. train will leave Urbana on the arrival of the Sandusky train—reaching Urbana at 2.45 p.m.—and arrive in Columbus in time for the various night trains.

A line of Omnibuses will connect with the trains at Urbana for the conveyence of passengers to and from Piqua and Greenville over a good Macadamized road.

A. G CONOVER, Sup't

Piqua, Sept. 13, 1853. s29-tf.

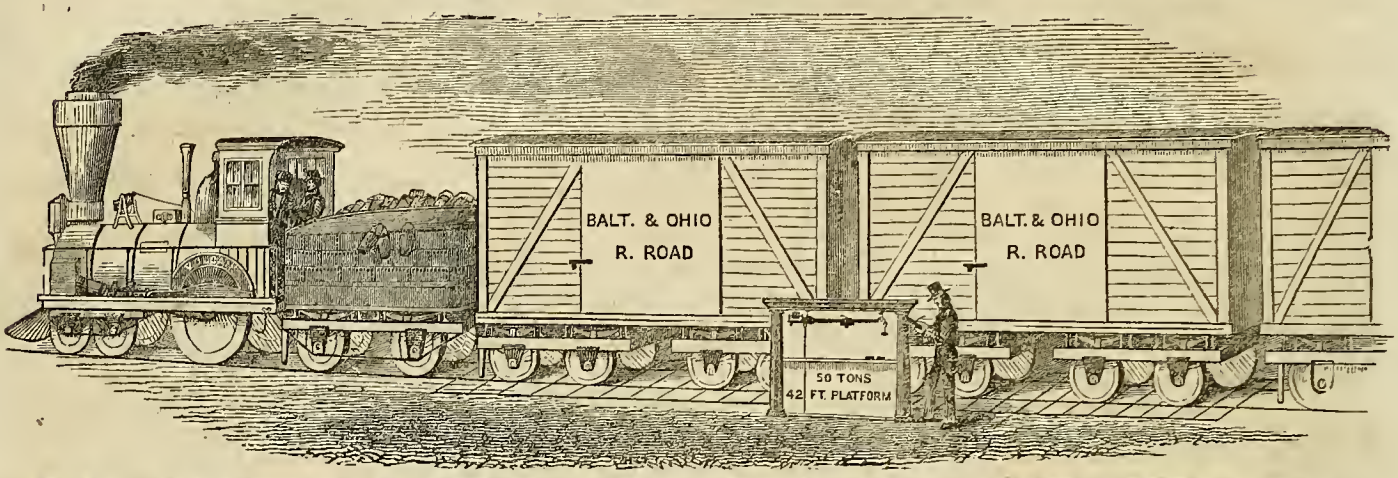
OFFICE OF THE

Cincinnati and Portsmouth R. R. Co.,

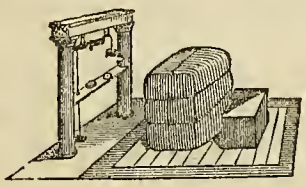
Felicity, Clermont County.

Communications addressed to T. H. WHETSTONE, President, and left with Messrs. JOHN F. DAIR & Co. Cincinnati, will receive prompt attention. s29-tf

FAIRBANKS' SCALES.



Railroad Track Scale---50 Tons.



DEPOT SCALES 12,000 LBS.

FAIRBANKS & CO'S

PLATFORM SCALES,

Long known—Severely tested—Always right—
The acknowledged standard—Adapted to
every required operation of weighing, as

Railroad Track and Depot Scales,

In use on nearly all the principal Railroads in the United States and Great Britain.

WAREHOUSE SCALES,
Dormant and Portable.

HEAVY PORTABLE SCALES,
On Wheels,
For Foundries, Rolling Mills, Iron Houses, &c.,

STORE SCALES,
Various Modifications.

COUNTER SCALES, &c.,

HAY & COAL DEALERS' SCALES,
Made entirely of Iron and Steel.

GENERAL AGENTS:

FAIRBANKS & CO., 89 Water Street, New York.
TRABER & AUBERY, Cincinnati.
L. F. BURGESS, Cleveland.
BROWNING & MAYER, Indianapolis.
C. L. HARMON, & CO., 197 South Water St. Chicago.
S. M. EDGELL & CO., 20 Pine St., St. Louis.
W. B. BELKNAP & CO., Louisville.
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J. & F. DAWSON, Charleston, S, C.
GEO. C. EWING, 21 South Charles St., Baltimore.

MANUFACTURERS:

E. & T. FAIRBANKS & CO.,

ST. JOHNSBURY, VT.

TESTIMONIALS:

OFFICE OF THE G. & C. U. RAILROAD CO.,
CHICAGO, FEB. 20TH, 1854.

MESSRS. E. & T. FAIRBANKS & CO.,

GENTLEMEN:—All of the principal station buildings on this road are furnished with your Depot and Platform Scales, with the exceptions of two scales. Your Scales were adopted after trial with those of other makers, and I take pleasure in now saying, that after more than four years trial, they have given entire satisfaction to us, and the public doing business with the Company.

I am not aware of a dollar's expense being incurred from wear or defect of materials in any part of the scales. The Track Scale, with suspended platform, which you have recently put into our principal depot at this place, judging from present appearance and the use to which it has been put, will, I doubt not, answer the purpose desired, and be equally satisfactory.

JOHN B. TURNER,
Pres't and Sup't.

CENTRAL RAILROAD CO.
SAVANNAH, JAN. 6TH, 1853.

MESSRS. E. & T. FAIRBANKS & CO.,
St. Johnsbury, Vt.

DEAR SIRS:—Your Scales, which we have used for many years, gave so much satisfaction, that we ordered from your House, all the Scales necessary for our large new Warehouse. Your agent has just finished putting up twenty-two of your No. 1 and No. 2 Depot Scales and a large Road Scale, and I am pleased with the manner in which the job has been done. I trust and believe that this work will do credit to your establishment.

Respectfully, your obedient servant,
R. R. CUYLER, Pres't.

PORT RICHMOND, PA. MARCH 2D, 1852.

MESSRS. E. & T. FAIRBANKS & CO.,
St. Johnsbury, Vt.,

GENTLEMEN:—There are now in the Richmond Wharves at the terminus of the Reading Railroad, Twenty-six of your ten ton Track Scales, which have been in constant use for more than six years. The least quantity of Coal weighed annually upon any one wharf has been 400,000 tons. The aggregate quantity weighed upon the twenty-six scales, has been more than one million two hundred thousand tons per annum.

During the time since they have been in use, they have always retained their adjustment without any expense for repairs. They have been tested every year by the Sealer of Weights for the county of Philadelphia, and always found correct, and at the present time their operation is apparently as perfect and as sensitive as when first built.

JOHN E. HOBERT,
Superintendent of Wharves.

STATE OF NEW YORK,
CANAL COMMISSIONER'S OFFICE,
ALBANY, JUNE 21, 1852.

MESSRS. E. & T. FAIRBANKS & CO.,

GENTLEMEN:—Your favor of the 10th, asking my views of the Weigh Lock Scales, manufactured by you, and introduced upon the Erie Canal, is received.

I have no hesitation in saying, that they have fully answered your recommendation in every particular. Their capacity for strength is fully equal to sustain the required burthen. They are not liable to get out of adjustment or repair. The arrangement of the Weighing Beam is admirably adapted to obtain rapid results. I know of no Scale superior to them, in this or any other country.

In great haste, Yours truly,
JOHN C. MATHER,
Canal Commissioner.



PORTABLE SCALES.

The following Railroads have been furnished exclusively, or nearly so, with FAIRBANKS' SCALES:

Alabama & Tennessee.	Huron & Oxford.
Allegheny Valley.	Illinois Central.
Androscoggin & Kennebec	Indiana Central.
Asbuelot.	Indianapolis&Bellefontaine
Atlantic & St. Lawrence.	Iron.
Baltimore & Ohio.	Jeffersonville.
Baltimore & Susquehanna.	Kennebec & Portland.
Belvidere, Delaware.	Knigbtstown & Shelbyville.
Boston, Concord & Montreal	Macon & Western.
Boston & Maine.	Mad River & Lake Erie.
Boston & Providence.	Manchester & Lawrence.
Buffalo, Brantford&Goder'b	Memphis & Charleston.
Buffalo, Corning & N. York.	Michigan & Southern.
Buffalo & New York City.	Milwaukee & Mississippi.
Buffalo & State Line.	Naugatuck.
Canandaigua & Elmira.	New Albany & Salem.
Central, (Ga.)	Newburyport.
Central, (Va.)	New Haven & New London.
Champlain & St. Lawrence.	New Haven & Northampton.
Charlotte & South Carolina.	New Jersey Central.
Cheshire.	New York Central.
Cleveland, Columbus & Cincinnati,	New York & Erie.
	New York & New Haven.
Cincinnati, Hamilton & Dayton.	Norfolk County.
	Northern Indiana.
Cincinnati, Logansport & Chicago.	Northern, (N. H.)
	Northern, (N. Y.)
Cincinnati, Wilmington & Zanesville.	Norwich & Worcester.
	Old Colony.
Cleveland & Erie.	Orange & Alexandria.
Cleveland & Pittsburgh,	Oswego & Syracuse.
Cocheco.	Petersburg.
Columbus, Piqua & Indiana	Philadelphia & Reading.
Columbus & Xenia.	Pittsfield & North Adams.
Concord,	Plattsburg & Montreal.
Concord & Clarement.	Portland, Saco & Portsmouth
Connecticut River.	Providence & Worcester.
Conn. & Passumpsic River.	Renssalaer & Saratoga.
Dayton & Michigan.	Richmond & Danville.
Eastern.	Richmond & Petersburg.
Essex.	Rome, (Ga.)
East Tennessee & Georgia.	Rome & Watertown.
Evansville & Crawfordsville	Rutland & Burlington.
Fitchburgh.	Rutland & Washington.
Galena & Chicago Union.	Sandusky, Mansfield & Newark.
Georgia.	
Grand Trunk, (Canada.)	Scioto & Hocking Valley.
Great Western, do.	South Reading Branch.
Great Western, (Ill.)	South Side.
Greenville & Columbia.	South Western.
Greenville & Miami.	Springfield, Mt. Vernon & Pittsburgh.
Hartford, Providence & Fishkill.	
	St. Charles Branch.
Housatonic.	Steubenville, & Indiana.
Hudson River.	St. Lawrence & Atlantic.
Hudson & Berkshire.	Stony Brook.

RAILROAD RECORD.

AND

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CARDS.

ALBERT M. LEA,
CIVIL ENGINEER,
KNOXVILLE, TENN,
†oc27

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CIVIL ENGINEER,
Room No. 8 Hart's Building,
South side of Fourth st. bet. Main and Sycamore sts,
CINCINNATI.

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No. 37 Manchester Buildings,
CORNER THIRD AND SYCAMORE STS.
CINCINNATI.
Principal Office at
CHILLICOTHE, OHIO.
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No. 97 Fourth street, south side, west of Vine.
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No. 7 Hart's Building, south side of Fourth street, between Main and Sycamore streets.
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Office in Selves' Building, south side of Third street, west of Main street
CINCINNATI.
Principal Office at
BROOKVILLE, INDIANA.
E. M. Gregory.....President.

RAILROAD PROFITS IN OHIO AND INDIANA.

It is not in the least surprising, but, on the contrary, natural and proper, that capitalists who have large amounts involved in the early made railroads, should, in fear of competing lines, endeavor to arrest the progress of such, as they think likely to produce that effect. *So* far, also, as *they* are correct in *their premises*, we are not inclined to complain of such views. Overdoing railways, like overdoing any other business, must in the end be disastrous to that particular interest. So far, then, as there is danger of overdoing this business, we agree with the objectors of Western railway progress—or rather with those who think they are only prudently cautious in objecting to some new lines.—But the real question is, where are the *limits* of railway progress? Who shall say, that here, or there, there are railways enough? Let a lesson be taken from steamboat progress. In 1830 there were thought to be steamboats enough; and in 1840 the business was said to be utterly ruined; yet we have double as many steamboats now as then; and in the past year Cincinnati and Pittsburg have built more than in any year for a long time; and the good boats are as profitable as ever. Neither bad steamboats, nor inferior railways, nor extravagant merchants, nor reckless men, will ever make a profitable business. They are the exception, however; and we must draw warnings rather than rules from them. No analogies whatever can be drawn between Western railways and those in England, or in the Atlantic states. The cost is only a *sixth* of those in England, and *two thirds* of them on the Atlantic, while in ultimate resources, the valley of the Mississippi is far superior to either of them.

The truth is, that on a *given state of facts*, the business of a railway *can* be almost exactly calculated; and those who neglect to do this, or in doing it fail to deal *fairly* with the facts, have only themselves to thank for any failure in the result. They have always, in their favor, to correct errors, the rapid and prodigious increase in the business of the country. These are general considerations; but having before us several reports of railway companies, giving the business of the last, we shall refer to the result, making no selection of the companies, but taking those that happen to be on our table.

These reports embrace full returns from the Cleveland and Pittsburgh, the Little Miami, the Xenia and Columbus, the Cincinnati, Hamilton and Dayton, the Greenville and Miami, the Eaton and Hamilton, the Madison and Indianapolis, and the Terre Haute and Richmond railways, eight in all. But it must be remembered that the Greenville and Miami, the Cincinnati, Hamilton and Dayton, the Eaton and Hamilton, and the Terre Haute and Richmond railways have been in operation, at the time of the reports, only one year, and these returns do not at all represent the true value of their business.—Nevertheless, we take them on their first year's operations, and include them with the others. The *aggregate* of these eight railways present the following result, viz:

Number of miles	543
Cost	$15,888,739
Cost per mile	29,500
Receipts	2,441,6.7
Expenses	1,060,075
Net Profits	1,381,562
Expenses per mile	44 per cent.
Net profits per mile	56 "
Net profits	8½ "

When the new roads are fairly tried, which can only be two or three years after they have commenced running, they will unquestionably bring the *average* up to 10 per cent.

Had the Cleveland and Columbus and the Lake Shore line been included in the above aggregate, they would have raised the average much higher; but we took the above figures from the reports before us at the moment, without any selection. The result is, that on *eight railways costing sixteen millions*—one half of which have been only one year in operation—there has been *eight and a half per cent. net profit made.* This, too, with the perfect certainty that this average will be increased. We do not say, nor believe, that this is the most lucrative investment of capital which *can* be made; for we are well aware that there are some kinds of manufactures and trades which, by the *aid of individual skill and labor*, pay higher profits; but we are now speaking of investments on a large scale.—Capitalists cannot command individual skill and labor at a distance from themselves.—They must buy stocks and bonds, or real estate; and we unhesitatingly say, that of this class of investment, Western railways, so far, present much the best opportunities of investment, safely and profitably. In reference to this, we sometime since, suggested what has already taken place to some extent—that the time was at hand when capitalists would prefer the stock to the bonds of railways. Millions of dollars in bonds of Western railways have already been converted into stock. Convertible bonds of Western railways are now, beyond all doubt, the best investment of capital which can be made in stocks.

We need not, however, dwell long on this subject. The high rate of interest on money will prevent any overtrading in railways, so long as it continues. In that respect it is highly favorable to the railways now completed, or constructing. In this immediate region of country, we know of no new railway project broached for several months; but all the works already undertaken, are going on towards completion successfully and prosperously.—Some of the new works, such as the Ohio and Mississippi, and the Cincinnati and Marietta, are verging towards completion, and when completed will produce a striking effect on railway business in the West.

Railroads.

Mississippi, Ouachita and Red River Railroad Company, Arkansas.—The report of the engineer of this road, Lloyd Tilghman, Esq., is before us, containing a very full and detailed account of the results of the preliminary survey for this line.

The road commences near Gaines' Landing, on the Mississippi river, running westwardly about 160 miles to a point on the Red river, at or near Fulton, passing through Camden on the Ouachita, in an almost air line from terminus to terminus. The country intervening being level, much of it is subject to overflow from the numerous bayous and rivers, this will entail the necessity of considerable trestle-work; the absence of stone will also compel the company to use iron largely in the sub-structure of their bridges.

The estimate of cost is as follows:

For 163 miles, including side track, depots, equipments, etc.	$1,990,104 92
Or, per mile	12,797 40

Being one of the cheapest in the Union.

The elements of the line for the first 94 miles, or the Eastern division, to the Ouachita river, are as follows:

Total length	94 miles.
Air Line	92 " 1800 feet
Minimum curve	1 " radius.
Length of curve	2 " 1143 feet
Maximum curve	1,000 feet.
Length of curve	4,707 "
Maximum grade on curves	50 feet.

From the Ouachita to Fulton, the Western Division, is more broken, requiring grades as high as 60 feet, in several instances, the curvature remaining about the same as on the Eastern Division.

The first 20 miles of each Division, commencing at the eastern end, are now under contract at the Engineer's estimates. The citizens along the line, at Camden, and at the terminus on the Mississippi, have freely given the right of way, depot grounds, etc. At Camden, a Mr. Bradley, in addition to a heavy subscription, has given to the company 150 acres, most eligibly situated for depot grounds; at Ferguson's landing on the Mississippi, Mr. F. has made a donation of 60 acres of river front, affording one of the best landings in that vicinity. Mr. F. is also a heavy subscriber to the stock of the company. This road and two branches, will also be entitled to some 968,200 acres of land granted to the state for railroad purposes, as well as some 100,000 acres of swamp lands, under the State act.

Racine, Janesville & Mississippi Railroad Company.—Reports have been circulated relative to the value of the bonds issued by the city and town of Racine in aid of this company, which have brought out the following certificate from the chairman of the Board of Supervisors, to the New York *Tribune:*

Racine, Wis., Monday, Feb. 20, 1854.

The undersigned, Chairman of the Board of Supervisors, and Clerk of the town of Racine, Wis., do hereby certify and declare that a certain communication referred to in the New York *Tribune* of the 11th inst., cautioning capitalists against purchasing the bonds issued by this town to the Racine, Janesville and Mississippi Railroad Company, was unauthorized by and unknown to the legal authorities of said town; that the same is a malicious attempt of some irresponsible person, or persons to injure the credit and sale of said bonds. And we further certify that said bonds were issued in strict conformity to law, that the town has received from said company a certificate of stock in the same to an equal amount of bonds issued; said bonds are good and valid against said town, and that the transaction was entirely satisfactory to the people of the town generally, the same having been sanctioned by three-quarters of the legal voters thereof. Stephen N. Ives,
Chairman of Board of Supervisors Town of Racine
James Mold Titus, Clerk.

This would seem to settle the legality of the bonds.

New Orleans & Ohio Railroad, better known as the "Paducah Branch of the Mobile & Ohio Road." We are pleased to learn that the difficulties in relation to the constitutionality of the County Railroad Tax have subsided, and that the citizens are paying up, with a determination to have the road progress. The President, Mr. Trimble, has worked faithfully amid all the difficulties, and now feels encouraged to still greater exertion. The contractors are progressing; the rails are being laid within Paducah to carry the iron out on the line, and appearances would indicate an early completion of this important connection, in which Cincinnati is interested to no small amount.

Ohio and Indiana Railroad.—We learn that the track-layers are busy upon this line, working westwardly from the present terminus at the crossing of the Mad River Road, toward the Delphos, at the rate of about half a mile of track per day. As soon as a locomotive can be got to Delphos, hands will commence working eastwardly. The road is expected to be completed to Delphos in May next. The grading to Fort Wayne is nearly completed, and the laying of the iron will soon be commenced, and the Ohio and Indiana road will be the first to enter that city.

THE PACIFIC MO. RAILROAD.

We announced yesterday that Mr. Allen, having returned from the East, had confirmed the statement which we published some days ago on the authority of the New York *Times*, that he had contracted for the building of the South-west branch of the Pacific Railroad. The particulars of the contract are as follows:

The contractors are Messrs. A. S. Devin & Co., of New York, who are represented as energetic and efficient men. The contractors are to be paid in part by the $1,000,000 of State Stock appropriated to the road, and the $500,000 to be raised by private subscription, and take the bonds of the company for the remainder.

The first division, embracing seventy-seven miles, is to be completed in two years; the second, of one hundred miles in length, in three years, and the whole line of two hundred and seventy-one miles, in four years. The grant of $1,000,000 of State Bonds is conditioned on the raising of $500,000 by private subscription, and in securing this amount, the contractors agree to lend their aid. The land secured by the Company amounts to 1,200,000 acres, of which the greater portion of that not located on the route, is located in the south-west portion of the State. The President brought with him from Washington the certificates of location of the land in question.

We take the above from the St. Louis *Intelligencer*, which also adds:

Aside from the possible connection of the South-west branch with the great highway across the continent, it will have abundant sources of profitable business, should it never be extended further than the south-west boundary of Missouri. The region which it will traverse from Franklin—thirty-eight miles west of this city—and the point of junction with the northern branch, to Springfield, about two hundred miles south-west of the junction, has immense resources, which are lying undeveloped because they are inaccessible. It is a broken and somewhat mountainous region, but those portions which are not susceptible of profitable tillage are covered with pine forests, not surpassed for exhaustless supplies of lumber, by the famous pineries of Wisconsin. There is also abundant water power on the Gasconade, and branches of the Osage and other streams for any number of saw-mills, and the opening of the railroad will soon enliven that romantic and sequestered region with all the busy and characteristic scenes of extensive lumber operations.

These granite and trap rock hills of southern Missouri, in addition to the forests which clothe their sides, embed in their interior such quantities of iron, copper and other valuable minerals, that a sober estimate of their treasures, sounds like the exaggeration of fable.—We saw a statement the other day that the mineral region of Lake Superior is the richest in the world, but we can safely say that it does not surpass, either in the extent and variety of its deposites, or the facility of reaching them, the mineral region of Missouri, contiguous to the South-west branch of the Pacific Railroad.

The hills of the Gasconade, Niangua, and the branches of White river, are as well adapted as any other part of the United States to the grape culture and wine making, which are so rapidly becoming important branches of productive industry. The climate of this district is dry and genial, and the soil and geological formation are similar to those of the wine growing districts of Europe.

Near Springfield, the South-west branch, after penetrating and laying open the region of minerals and lumber above described, emerges into the great prairies of the South-west, a splendid country of inexhaustible fertility and unsurpassed beauty and salubrity, rolling away in majestic undulations, sprinkled with groves, traversed by belts of forest, and broken here and there by settlements, but for the most part an ocean of the richest verdure, enamelled in spring and summer with flowers of every hue, and waving in the pure and healthful breezes that sweep down from the dry upland prairies near the head waters of the Arkansas, Canadian, and Red rivers. The opening of railroad communication with this region is all that is required to make it one of the most productive, prosperous and delightful sections of the West.

Franklin and Warren Railroad.—In some two numbers back we gave the President's Report of this company. We have since received the Engineer's Report, Samuel H. Kneass, Esq., from which we make a few extracts.

The points on the line are Dayton, Urbana, Lewisburg, Marion, Galion, Crestline, (106 miles from Dayton,) Ashland Akron, Franklin, Ravenna, Windham, and Warren to Pennsylvania state line, a distance of 240 miles. The maximum grade throughout is but 39 6.10 feet per mile; the smallest curve is 1910 feet.

Though this line has been known as the "Broad Gauge Road," yet it would seem from this report that the gauge question has *not* been definitely settled; the Engineer recommends a still further delay before it is decided upon, in order that the respective advantages of the wide and narrow gauge, connections, etc., may have full weight in the final decision.

Cleveland, Madison & Louisville Railroad Company.—This company was organized on the 21st ult., by the election of the following Board of Directors, viz: Selah Chamberlain, Cleveland; Jas. H. Godman, Marion, Ohio; David White, Madison, Ia.; Matthew Cretcher, Spring Hills, O.; R. H. Canby, Abner Riddle, and Benjamin Stanton, Bellefontaine, O. Jas. H. Godman was elected President. The offices of Secretary and Treasurer were not filled permanently in consequence of the absence of two or three members of the Board.

David White, of Madison, is President of the Indiana portion of the line, to which he has already secured a subscription of $1,000,000.

A corps of Engineers under Mr. Jas. Harper, C. E. of the Bellefontaine and Indiana road, has started to survey the Ohio portion of the line, from the junction at the Indiana state line. Bellefontaine will probably be the point of junction in the Cleveland connection.

☞ The capital stock of the Grand Trunk Railway, Canada, is £10,000,000 sterling, or about $48,000,000.

Railroads in Florida.—We perceive that this growing State has put in its claim for a portion of the "Public Lands," for railroad purposes, as well as its sister states, and with strong prospects of success. A bill was presented in the United States Senate on the 27th February, by Mr. Mallory, and passed, granting the right of way and alternate sections, for six sections in width, along the line of a railroad from Pensacola to Jacksonville, or Fernandina, or some point near thereto, with three branches to the Gulf of Mexico, one of which shall terminate at St. Andrew's Bay, one at St Mark's, and one at Tampa Bay, and from Pensacola, to a point on the boundary line between Florida and Alabama. Of the fate of the bill in the House, we have not yet heard, though every indication is that it will pass that body.

Should this grant be made, Florida will have abundant means to build all of its contemplated roads, and thus afford means of transportation for her produce. The railroad spirit is abroad in that state, and her citizens are determined to avail themselves of the benefit to be derived from the construction of these great arteries of commerce.

Mississippi, Gainesville & Tuscaloosa Railroad.—This road will run in a south-westerly course through the center of Alabama, commencing at some point on the road, from Monteavllo to Gunter's Landing, thence, via Elytown, Tuscaloosa, Clinton, Gainesville and Sumterville to Narketa, a point upon the Mobile and Ohio road, in Mississippi. The company has been organized by the election of a Board of Directors; and the President, aided by the Mobile and Ohio Railroad Company, is, at this time, making a preliminary survey of the route.

A bill has been reported by the Committee on Public Lands, in the House of Representatives of the United States, granting the state of Alabama alternate sections of land for the purpose of aiding this company, which, it is probable will pass.

The construction of this line will open a continuous connection from this city, via South-Western, Tennessee, road, to New Orleans and Mobile, at the same time passing through the most fertile, as well as richest, in minerals, sections of this State.

Notwithstanding the failure of the Legislature to grant "State aid," the people seemed determined to aid themselves; consequently, they must prosper.

Another New Railroad in Illinois.—At the session of the Legislature just closed, a charter was obtained for a railroad from Sheffield, on the Rock Island Road, to Savannah, on the Mississippi river, a distance of 50 miles, or thereabout. Some of the best coal fields of the State are found along the line of this proposed road.

Communications.

BRIDGE OVER THE MISSISSIPPI AT ROCK-ISLAND, ILLINOIS.

With much satisfaction we give place to the following communication relative to bridging the Mississippi at Rock Island. The article referred to was copied from, and credited to one of our Wheeling exchanges, though we were fully under the impression that it presented the facts in the case. *The Keokuk Whig*, sometime in December, '53, or January of this year, stated that the U. S. District Court had granted an injunction to restrain the construction of this bridge which injunction, it adds, "will probably be perpetual."—Supposing the *Whig* to be posted in the matter, as it was published in that neighborhood, we gave the information in No. 45, Vol. 1, page 707 of the RECORD, at the same time expressing our surprise at any such action on the part of the Court.

The day has gone by when rivers are to be obstructions to railroads; the latter have rights as well as the former, and should be respected.

We are pleased to learn that this bridge will be completed at the proposed time, and that the Rock Island road will find a ready means of crossing the river over this bridge.

EDITOR RAILROAD RECORD,

DEAR SIR :—I notice in the number of your Journal for March 16th, 1854, an error in the article upon page 37, captioned "New Railroad Bridge."

You say: "The recent decision of the District Court of the United States sitting for Illinois, against the erection of an ordinary railroad bridge across the Mississippi at Rock Island, will render this invention highly valuable to the people there enjoined." This statement is a mistake. No injunction has ever been issued to stop the progress of the bridge at Rock Island, and no measures have ever been taken in any form, to the knowledge of the Company, to prevent its erection.—On the other hand the work upon the bridge is progressing, and the company intend and expect to have it ready for use by the first day of December next.

Will you do me the favor to make this correction in the next number of the RECORD after the reception of this letter? and oblige

Yours, Respectfully,

HENRY VAN DER LYN.

Chicago, March 22d, 1854.

NASHVILLE AND CHATTANOOGA RAILROAD BONDS.—The Comptroller of the state of Tennessee has given notice that the Bonds of this company, endorsed by the State, will be received by him on deposit, as security for banking purposes, on the same terms as State Bonds, viz: $1000,5s. at $833.33, $1000,5¼s. at $875.

IRON BRIDGES FOR RAILWAYS.

The work for the Iron Bridges on the Quebec and Richmond Railway, manufactured in England, is shipped to this port and forwarded hence by the Grand Trunk Railway. A large portion has already been sent, and some of the bridges are partially constructed.

Many of the beams and girders come out in lengths of twenty-five feet, weighing several tons. From an examination of the plans of these structures, and a careful inspection of the different parts of the work as it arrives, one can readily see how they are put together.

We have not as yet seen anything in the entire range of railway economy, that has interested us more than this matter of iron bridges. It enables us to understand and appreciate, in some degree, the terms "permanent way," applied to English railroads. The construction of iron bridges will form a new era in the history of American Railways.

All the bridges on the Quebec and Richmond railway are of iron. Similar structures are to be built on the Grand Trunk Railway, and also upon the Mississquoi road from Island Pond to Montreal. They are tubular, after the plan of the Brittannia bridge, but instead of running through the tube, trains pass upon the top chords.

The Victoria bridge, however, across the St. Lawrence, at Montreal, or its principal spans, will be like the Brittannia bridge, the trains passing through the tube, instead of upon the top.

What excites surprise as well as satisfaction, is the cheapness with which structures of this kind can be built, taking into view their superiority to wooden bridges, for spans of ordinary length. For 60 feet spans, the portion of cost is only about 4 to 1. Iron bridges require very small annual expenditures for repairs, compared with those of wood, and will last forever. Wooden bridges require to be frequently replaced, and are scarcely considered safe for high speeds, after 10 years' use.

We have had various specimens of iron bridges in this country, but none have secured general confidence and favor. The great difficulty has arisen from the excessive weight of the material used.

A tube constructed of iron plates, riveted together in a rectangular form, was found by experiments under the direction of Mr. Stephenson, to give to a bridge its greatest possible strength. This discovery worked a revolution in the science of railway construction, and we hope ere long to see iron bridges introduced upon railways in the United States.

According to our present recollection, iron bridges cost at the rate of about $120 per ton, in England, and the parts are all of gauged work, having their exact proportions according to the length, so that orders for new bridges can be given with the same certainty as for rails or other material. A bridge having 40 feet span requires about 100 cwt., of iron per foot.—*State of Maine.*

ILLINOIS CENTRAL RAILROAD; FENCING.—This company has made a contract for hedging one hundred miles, with Osage plant on both sides. The road runs over Grand Prairie, where the groves of timber are in some places 40 or 50 miles apart, and this hedge will be the only tree or plant in sight. It will necessarily mark out the line of the road beautifully, and relieve the monotony of the prairie view.

MONOCACY BRIDGE, ON THE BALTIMORE AND OHIO RAILROAD.—On Friday, P. M., March 17th, this structure was destroyed by fire, and on the succeeding Tuesday afternoon at 5 o'clock, the trains passed over an entire new bridge in the same place. The new bridge is 60 feet high, and 350 feet long, comprising a double range of trestle-work, of the most solid description. The number of persons engaged upon the bridge was but 80 in all.

This is a specimen of what can be done in cases of necessity, where the management of affairs is in proper hands.

Speaking of burning bridges, reminded us of a cheap means of rendering wood incombustible, which we give here, viz:

INCOMBUSTIBLE WASH.—Take of common water, a quantity proportionate to the surface to be protected, and stir in potash as long as it will dissolve. When the water is perfectly saturated, stir in first, a quantity of pure clay to render the mass as thick as cream. When the ingredients are well mixed, the preparation is to be applied to the wood, and will be found efficient in protecting it from the action of both fire and rain. It is asserted by those who have tested its value, that wood work exposed to intense heat, if coated with this cement, may be charred or carbonated, but cannot be made to burn.

When desirable, a very agreeable color may be imparted to the wash by adding a small quantity of red or yellow ochre.

A BRIDGE ACROSS THE HUDSON AT ALBANY.—A committee of the New York Senate is busily engaged in prosecuting inquiries in regard to the feasibility and desirability of bridging the Hudson river at Albany. A curious model of a bridge, designed to obviate objections which have been urged against the measure, is now on exhibition at Albany.—If it is carried into execution, the platform or floor of the bridge will occupy a position fifty feet above the level of the water, which it is said is high enough to permit the free passage of seven-tenths of the navigation. The platform will be so arranged that it can be raised or lowered by adding the weight of water to its balance weights—the water for this purpose being raised by a small steam engine into tanks placed upon the top of towers. The bridge will thus be lowered to the level of the railroad grade whenever a train is about to pass, and hoisted again to the level of the carriage road immediately after its passage. It is estimated that this operation will require but two minutes of time. The draw will be raised by the steam engine for the passage of large vessels—requiring probably for each vessel a space of four or five minutes.

MOBILE AND OHIO RAILROAD COMPANY.—At a meeting of the Board of Directors of the Mobile and Ohio Railroad Company, held on the 16th ult., Sidney Smith, Esq., was re-elected President; A. F. Irwin, Secretary and Treasurer; and F. B. Clark, Jonathan Emanuel and D. W. Goodman, Commissioners, were elected the Executive Committee.

IMPORTANT RAILROAD BILL.

Mr. Lee has introduced a bill in the Senate, which proposes important changes in the Railroad law of Ohio. The *Statesman* furnishes the following synopsis :

This bill, which has been carefully prepared, proposes among other features, that Railroads shall build fences, farm crossings, cattle guards, and provides for the liability of the road in case of injury by the neglect of the Railroad to keep them in repair ; also that Conductors shall notify passengers at stopping places of the length of time the cars will be detained ; for their liability to the day laborer, if he shall claim in 40 days, etc.; that the Railroad shall pay for losses by fire and steam ; for a bell to each locomotive and its ringing at crossings ; for sign boards at crossings.

Section 7th provides for the ownership of only such land as may be necessary for the road, and for its sale.

Section 8th. No president. director, or other officer or agent of any such railroad company, shall directly or indirectly, purchase any land either in fee or otherwise, or become interested therein, during the time they hold such office, or for a period of one year thereafter, along the line or at either end of such ; and that if any such purchase is made, all contracts or deeds of conveyance made in pursuance thereof, shall be deemed and held null and void.

The next section provides for the sale of any land purchased by the officers of railroads in their own or other people's names, paid for by the money of the road.

The next section estops the railroad and its officers keeping or being interested in warehouses, etc., along the line.

Sec. 11 makes the officers pay, like other people, toll, freight, etc., when not engaged in the business of the road ; and the next section prevents them and the railroad from being interested in water craft on the canals or rivers.

Provisions are made in the bill against intoxicated conductors and engineers. The next section gives a civil remedy for loss of life to passengers. The 16th section fixes the mode of voting each share a vote, up to 20, and every five above that to one vote. There is a stringent section against consolidation, excepting continuous lines, without brake of gauge. There are other limitations to this consolidation business. Other parts of the bill refer to the cost of road and equipment, characteristics of the road, doings during the year, expenditures for working the road, motive power, income dividends, etc.

Evansville and Crawfordsville Railroad, (between Vincennes and Terre Haute.)

Many of our citizens, we presume are not aware of the quiet but rapid progress toward completion which is being made on the Evansville and Terre Haute Railroad. The President, Mr. Griswold, informs us that two-thirds of the grading and bridge work between this point and Vincennes is done, and that it will all be done in three months. Twenty-six hundred tons of iron are now lying at New Orleans awaiting shipment. The company design to have the road completed, and cars running between Evansville and this city by October. The road is doing a fine business between Vincennes and the Ohio river.—*Terre Haute Express.*

MANUFACTURE OF RAILROAD IRON FROM AMERICAN ORE.

The following from the *American Railway Times* meets our views exactly :

Knoxville (Tenn.) Railway Iron Manufacturing Company.—We find in the Knoxville Register some allusion to a charter granted by the Tennessee Legislature to a Knoxville company, for the manufacture of railway iron, locomotives, &c. We are told that the charter is a most liberal one, and that inducements are held out to railway companies in that, and the adjoining states, to hold stock in the manufacturing company. We know nothing of the details of the charter, but we heartily concur in the spirit and design of the movement, and call upon our railway friends in that section of the country to second with heartiness and decision every effort made to extend the home manufacture of iron, machinery and every other article that enters so much into the national consumption. Well diversified labor is an element of great strength to any locality or section of the country, and we know of no single article in the whole list of our industrial pursuits that promises better returns than a proper cultivation of the iron interest. We wish again to call the full attention of our readers to a consideration of the folly of our long continued policy of importing foreign iron to lay down over our iron mines and coal deposits. It is time that we should do something to put a stop to such stupendous folly, as annually paying out millions of dollars as a bonus to foreign manufactures and foreign labor. We should have more national self-respect, to say nothing of national shrewdness. We shall never take a decided step towards commercial independence, until we place our iron manufacturing interest above the control of the iron manufactures of Europe.

Pennsylvania State Works.—Pennsylvania newspapers are pretty generally united in advocating the sale of the public works. It is now conceded that they are unprofitable to the State, and cannot be otherwise than unprofitable while they remain in its ownership. The Harrisburg Union says :

Their actual cost has been $32.542,267 77—the *interest* paid on the same has been $35,-157,796 13—the expense of conducting them has been nineteen and a half millions, and the entire revenue only $25,342,020 47. The total cost of the State works to the present time, has been in round numbers, say $90,-000,000, and all we can show to meet this is a revenue of less than $26,000,000. When we add that *new* appropriations are asked, amounting to over $6,000.000, the public may judge for themselves, whether, under such management of affairs as we have had, and as we are likely to have, the interests of the people would be best promoted by retaining or disposing of the works. For our own part, having nothing but the public interest in view, we say sell them, and if you cannot sell them, give them away—do anything but keep them longer.

Logansport & Pacific Railroad.—The following named gentlemen were recently elected Directors in this company. Benjamin Reynolds, Isaac Reynolds, R. Hughs, Monticello; Wm. Chase, David M. Dunn, W. L. Brown, Logansport; and Lieut. Gov. A. P. Willard, New Albany.

LAHAYE'S SELF ACTING BRAKE.

A train of five cars has been fitted up with these Brakes on the Hudson River Railroad, and was recently tried in an excursion to Peekskill. The trial could not strictly be called an experiment, as the brake has already been in use, as we understand, for about a year, on the Reading Railroad, where all passenger trains are provided with them. The operation with the apparatus appeared to be entirely satisfactory, and received general commendation from those who witnessed it. The principal experiment consisted in stopping the train at a speed of forty-five miles per hour, which was accomplished in the space of 770 feet.

The principle of this brake is as simple as possible. The pulling bars by which the cars are attached to each other, are connected with levers acting immediately on the brakes, so as to press them upon the wheels whenever the ends of the pulling bars are crowded together. A train being in motion, it is only necessary to shut off steam either wholly or in part, when the momentum of the cars must crowd them upon the engine with a force proportioned to the speed of motion, and the amount of the check given the engine, communicating instant pressure in the same proportion to all the pulling bars or "bumpers," and through them to the brakes. If a sudden stop is necessary, the reversal of the engine will cause so forcible a crowding together of the cars as to apply the brakes with immense power, such as no possible number of brakemen could exert. The same effect is evidently produced by any obstruction to the train. When the train is stopped, the brakes are instantly released by a slightly backward pressure from the engine. The principal advantages claimed for these brakes are the following:

The pressure on the brakes can be made indefinitely greater than by the force of any number of brakemen. It is wholly independent of human aid or volition, (except as employed in the management of the engine,) and liable to none of the mistakes or infirmities of human nature; being always *there*, and instantaneous as thought. Each car is complete in itself, works equally well in either direction, requires no connections or adjustments at starting, and quite as little likely to get out of order as with any other apparatus. The expense of brakemen is mostly saved. The brakes are instantly released after the stoppage of the train. If an obstruction is encountered, the brakes are applied with tremendous power, sooner than an engineer can give the signal.

We understand that the South Carolina Railroad, the Camden and Atlantic, and the Philadelphia and Baltimore have adopted these brakes. The inventor is a Belgian by birth, and an engine driver by calling, who has lived about fifteen years in this country, and devoted a number of them to study and experiment upon this important subject.

Pittsburgh, Maysville and Cincinnati Railroad.—This road has been permanently located from McConnelsville to Washington, Guernsey county, a few miles east of Cambridge, passing through Cumberland and Senecaville. This portion of the road will be pushed forward with as little delay as possible. The subscriptions, right of way, etc., have been very liberal all along the line.

LOCOMOTIVES ON PRAIRIES.

A correspondent of the N. Y. *Evening Post*, who passed over some of our principal western roads during some of the coldest weather of last winter, notices it as a fact that locomotives exposed upon open, bleak prairies, require a greater amount of fuel to perform a given service than would be requisite in the same engine through timbered country or cities. He says:

"The experience of a ride in a still, cold day, from Detroit to Chicago, has taught me that some things are to be learned by experience alone. The consumption of wood on the open prairies, in cold weather, in the locomotives is very much greater than among the settlements or in the timbered country, and the amount of steam produced much less. A train will leave Detroit with from twenty-five to thirty-five freight cars, and from eighty to one hundred pounds of steam. As it nears Chicago, on the open prairie, the steam will fall gradually to thirty-five or forty-five pounds; and the engine, leaving half its train, runs with the remainder to Chicago. So, put an iron box-stove on the top of one of the cars on the prairie, let the fire burn intensely, and the surface of the stove will not burn the hand laid upon it. It is a problem, the solution of which would make the fortune of an inventor, how this very rapid loss of heat can be prevented. Perhaps some of your readers can find a remedy.

WABASH RIVER RAILROAD.—This road commences at the northern terminus of the Ohio River and Wabash Road, opposite Vincennes, and runs northwardly through the counties of Lawrence, Crawford, Clark and Edgar, connecting at Paris with the Terre Haute and Joliet, and the Paris Branch of the Eel River and Wabash Valley roads, thus making a direct connection with Toledo.—The completion of this line secures a direct line north and south between Chicago and the Gulf of Mexico. The Wabash River road is 60 miles in length, running through the rich valley of the river, a section the most fertile, and among the oldest settled in the State. The completed surveys show a remarkably cheap line, with a maximum grade of 40 feet to the mile, and curves of no less radius than 7,30 feet. The road will be put under contract in May next.

The Board of Directors has been organized as follows:

Hon. A. T. Ellis, President; Hou. Uri Mauly, Ex. Gov. A. C. French, James Welch, J. B. Richardson, R. P. Ober, E. Callihan, —— Wilson, John Shepperd, and Catlett.

CINCINNATI, HAMILTON AND DAYTON RAILROAD, SECOND TRACK.—From the Dayton *Gazette*, we learn that this company propose to construct a second track, under the direction of Mr. Shoemaker, to leave the old track some miles south of Hamilton, passing thro' Middletown, Miamisburgh and Carrolton.—The new track will be much shorter than the present one, and will be used for the quick passenger trains.

RAILROAD AND STEAMBOAT ACCIDENTS COMPARED.—The following table from the New York *Herald*, gives all the railroad and steamboat accidents which have occurred from the 12th of January, 1853, to date:

	On Railroads			Steamboats.		
	Accidents.	Killed.	Wounded.	Accidents.	Killed.	Wounded.
1853						
January	14	25	40	4	66	33
February	6	6	11	1	120	—
March	14	24	57	3	30	17
April	4	25	54	3	58	21
May	8	54	48	60	60	60
June	5	5	19	4	19	17
July	11	8	22	1	7	2
August	14	35	91	2	2	5
September	18	13	35	3	8	14
October	19	14	34	4	18	23
November	19	11	32	3	19	10
December	8	7	37	3	13	16
Total in 1853	138	227	484	31	359	158
1854.						
January	21	10	26	8	139	20
February	20	12	37	5	54	24
March, to date	11	13	78	4	148	23
Total during 14½ months	190	268	624	48	691	225

From this table we gather that the number of accidents upon railroads has been 396 per cent., in advance of those upon steamboats. The number of wounded upon railroads has been 270.07 per cent., in advance of those from steamboat accidents. While the number of deaths resulting from steamboat accidents is 260.50 per cent more than upon railroads.

From this it would appear that railroad traveling was more prolific in accidents, but less serious in deaths than steamboat traveling. But there is an element entering into this calculation which is not given here, we mean the respective number of passengers, without which it is impossible even to approximate a general average.

WEALTH OF PENNSYLVANIA.—We learn from the Harrisburg *Union* that the aggregate property in Pennsylvania subject to taxation, as fixed by the Revenue Board of Commissioners of 1854, is as follows:

Property subject to tax of 3 mills	$525,779,148 85
Property subject to tax of 1 ℔ cent	5,861,333 00
Property subject to tax of 2 ℔ cent	329,025 06
Amount	$531,469,556 85

These sums will yield the following revenue to the Commonwealth:

Tax on property subject to tax of 3 mills	$1,577,337 44
Tax on property subject to tax of 1 ℔ cent.	58,618 83
Tax on property subject to tax of 2 ℔ cent.	6,580 50
Tax on watches	11,388 75
Gross amount of revenue	$1,648,920 52

From this amount deduct $100,000 for collection, exonerations, &c., and we have nearly $1,543,920.52 net revenue.

HANNIBAL AND ST. JOSEPH RAILROAD, MO.—We learn that Messrs. Duff & Learned, contractors upon this road, have disposed of a portion of their contract on this road (some $1,000,000, we believe,) to Messrs. Gould & Watson, of St. Louis, the effect of which will be the more rapid completion of the road; some 30 or 40 miles, it is expected, will be ready by September next.

BURLINGTON & MISSOURI RAILROAD, IOWA.—The following resolution was adopted at a meeting of the Directors of this company, held at Burlington, March 22d, viz:

Resolved, That the line surveyed by the Chief Engineer, commencing at the western boundary line of the City of Burlington, running up Hawk-Eye Creek, via Middletown, New London, Mt. Pleasant, and Fairfield to Agency city, in Wapello county, be adopted and is hereby established as the route of the Burlington and Missouri River Railroad; provided, nevertheless, that the Chief Engineer of said road be authorized to make such deviations from the present surveyed line as may in his judgment be necessary, not changing the general route of said road as hereby established—and running as near the points named as practicable.

Resolved, That the Chief Engineer of this road be directed to cause a survey to be made as early as practicable, from Agency City via Dahlonega to Oskaloosa, and report the same to the office of this company.

Thus the location of this road is definitely settled.

TELEGRAPHS ACROSS THE OCEAN.—Lieut. Maury has addressed a letter to the Secretary of the Navy, giving the results of the deep sea soundings effected by Lieut. Berryman from the shores of New Foundland to those of Ireland. These seem to be decisive of the question as to the practicability of a submarine telegraph across the Atlantic Ocean, in that region, the distance between the nearest points of the two countries being one thousand six hundred miles, and the bottom of the sea being a plateau the whole distance, singularly adapted to the purpose of holding a line of magnetic telegraph wire. Lieut. Maury suggests that a national prize be offered to the telegraphic company through whose telegraphic wire the first telegraphic message shall be passed across the Atlantic.

MEMPHIS AND ST. LOUIS RAILROAD.—E. H. Porter, Esq., of Memphis, has been elected President of this road.

The object of this company is to construct a railroad to connect Memphis with St. Louis by supplying the link of some eighty or one hundred miles between the terminus of the Iron Mountain Railroad, at or near the Missouri and Arkansas state line and Memphis, thus completing an air line connection between St. Louis, Memphis and New Orleans, and connecting St. Louis *via* Memphis, with the other southern and southeastern cities.

The President named is well known for his large experience, sound judgment, indomitable energy, and business habits, combining a personal and thorough knowledge of the country to be traversed.

CORRECTION.—In the article upon Railroad Earnings, in the last issue of the Record, the receipts of the Louisville and Frankfort Company were transposed, the earnings for 1854 being placed for 1853, and vice versa. The result was correct.

Mississippi Valley Railroad, North.—This is another new road, authorized by the Legislature of Missouri, in 1853. The first meeting of the stock holders was held at Bowling Green, some time last month. The Board of Directors was selected, and Col. Britton of Troy, was elected President, to serve until the regular election, E. Draper, was elected Secretary.

It was decided to open books for subscription on the 2d inst., at various points along the line, to continue open sixty days. The meeting then adjourned to meet again at Louisiana, and hear the report of the subscription agents.

The above is all the information we can gain of this proposed road; neither the termini, intermediate points, or any other particulars of the route are given; the company, editors, and all interested supposing, probably, that everybody else were as wise upon these points as themselves.

Nashville and Knoxville Railroad.—This line passes through the state of Tennessee in a direct line between the termini; and by means of the Nashville and Northwestern Road, connects the Mississippi river, at the northwest corner of the state, directly with the Atlantic coast at Charleston. This road will also give Nashville a direct outlet to Virginia, without the necessity of the present detour via the Chattanooga road. It is a prominent road among the many now in prospect in this State; and its friends are sanguine as to its ultimate success. We have been promised some important particulars in relation to the roads of this state, which we look for with much interest; when received, we shall lay it before our readers.

Union Passenger Depot at Dayton.—The difficulties which have hitherto prevented the erection of a suitable depot at this point have been obviated; the needful grounds, in addition, have been obtained at the location formerly agreed upon, at a cost of $21,000.—The company will now have 1000 feet in length by 260 feet in width, adjoining the canal.—The building will be at once put under contract, and completed the coming season. This has long been need. Dayton is an important point, and passengers should have the proper accommodations and facilities afforded them there.

Railroad Speed.—A bill before the Massachusetts Legislature, to prevent injury and destruction of life upon railroads, has been ordered to a third reading by the Senate. The bill limits the speed of trains crossing drawbridges to four miles an hour—the Engineer being subject to a fine and imprisonment for offending against this provision. The President and Directors are also made liable for knowingly permitting a violation.

DeBow's Review: Industrial Resources, &c., for March. We have omitted to mention the receipt of this number of this valuable statistical Journal, containing articles upon Mobile River and Bay; The Regions of the Amazon; The Telegraph; The Russo-Turkish Question; Rise and Progress of American Commerce and Navigation; Insolvency amongst Merchants; Statistics of the United States; Newspapers and Public Libraries; Commerce of the Ohio and its obstructions, &c., &c.

Our Railroad Map.—We would call attention of those interested in the Railroads of the West, to our Map, containing *all* the roads completed, constructing and proposed, so far as can be heard from, being one of the most complete and *correct* maps ever published.—Third Edition.

Mail Service in Brazil.—There is a curious mail system in the Amazon, which gives evidence of the economy and civilization of the Brazilians. There is a Post Office at every town on the river, but there are no public conveyances for carrying the mails.—This defect is remedied by the government requiring the captains of vessels going up or down the Amazon, to report themselves at the offices, and receive and transport the mails safely to the next office, after giving a receipt for them.

Cattle for California.—Messrs. Mitchell & Co., of Alton, Ill., started two companies for California on Tuesday last, with a drove of six hundred cows. They cross the Mississippi at Jersey landing, and go thence by the Hannibal railroad to St. Joseph.

We take the above from the Cincinnati *Columbian*. Perhaps the people of Hannibal and St. Joseph will be glad to learn that their road is so far completed as to allow the transportation of those cows.

Roads and Railroads; A Manual of the Principles and Practice of Road-Making, comprising the location, construction and improvement of Roads, and Railroads; by W. M. Gillespie, A. M., C. E., Prof. of Civil Engineering in Union College; Eighth Edition, with additions. New York: A. S. Barnes & Co., Publishers.

We are often asked for some work upon the construction of roads and railroads, practical in its details, and fitted for the comprehension of any and everybody. This is just the work; it treats the whole subject lucidly and in detail, adducing the best authorities, and giving such information that all may clearly comprehend the subject; it is thus well calculated for the use of persons about to engage in railroad affairs, as contractors, directors, etc., and will enable them to form just ideas of the practicability, feasibility, or propriety of any given course for a road. We recommend it to such as are in want of this class of information.

Ohio and Mississippi Railroad—Opening Celebration.—On Tuesday, the 4th inst., the O. and M. Railroad was opened to Aurora, 28 miles from this city. The party was large, numbering at least 700, which was largely increased at Lawrenceburg. All along the road the utmost joy was manifested as the cars rolled by, giving the first positive evidence, that the great cities of the West were henceforth to be united in iron bands. Salutes of cannon, *feus-de-joies*, were fired, and handkerchiefs and hats waved from every house. The scene was exciting and inspiring. At the fine machine shop of the company, below Aurora, a large hall, 100 by 50 feet, was filled with tables, covered with the best of viands. The collation did honor to Mr. Coleman, of the Burnet House, and the guests of the company did honor to the collation. Toasts and speeches were delivered, which it is impossible for us now to report. Among the works and machinery of the company, we ought to notice, as entirely admirable, the fine broad cars, adopted to the broad gauge. The seats were broader and better arranged than any we have seen. The cars of this road are admirably adapted to the comfort of families. All the arrangements are made with such care, in regard to comfort that we are quite sure no railway of the country, will exceed it in safety and convenience. We must close speaking of details until another occasion. But we will add, that the thanks of the whole company are due to the officers of the company, for being returned in due season, without the the slightest accident or embarrassment of any sort.

Springfield, Mt. Vernon & Pittsburgh Railroad.—This is the road which is to connect the Ohio & Pennsylvania Railroad at Lakeville, with the Little Miami road at Springfield. The Road is now open for freight and travel from Springfield to Delaware, and consequently will commence to earn money for the company, as it passes through a rich and populous country. At Delaware it connects with the Cleveland and Columbus road. The line from Delaware to Mt. Vernon is in a great state of forwardnes, and that between Mt. Vernon and Lakeville is going forward as fast as the funds of the company will permit. it will doubtless be finished by the end of the year.

Pacific, Mo., Railroad Company.—The following gentlemen have been elected Directors of this company, viz: Thos. Allen, Hudson E. Bridge, James E. Yeatman, Luther M. Kennet, Henry L. Patterson, Edward Walsh, J. B. Brant, A. H. Glasby, John C. Rust, R. M. Renick, David P. Waldo, and George R. Smith.

There was no election of the thirteenth Director, no person having a majority of all the votes, as required by the charter.

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

CORRECTED TO WEDNESDAY OF EACH WEEK.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'D.	ASK'D
Alabama and Tennessee	1st mortgage, convertible till 1872	7	1872	98	100
Baltimore and Ohio	Transferable. Taxed	6	1867	91	94¼
Do do	Coupons. Not Taxed	6	1875	86¼	87
Do do	" "	6	1880	96	98
Do do	"	7	1860	95¼	97
Do do		6	1885	88	90
Bellefontaine and Indiana	1st mortgage, convertible	6	1866	105	107
Buffalo and Penn. State Line	1st mortgage, not convertible	7	1866	100	102
Chicago and Rock Island	1st mortgage, convertible	7	1870	94	95
Chicago and Mississippi	1st " "	7	1862	92	95
Do do	2d " "	7	1874	89	90
Chicago and Aurora	1st " "	7	1866	90	92½
Cincinnati and Fort Wayne				....	
Cleveland, Columbus, and Cincinnati	1st mortgage, convertible	7	1859	128	130
Do do do	No mortgage, convertible	7	1855	124	127
Cleveland and Mahoning				....	
Cleveland, Painesville and Ashtabula	1st mortgage	7	1861	105	107
Do do	2d " not convertible	7	1861	99	100
Cleveland and Pittsburgh	1st " convertible	7	1860	104	109
Do do	Income "	7	1855	96	97
Cleveland, Zanesville, and Cincinnati				....	
Cincinnati, Hamilton and Dayton	1st mortgage " till 1855	7	1861	108	110
Cincinnati, New Castle and Michigan	1st mortgage, real estate, convertible	10	5 & 10 y's	96	100
Cincinnati Western	1st " " " "	10	5 & 10 y's	90	98
Cincinnati, Wilmington and Zanesville	1st "	7	1862	93	94
Cincinnati, Indianapolis and Chicago				....	
Columbus and Lake Erie				....	
Columbus, Piqua and Indiana	1st mortgage, convertible	7	1862	84	86
Do do do	2d "		1852	80	83
Columbus and Xenia	1st mortgage, convertible	7	1859	118	120
Covington and Lexington	1st " " till 1862	7	1862	90	95
Do do	2d " "	6	1862	85	90
Dayton and Michigan	1st " "	7	1867	94	97
Dayton and Western	1st " "	7	1862	90	95
Dayton, Xenia and Belpre				....	
Eaton and Hamilton	1st mortgage	7	1862	84	87
Eaton and Piqua				....	
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.	7	1862	93	96
Evansville and Illinois	1st Mortgage, convertible 1857	7	1862	85	87
Frankfort aad Lexington	1st " "	6	....		
Franklin and Warren				....	
Galena and Chicago Union	Pledge of 2d section, convertible	10	1853-6	125	130
Do do do	" 3d " not convertible	6	1862	80	85
Greenville and Miami				....	
Illinois Central	1st mortgage, not convertible	7	1875	86¼	90
Illinois and Wisconsin		10	....		
Indiana Central	1st mortgage, convertible	7	1866	82	83
Do do	" "	10	1857	102	104
Indianapolis and Bellefontaine	1st " "	7	1860-1	101	103
Indianapolis and Lafayette	" "	7	1861	95	100
Jeffersonville	1st " not "	7	1861	90	94
Junction (Ohio)	1st " "	7	1867	106	108
Do do	2d " "	7	....	104	106
La Crosso and Milwaukie				....	
Lawrenceburg and Upper Mississippi	1st mortgage, convertible	7	1866	100	101
Lexington and Big Sandy				....	
Little Miami	No mortgage, convertible 1852-4	7	1858-61	114	116
Do	" " till 1855	7	1861	117	120
Louisville and Nashville				....	
Lyons', Iowa, Central	1st mortgage, convertible	7	1873	47¾	60
Mad River and Lake Erie	1st mortgage, convertible till 1855	7	1855-6	97½	100
Do do	2d " "	7	1866	87	90
Do do	Dividend	7	1860	78	83
Madison and Indianapolis	1st mortgage, convertible after 1853	6	1861	100	103
Marietta and Cincinnati	1st " convertible	7	1868	95	97
Maysville and Big Sandy				....	
Maysville and Lexington	1st mortgage, convertible	6	1870	88	90
Memphis and Charleston				....	
Michigan Central	No mortgage, convertible	8	1860	108	110
Do do	" "	8	1855-6	100	102
Do do	" not "	8	1857-8	105	106
Michigan Southern	1st " " "	7	1860	100	103
Milwaukie and Mississippi	1st " " 1857	8	1862	103	105
Nashville and Chattanooga			....	83	93
New Albany and Salem	mortgage on 1st section	10	1858-62	109	111
Do do	1st " on other sections, convert.	8	1864-75	99	100
New Castle and Richmond	1st " convertible	6	1873	87	90
New Orleans and Ohio, Ky	Guar. of McCracken Co		....	86	93
New York and Erie	1st mortgage, not convertible	7	1867	115	116
Do do	2d " convertible	7	1859	102	105
Do do	Income, not convertible	7	1855	96¼	98
Do do	Convertible till 1861	7	1871	88½	90
Do do	" " 1862	7	1862	92	95
Northern Indiana	1st mortgage, not convertible	7	1860	96	98
Do do	2d "		....	93¼	94
Do do	1st mortgage Goshen line		....	92	95
Do do	Construction Bonds		....	105	110
Ohio Central	1st mortgage, convertible, west section	7	1861	103	105
Do	1st " " east "	7	1864	103	105
Ohio and Indiana	1st " "	7	1867	97	99
Ohio and Pennsylvania	" "	7	1865-6	107	109
Do do	Income. No mortgage, convertible	7	1872	93	95
Ohio River and Wabash			....	95	98
Pacific, Mo				....	
Panama	1st mortgage, convertible	7	1866	109	111
Parkersburgh (or Northwestern Va.)	" Guar. City of Baltimore	7	....	99	100
Pennsylvania	1st mortgage, convertible till 1860	6	1880	107	109
Peru and Indianapolis	1st " convertible	7	....	78	83
Rock River Valley Union	1st " convertible	7	1872	98	100
Sandusky and Mansfield	1st "	7	1860	82	85
Do do	2d "	10	1853-7	102	104
Scioto and Hocking Valley				....	
Southwestern, Tennessee				....	
Springfield and Columbus				....	
Steubenville and Indiana	1st mortgage, convertible	7	1865		94½
Terre Haute and Alton	1st " convertible		1862-72		
Do do	2d " do	8	1865		
Terre Haute and Richmond	1st mortgage, convertible	6	1866	99	100
Toledo Norwalk and Cleveland	1st "		1861	92	95
Do do do	2d "		....	90	95
Do do do	" Guar of C. C. & C.		1883	90	95

TABLES OF RAILROAD SHARES.

☞ The following quotations are not per share, but upon the HUNDRED DOLLARS.

	shares.	off'd.	ask'd.
Baltimore and Ohio	100	69	70
Bellefontaine and Delaware	50	40	50
Bellefontaine and Indiana	50	97	90
Belleville and Illinoistown			
Buffalo and Pennsylvania State Line		125	130
Central Military Tract			
Central Ohio	50	87½	90
Chicago and Rock Island		97	99
Chicago & Miss., (Alton & Springf'd.)			
Cincinnati, Cambridge and Chicago		30	35
Cincinnati and Fort Wayne			
Cincinnati Hamilton and Dayton	100	102¼	103
Cincinnati, Indianapolis and Chicago			
Cincinnati, Logansport and Chicago	50		90
Cincinnati Western	50	38	45
Cin. Wilmington and Zanesville	50	75	80
Cleveland, Columbus and Cin	100	121	123
Cleveland, Medina and Tuscarawas			
Cleveland, Painesville and Ashtabula	100	110	111
Cleveland and Pittsburgh	50	84	90
Cleveland and Mahoning			
Cleveland and Toledo	50	91	93
Cleveland, Zanesville, and Cincinnatt			
Clinton Line			
Columbus and Lake Erie	50	50	70
Columbus, Piqua and Indiana	50	65	70
Columbus and Xenia	50	108	110
Covington and Lexington	50	60	65
Covington and Ohio, Va			
Dayton and Michigan	50	60	65
Dayton and Western	50	74	80
Dayton Short Line	50		
Dayton, Xenia and Belpre			
Detroit and Pontiac			
Eaton and Hamilton	25	58	60
Eaton and Piqua			
Erie and Northeast		112	120
Erie and Kalamazoo		95	100
Evansville and Crawfordsville			
Fort Wayne and Mississippi	50		
Fort Wayne and Southern	25		
Franklin and Warren			
Galena and Chicago Union	100	121	122
Greenville and Miami	50	70	75
Hannibal and St. Joseph			
Hempfield			
Henderson and Nashville			
Hillsboro' and Cincinnati	50	60	65
Illinois Central	100	131	135
Illinois and Wisconsin			
Indiana Central	50	80	85
Do do 10 per cent	50	81	85
Indianapolis and Bellefontaine	25	90	95
Indianapolis and Cincinnati	50	72½	75
Indianapolis and Lafayette	50	76	80
Jeffersonville and Indianapolis	50	72	78
Junction (Ohio)	50	90	95
La Crosse and Milwaukie	100		
Lake Erie, Wabash and St. Louis			
Lawrenceburg and Upper Mississippi	50	73	75
Lexington and Frankfort			
Lexington and Danville			
Little Miami	50	111	112
Logansport and Pacific			
Logansport and Marion			
Louisville and Frankfort	50	62	70
Louisville and Nashville	100		
Macon, Georgia		62	63
Mad River and Lake Erie	50	77½	80
Madison and Indianapolis	50	56	75
Madison, Indianapolis and Peru	50	71	72
Marietta and Cincinnati	50	60	65
Marion and Mississinewa Valley			
Maysville and Lexington	50	50	60
Maysville and Big Sandy			
Memphis and Charleston			
Michigan Central		108	110
Michigan Southern		116	118
Milwaukie and Mississippi		77	82
Mobile and Ohio			
Nashville and Chattanooga			
New Albany and Salem	50	46	50
New Orleans and Ohio			
New York Central		108	110
New York and Erie	100	81½	84
Northern Indiana		118	120
Ohio and Indiana		65	75
Onio and Mississippi	50	83	90
Ohio and Pennsylvania	50	102	104
Ohio River and Wabash			
Owl Creek Valley			
Pacific, Mo			
Panama		111½	112
Parkersburg, or Northwestern Va			
Pennsylvania	50	97	98
Peru and Indianapolis	25	72	75
Sandusky and Mansfield	50	55	60
Sandusky, Mansfield, and Newark	50		
Sangamon & Morgan, or Great West'n,			
Scioto and Hocking Valley	50	55	60
Southwestern Indiana			
Southwestern, Tenn			
Springfiled Mt. Vernon and Pittsb'gh.	50	77½	80
Springfield and Columbus			
Steubenville and Indiana			
Terre Haute and Alton			
Terre Haute and Richmond		100	102
Toledo and Illinois			
Toledo, Norwalk and Cleveland	50	95	100

STOCK TABLE.

CORRECTED WEEKLY.

Government Securities.

	INT.	DUE.	OFF'D.	ASK'D.
U. S. Loan	6	1856	106	
Do	6	1862	117	117¾
Do	6	1867	122	122½
Do	6	1868	122	122½
Do (Int. ceased July 1).	5	1853	101¾	102
Do Coupons		1862	117½	118
Do "	6	1868	122	123
Do "		1853	100	101

State.

Alabama	5	....	90	95
Do	6	....	102	104
Arkansas	6	....	95	100
Georgia	6	....	107½	108
Do	7	....		
Illinois Canal Bonds		1860	96	98
Do do registered		1860	110	110½
Do do		1847	92	95
Do do registered		1847	90	96
Do do Interual Impt.		1847	92	95
Do Interest do		....	61	62
Iodiana	5	....	101	102
Do	2½	....	63	64
Do Caual Loan	6	....	92	94
Do do preferred	5	....	54	55
Do do deferred	5	....	30	32
Do special preferred	5	....	29	30
Do do deferred.	5	....	10	11
Kentucky, 30 years	6	1871	101	102
Do 15 years	6	....	107	108
Do large bonds	6	....	107	108
Do	5	....	92½	93½
Michigan	6	....	94½	96
Ohio	6	1856	104	105
Do	6	1860	107	108
Do	6	1870	115	116
Do	6	1875	116	116½
Do	5	1856	102	103
Do	5	1865	105	107
Pennsylvania	6	....	103	105
Do	5	1870	89	90
Tennessee, new loan	6	1890	105	106
Do	5	....	91	93
Virginia Coupons	6	1886	106	107

City Securities.

Albany	6	1867-9	106	107
Allegheny	6	1873	84	86
Baltimore	6	1870-90	100	103
Do	5	1865	87	89
Boston Bonds	4½	1860	101	102
Chicago	6	1876-7	99	100
Covington	6	1881	93	95
Cincinnati	6	1860	102	103
Do	6	1897	104	104½
Do	5	1884	86	87
Do W. W	6	1865	102	103
Jeffersonville, Indiana	7	1872-82	85	88
Lawrenceburgh, Ia	7	....	80	90
Louisville	6	1880	98¾	98½
Memphis	6	1882	90	92
New York	7	1857	101	103
Do	5	1858-60	97	98
Do	5	1870-5	102	103
Do	5	1890	105	107
Philadelphia	6	1876-90	96	97
Pittsburgh	6	1869-71	95	98
Do coupons	6	1883		87
Richmond	6	1882	93	94
St. Louis	6	1870	100	102
Wheeling	6	1872	105	106

County Bonds.

Bourbon, Ky	6	1881	89½	90
Darke, O	7	....	92	95
Fairfield, O	7	1862	90	92
Fayette, Ky	6	1881-2	89½	90
Guernsey, O	7	1862	97	99
Mason, Ky	6	1881	90	92
McCraken co. Ky., endorsed by New Orleans and Ohio R.R.			86	93
St. Louis	6	1866	98	100
Do	7	1871	107	108

Banks.

OHIO.

Ohio Life Insurance and Trust Co	102	102½
Lafayette, Cincinnati, (closing)	113	115
Franklin do		
Commercial do		
Mech. & Traders do		
State Branches		

KENTUCKY.

Bank of Kentucky and Branches	110	112
Northern, and Branches	115	118
Southern, and Branches	103	106
Bank of Louisville	115	118
Kentucky Trust Co	99	100
Farmers' Bank of Kentucky	107	110
Newport Safety Fund Bank	98	100
Commercial Bank of Kentucky		

INDIANA.

State Bank and Branches		

TENNESSEE.

State Bank and Branches		
Union	94	100
Planters'	97¾	100

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g.
On New York	Sight	1	1¼ prem.
Boston	Sight	1	1¼ prem.
Philadelphia	Sight	1	1¼ prem.
Baltimore	Sight	1	1¼ prem.
New Orleans	Sight	½	1 prem.
England		110½	112½.

SPECIE.

GOLD.

Califoroia, ℔ oz	$17 50	@	$17 65
Spanish Doubloons	16 50	@	16 60
Patriot Doubloons	15 60	@	15 80
Sovereigns	4 85	@	4 88
Guineas	5 00	@	5 00
American, new	1 00½	@	1 01
American, old	1 04	@	1 06
Portuguese	1 00	@	1 01

SILVER.

American Dollars	1 02	@	1 04
American, halves	1 02	@	1 04
Spanish Dollars	1 05	@	1 07
Spanish Quarters	1 02	@	1 03
Mexican Dollars	1 03	@	1 04
Five Franc pieces	95	@	96

LAND WARRANTS.

	Off'd.	Ask'd
160 acre warrants	$185	$190
80 acre warrants	95	98
40 acre warrants	46¾	47¾

Reported for the Railroad Record.

CINCINNATI STOCK SALES.

AT THE STOCK BOARD,

MERCHANTS' EXCHANGE

And at Private Sale.

ISAAC OSBORN DAVIS, AUCTIONEER.

BY HEWSON & HOLMES,

For the week ending Wednesday, April 5th, 1854.

THE SALES WERE AS FOLLOWS:

25	Shares	Cin., Ham. and Daytoo	Railroad	102 00
25	"	" " "	"	102 00
20	"	Cov. and Lex.	"	60 00
60	"	" " (new)	"	60 00
8	"	Columbus & Xenia, (h.10)	"	108 00
30	"	Indiana Central,	"	80 50
30	"	Mad., Ind. and Peru	"	56 00
68	"	Peru and Ind.	"	73 00
50	"	Ind. and Bellefontaine	"	89 00
50	"	Cleveland and Pittsburgh	"	83 75
100	"	Hillsboro' and Cin. (b.50 d's)	"	60 00
30	"	New Albany and Salem.	"	45 00
15	"	Little Miami	"	111 00
40	"	" "	"	111 50
40	"	Ohio and Miss.	"	30 00
20	"	Ky. Trust Co. Bank		96 00
20	"	" "		94 50
$3,000,	Cov. and Lex. RR. Co. Bonds, 7s. conv.			86 50

MONETARY.

The demand for money at the East has become very active, and the tendency to improvement, noticed in our last, has been reversed. The news of so many failures in Europe, and the unsettled state of the war question, has a depressing effect, leaving the market in a very uncertain state. The Banks have been contracting their loans preparatory to making their April exhibits. In Boston, the sum of $1,088,000 was due on the first inst., in way of dividends.

The ruling rates for money are—call loans 7 per cent., No. one paper 9@10, and second class 10@12 per cent. Foreign Exchange rates for 108@108⅝.

Among the sales by A. H. Nicolay, March 30th, were :

$5,000 Bonds, Toledo, Norwalk and Cleveland R. R., 2d mort., 7s., 1863, coupons	$88 00
$5,000 Do. do. do. do. do.	87 00
$3,000 Parker Vein Steamship Co	81 75
11 Shares Hudson River Railroad	66 00
20 Shares New York and Erie R. R.	75 50
20 Shares Third Av. N. Y. R. R.	63 50

Sales at the Stock Exchange Board, New York, have been large, the quotations of which will be found in our tables, as far as the Stocks are therein contained.

We are indebted to Messrs. E. W. Clark & Co., of Philadelphia, for copies of reports of the Stock sales of the Philadelphia Board, which we also find of great service in making up our quotations, enabling us to give accurate data up to the day of going to press.

The city of Baltimore is in the market with $2,000,000 6 per cent. Bonds, to be awarded to the highest bidder on the 8th of April inst. This is part of the loan intended to complete the double track, &c., of the Baltimore and Ohio Railroad, to which the credit of the city is pledged.

At the West, we have to note an active demand for money, and number one paper is current in the streets at 1 per cent. per month; less known at 1½ per cent. Eastern Exchange is firm at our last quotations. The business market presents a very quiet appearance.

We are about to have a BOARD OF BROKERS in this city Preliminary meetings have been held, and committees appointed to perfect the organization, which will soon be completed.

Stocks continue dull, in consequence of the scarcity of money. We refer to the quotations of Messrs. Hewson & Holmes' sales, for prices.

In our last week's quotations, an error was made in the price of 82 shares Lawrenceburg and Upper Mississippi Stock, quoted at $82 50, should have been $72 50.

THE BANK CLEARING HOUSE.—To form some idea of the beauty and precision with which the daily bank settlements at the Clearing House are made, we will simply state that the whole of the exchanges, amounting frequently to over twenty millions of dollars are received, delivered and receipted for, in less than 5 minutes—the separate balances struck, reported, and the general balance declared in 45 minutes, from the time of commencement. It would be difficult in any profession to find fifty-two as intelligent and gentlemanly young men as those standing as settling clerks at at the fifty-two bank desks, upon whom devolves, under the directions of the efficient manager and his assistant, this enormous amount of labor. The banks may well be proud of the perfection and mathematical precision of the machinery which they have created.—*Jour. of Commerce.*

THE LOGANSPORT JOURNAL of April 1st says: A few weeks since the Railroad Record published a statement that the Wabash Valley and the Eel River Roads had been consolidated. We contradicted the report, and sent the Record a copy of the paper containing it. No correction has been made, and the article is still traveling around as true. The statement is unjust to both roads, particularly to the Eel river road, which is said to have suspended on account of the arrangement.—Will the Record correct?

Our answer to the above will be found on page 823, No. 52, Vol. 1 of the Record.

MATHEMATICAL INSTRUMENTS, &c.—We would refer such of our readers as may be in want of any thing in the way of mathematical or surveying instruments, to the card of Mr. Foster, in our advertising columns. He is an experienced workman, and can be depended upon to fill all orders promptly.

Mr. Foster is the authorized manufacturer of *Dr. Locke's Hand Level* for the West.

BRIDGE OVER THE WABASH.—The Terre Haute *Courier* says, "the Terre Haute and Alton Railroad bridge now stretches fully across the river, and the track is being laid upon it." The draw works admirably—only one man required to open it quickly for the passing boat.

Change of Time on Cincinnati, Hamilton, Eaton & Richmond Railroad.

ON and after TUESDAY. April 4th, 1854. the Morning Train for Richmond and Indianapolis, will leave Depot, foot of Sixth street, at 6 o'clock, A. M.

Passengers by this Train connect at Indianapolis with the 1 o'clock, P. M. Train on Lafayette and Indianapolis Railroad for Lafayette and Chicago; arriving at Chicago by 9 o'clock, P. M., of same day, being 9 hours less time than by any other railroad route leaving Cincinnati.

Also, connect at Indianapolis with 1.15 P. M. Train for Terre Haute.

Trains for St. Louis leave Chicago at 11 o'clock P. M., after the arrival of 1 P. M. Train from Indianapolis in the morning, making this the quickest route by far between Cincinnati and St. Louis.

Evening Train will leave as usual, at 3.30 P. M. connecting at Richmond with 7 P. M. Train for Indianapolis; arriving at Indianapolis at 10.30 P. M.

Chicago and Lafayette passengers, by this Train, sleep at Indianapolis, and resume at 6, A. M. next morning,

FARE—Cincinnati to Richmond.....$1 75
Cincinnati to Indianapolis..... 3 00
Cincinnati to Chicago..... 9 00

ap. 6 D. M. MORROW, Sup't.

ENGINEERS' & SURVEYORS' INSTRUMENTS!

JAMES FOSTER, Jr.,

MATHEMATICAL AND PHILOSOPHICAL

INSTRUMENT MAKER!

HAVING romoved from his old staud to south-wost corner of Fifth and Race street, and increased his facilities for making instruments, is now ready to supply Levels, Transits, Theodolites, the Dumpy or Gravatt Level, Circular Protractors of Troughton & Simms model, Surveyors Compasses, Pocket Compasses with and without sights, in great variety. All kinds of Land Chains; Ivory and Box wood Scales of all kinds and grades;. Drawing instruments of all kinds; brass and German silver Measuring tapes of all kinds, Magnets, Magnifyers, Barometers, Spy Glasses, &c., &c. Repairing promptly attended to. ap.6-6t.

Office Cincinnati, Hamilton and Dayton Railroad,
Cincinnati, April 4th, 1854.

THE Annual Meeting of the Stockholders of this company will be held at the Office of the Company, in Cincinnati, on Monday. the first proximo, at 9 o'clock, A. M. The annual election, for the choice of Directors to serve the ensuing year, will be held at the same place and on the same day, between the hours of 2 and 5 o'clock, P. M. FRANK. S. BOND,
ap. 6-tt. Secretary.

NOTICE TO CONTRACTORS.

LOUISVILLE AND SANDUSKY RAILROAD COMPANY—1st DIV.

SEALED PROPOSALS will be received at the office of the Company, in Piqua, Miami county, Ohio, from the 1st until the 18th day of April next, for the grubbing, grading, masonary, bridging and superstructure of the first division of the above named Road. extending from Huntsville to Piqua, and covering a distance of 30 miles.

The work will be divided into two or more sections, and bids may be made for one or the whole, and with or without the laying the permanent track and ballasting.

The line. plans, profiles, maps and specifications may be seen at any time after date at the above office, where all proper information will be given by the Chief Engineer.

From bidders, personally unknown to the Company, testimonials of their responsibility will be necessary.

The speedy, prompt and faithful execution of the work, being a paramount object of the Company, the right is reserved to accept such proposals as will secure that object, without default, and to reject all if none are satisfactory.

The line is of easy access, by Railroad, at each end, and passes over a country which for profitable work, for general healthfulness and for abundance and cheapness of supplies, cannot be surpassed in the Western States. By order of the Board.

E. COOKE, President.

mr. 30tf.

STEREOTYPE FOUNDRY,

AND AGENCY OF

L. JOHNSON & Co.'s TYPE FOUNDRY.

C. F. O'DRISCOLL, (Successor to A. C. JAMES,) is prepared to execute in the best manner all kinds of

STEREOTYPING,

including Books, Pamphlets, Music, and Jobs of every description. He will keep on hand an assortment of

Card and Job Type, Cuts, Rules, &c. &c.

from the foundry of L. JOHNSON & CO., of Philadelphia, and will furnish to order PRINTING MATERIALS OF EVERY KIND,

AT THE FOUNDRY PRICES.

C. F. O'DRISCOLL,
No. 167 Walnut Street,
Cincinnati, O.

BANK NOTE ENGRAVING.

DANFORTH, WRIGHT & Co.,
No. 25 West Third Street, Cincinnati.
Bank Notes, Drafts, Bills of Exchange,
RAILROAD BONDS, & CERTIFICATES
†mr3] Engraved in a style unsurpassed.

Rawdon, Wright, Hatch & Edson,

Bank Note Engravers and Printers.

Also, engraved in a style corresponding in excellence with that of Bank Notes—

RAIL ROAD, STATE, AND COUNTY BONDS,

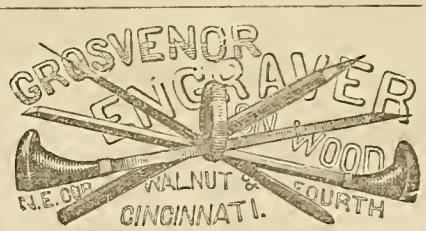
BILLS OF EXCHANGE, CHECKS,

Drafts, Certificates of Stock and Deposit, Promissory Notes, Bill and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, &c., &c.

Constantly on hand, Bank Note Paper, made to order of a superior quality.

The above office is under the supervision of
GEORGE T. JONES.

South-East corner of Main and Fourth Sts., Cin.
1mr3



ISAAC OSBORN DAVIS, AUCTIONEER.

HEWSON & HOLMES,

Auctioneers & Commission Merchants.

Stores Nos. 83 and 85 Walnut Street,
CINCINNATI, OHIO.

Bank, Insurance, & Railroad Stock Sales

At the Merchant's Exchange every Wednesday and Saturday.

Have regular sales of

GROCERIES EVERY TUESDAY & FRIDAY

at their Sales Rooms.

Hewson & Holmes have always on hand a

Large Stock of Groceries,

Which they will sell at private sale.

Are agents for the sale of the SUPERIOR SHEETINGS manufactured at the Anchor Mills, Pittsburgh.

Also, agents of

DURYEE & FORSYTH, Rochester, N. Y.

Manufacturers of Fire Proof Safes, Scales of all sizes, Trucks, and Letter Presses.

HEWSON & HOLMES will also attend to the purchase and sale of Merchandise, Produce, and Real Estate, and the forwarding of Goods.

Will make liberal CASH ADVANCES on consignments to their address. †mr24

OUR RAILROAD MAP---NEW EDITION.

We have now ready a new and revised edition of our RAILROAD MAP, containing corrections and additions from reliable sources, making it as reliable as it is possible to make such a map.

We are prepared to print maps for Railroad Companies to illustrate their reports, either from the stone as it now is, or make any alterations to suit parties. Railroad Companies will find this much more economical than getting up maps especially for their roads.

Price of maps as follows:

Plain, sized,	40 cents.
Colored in outline,	50 "
Colored in States.	75 "

A liberal discount where a number are taken.

OFFICE OF THE AGENCY OF THE

Indianapolis and Cincinnati Junction Railroad Company.

No. 23 West 6th St., between Main and Walnut
CINCINNATI.

THE following Directors of the above Company re-elected on the 20th inst., at Connersville, Ia., o serve for one year, viz:

JOHN WOODS, President.
John D. Jones, Cincinnati,
Johnathan M. Ridenour, College Corner.
Samuel W. Parker, Connersville.
George Hibben, Rushville,
James Blake, Indianapolis.
Wm. M. Smith, Connersville.

This road connects with the Cincinnati, Hamilton and Dayton Railroad at Hamilton, thence to Oxford, College Corner, Liberty, Brownsville, Connersville, Rushville, Burlington, Morristown, Palestine and Indianapolis. passing through five of the best counties in the State of Indiana, viz :—Union, Fayette, Rush, Hancock and Marion.

M. JONES, Ag't.
Junction Railroad Co.
January 7th, 1854. jan. 12-tf

BANKERS AND BROKERS.

GEORGE MILNE. GEO. M. REED.

GEORGE MILNE & CO.

BANKERS, EXCHANGE AND BILL BROKERS.

No. 19 West Third Street,
CINCINNATI, O.

T. S. GOODMAN & Co.,

No. 101 Main St. west side, bet. 3d and 4th Sts.
CINCINNATI.

Dealers in Exchange, Bank Notes, Merchants' Pape &c. &c.

ADRIAN H. MULLER & CO.,

AUCTIONEERS
Of the City of New York.

Hold their regular Auction Sales of Stocks, Bonds and other Securities every Wednesday at 12½ o'clock, at the Merchants' Exchange. They would respectfully tender their services in the negotiation of the same, either at private or public sale.

Office, No. 2, Pine Street, corner of Broadway, Metropolitan Bank Building.

REFERENCES BY PERMISSION:

Moses Taylor, Esq.; W. W. DeForest, Esq.; Geo. S. Robins, Esq.; Dow D. Williamson, Esq.. Pres. Farmers' Loan and Trust Co.: Wm. F. Hayemeyer, Esq., Pres. Bank North America; Edward Whitehouse, Esq.; Messrs. Camman & Co.: Messrs. Carpenter & Vermilye: Messrs. Fisher, Denny & Co.; Messrs. Wm. & Jno. O'Brien: Messrs. Week, & Co. mh96*

ELLIS & STURGES,

BANKERS & EXCHANGE BROKERS.

N. E. Corner Third and Walnut Sts.
CINCINNATI.

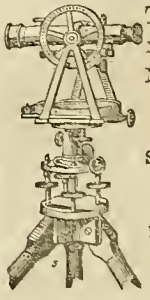
ALBERT H. NICOLAY,

AUCTIONEER.

Holds his regular auction sales of Stocks, Bonds and other securities, every Monday and Thursday, at 12½ o'clock, at the Merchants' Exchange. First class Stocks and Bonds, at private sale.

Office No. 4 Broad street, New York.

MATHEMATICAL INSTRUMENTS.



T. F. RANDOLPH & BRO,

N. W. Corner Fifth and Walnut sts.,
No. 1, 2n STORY APOLLO BUILDING,
CINCINNATI, O.,

MANUFACTURERS OF

Surveyors' and Engineers' Instruments, Theodolites, Transits, Levels, &c.

REPAIRING AND ADJUSTING INSTRUMENTS DONE TO ORDER.

Orders promptly attended to.

ENGINEERING!!

The undersigned is prepared to furnish
SPECIFICATIONS, ESTIMATES, AND PLANS,
In general or detail of all kinds of
Steam Vessels, Engines, Boilers, Mill Work, &c.
Particular attention given to the superintending of
LOCOMOTIVES, TENDERS, CARS,
And Railway Machinery of every Description,
While under construction.

AGENT FOR THE PURCHASE of, on commission, all articles required for Railroads, Steam Vessels, Locomotives, Engines, Boilers, Machinery, &c.

General Agent for
ASHCROFT'S STEAM GAUGE, ALLEN AND NOYES' METALIC SELF ADJUSTING CONICAL PACKING, DUDGEON'S HYDRAULIC JACK.

Also, for Water Gauges, Indicators, Steam Whistles, &c., &c.
CHAS. W. COPELAND,
Consulting Engineer,
64 Broadway, N. Y
5-tf

TOPPAN, CARPENTER, CASILEAR & Co.,
Bank Note Engravers & Printers.

Also, of Drafts, Notes, Certificates of Stock and Deposit; Bonds for U. S. Government, State Governments, Railroad and other Corporations, &c., New York, Philadelphia, Boston and Cincinnati.

All the best securities against counterfeiting and alterations are combined in the Notes and other instruments executed by this establishment for every State in the Union, and for the General Government; for Canada and other countries. Their means of supplying the demands of business with *new Designs* and Ornamental Die-work are unsurpassed.

Bank Note Paper of a superior quality, manufactured with particular regards to strength and durability, constantly on hand.

Cincinnati Office, corner of Third and Walnut Streets [†mr3] CHAS. A. JEWETT, Ag't.

ENGINEERS' MATERIALS.

EGGERS & CO.,
WHOLESALE DEALERS IN
PAPER & STATIONERY,
Since first January,
No. 127 Walnut St., bet. Third and Fourth.
CINCINNATI,

Keep the most complete stock in the West of every thing used by Engineers. On application, a catalogue with prices will be forwarded. jy21

Lithography and Engraving,

RAILROAD BONDS,
CERTIFICATES AND MAPS,
BUSINESS AND SHOW CARDS.
Views of Buildings, Diplomas, and Portraits,
And all kinds of
Lithographic Engraving,
DESIGNING AND PRINTING,
Executed in the finest style.
MIDDLETON & WALLACE,
No. 115 Walnut Street, Odd Fellow's Building,
†mr3 Cincinnati, Ohio.

To Engravers and Draughtsmen.

A FINE ASSORTMENT OF
DRAWING INSTRUMENTS
JUST RECEIVED, OF THE VERY BEST
SWISS, FRENCH, AND ENGLISH MAKE,

Either in cases of every size, or in the single piece. Draughtsmen in want of a fine instrument, will find among the stock, Accurate Scales of various materials, Ivory, Glass, Box, Paper, and Horn; Beam Compasses of different capacities, Bow Do., Pocket Do., Curves, Squares, Dividers, in German Silver and Brass, &c., &c.

For sale by E. MENDENHALL,
At his Map Establishment,
nov17 3 College Hall, Walnut St

Railroad Car Findings.

BRIDGES & BROTHER,
64 Courtlandt Street, New York.
Wheels & Axles, Jaws, Boxes, and Castings Fitted
Wrought Nuts, Bolts, & Washers,
Engine and Car Screw Bolts, all sizes; Coach Lag and Telegraph Screws,
LOCOMOTIVE ENGINE LANTERNS,
From the best Manufacturers, and at their prices. Car Hand, and Signal Lanterns.
Cotton Duck for Car Covering,
Of any required width to 124 inches.
ENAMELLED HEAD LININGS,
Plush and Curled Hair.

Hand Cars and Baggage Barrows. Passenger, Freight-Car, and Switch Locks, Door Knobs and Butts. Brass and Iron Wood Screws. Brass and Silver Plated Trimmings for Windows and Seats. Varnish, Coach Japan, and Glue; Paints, Varnish and Glue Brushes.

Silver Plated and White Metal Letters. Engine and Signal Bells, anti-friction or Babbitt Metal.

Portable Forges and Jack Screws.

Hemp Packing, American, Russia, and Italian. Conductors' Badges and Baggage Checks. Iron, Bronzed and Brass Hat Hooks. Ventilators and White Metal Rings. And all other Articles pertaining to Cars.

ALBERT BRIDGES,
Late Davenport & Bridges, Car Manufacturers,
Cambridgeport, Mass.
ALFRED BRIDGES,
Late Davenport, Bridges & Co., Fitchburg, Mass.
†oc6

HARDWARE.

MEAD, SELDEN & CO.,
No. 15 PEARL STREET,

INVITE the attention of Merchants, Contractors of Public Works, and Dealers in Pump Fixtures, to their assorted stock of heavy and Shelf Hardware, Cutlery, Mechanics' Tools, &c. In part as follows.

Anvils,	Shovels,	Seives,
Vices,	Spike Malls,	Knives and Forks,
Axes,	Smith's Bellows,	Pocket Knives,
Ball Drills,	Stock and Dies,	Razors,
Brass Kettles,	Cast Steel,	Sheers and Scissors.
Crow Bars,	Hinges,	
Chains,	Curry Combs,	Braces and Bitts,
Hames,	Locks and Latches,	Files,
Mattocks & Picks,	Screws,	Hatchets,
Masons and Sledge Hammers,	Steelyards,	Nail Hammers,
	Spoons,	Drawing Knives,
Cut, Wrought and Floor Nails,	Cabinet Brass Goods,	Rules,
		Squares,
Cotton and Manilla Rope,	Looking Glasses,	Saws,
	Japan Ware,	Coopers' Tools and
Spectacles, &c.	Razor Strops,	Planes.

PUMP FIXTURES,

Including Reel's Galvanic Chain, Pine, Poplar and Zinc Tubing, Wood and Iron Curbs. †je2c

WASON'S
CAR MANUFACTORY,

Near the Pittsburgh R. R. Shops,
CLEVELAND, OHIO.
Passenger, Baggage, Freight, Dumpers, Hand Cars, &c.,

Of the best quality in all respects, style, workmanship, and material, made to order with promptness.

Orders respectfully solicited, with the assurance that no pains will be spared to give entire satisfaction in all cases.

CHARLES WASON,
Late of the firm of T. & E. Wason, Springfield, Massachusetts.
†oc20

Maysville Car Factory.

THE undersigned are prepared to manufacture for Railroad Companies, Passenger, Baggage, Cattle, Freight, Gravel and Hand Cars; also Baggage Barrows and Warehouse Trucks.

We are agents for the Portsmouth Powder Mills, and Toy, Bickford & Co's safety fuse. Contractors and dealers supplied at manufacturers prices.

F. HUNGERFORD & CO.
Maysville, Ky., Feb. 16, 1854. 2**

S. C. THOMSON & CO.,
MANUFACTURERS OF
PATENT PAD LOCKS,

For Railroad Switches, Merchandise Cars, Stores, Cemeteries, Iron Safes, &c.,

Cor. Railroad Avenue and Market st.,
jan.12† NEWARK, N. J.

TYLER DAVIDSON & CO.,
Agents for the
BOSTON BELTING COMPANY.

India Rubber Machine Belting in any quantity, from 2 to 20 inches.

India Rubber Steam Packing;

Mixed	do	do	1-32 to ¾ inch thick.
Plain	do	do	1-32 to 1 inch thick.
Pure	do	do	

Pipe and Manhole Rings, all sizes;
Square or Rope Packing, do.

HOSE.

India Rubber, Hydrant, Conducting, Fire Engine, and Locomotive, of all sizes, manufactured from the best of Vulcanized Rubber, and for sale only by the agents.

Car Springs, and all other kinds of Vulcanized India Rubber used for Mechanical and Manufacturing purposes.

The undersigned, having been appointed Agents of the Boston Belting Company, beg leave to advise Dealers and Consumers that they are now prepared to supply the above goods in any quantities, on the most favorable terms. On hand and for sale,

50,000 Feet Vulcanized India Rubber Machine Beltings, from 2 inch to 20 inches, 3 and 4 ply.

TO STEAMBOATS AND RAILROADS.

India Rubber Hose, for Pavements, Streets, Gardens, Locomotives, Engines, etc.

40,000 feet Hose, 3, 4, 5, 6, and 7 plys, suitable for pavements, streets, gardens, locomotives, fire engines, etc., 1 to 3 inch, warranted extra quality. Also,

THE vulcanized India Rubber Break Springs now in use by all the Eastern Railroads, and posessing decided advantage over the Steel Springs now in use, for the following reasons:

1st, They are much easier put on.

2d, They are a great deal cheaper.

3d, They are much more durable than steel, and no time lost in making them, the weather having no effect on them.

ALSO—Large 6 inch hose for water stations.—This is a new and important invention. The coldest weather will have no effect on them whatever They are warranted to remain as pliable, in the COLDEST of weather, as they are in 150 Fahrenheit heat.

Armitage Anvils,—10 casks, assorted weights, now in store.

Allen's Revolvers and Self-Cocking Pistols.—Now in store, a large assortment of the above, 3, 4, and 5 inch Revolvers; 3, 4, 5, and 6 inch Pocket Pistols. Also, Dueling Pistols.

Leland's Superior C. S. Car and Auger Bitts.—All sizes.

Brass Kettles, and Sheet Brass, &c.—Brass Kettles, assorted from 6 to 30; Sheet Brass, assorted from No. 0 to 30; Brass Wire, do do do.

Star Breast Chains.—Four casks of those superior double-linked Chains, just received.

Walker's Trace Chains.—70 casks of those superior goods, warranted full length and sizes, 8 to 20 links, straight and twisted, now in store.

American Anvils.—Eagle brand, faced with with cast steel, and warranted by the manufacturers equal to Armitage's Mousehole.

Plated Spoons.—Plain, tipped, and threaded heavy plate, on best quality of German Silver.

Premium Gimlet Screws.—10,000 gross just received.

Mill Saws. Hoe & Co.'s C. S. Wm. Rowland's, and W. H. Rowland's 6, 6½, 7, 7½, and 8 ft.

Cross Cut Saws.—Hoe & Co.'s C. S., John Dickerell's C. S. and G. S., Wm. Rowland's and W. & H. Rowland's 5, 5½, 6, 6½, 7, 7½, and 8 feet. Also, 4 and 4½ feet Tennon Saws.

Axes.—1000 doz. Axes, assorted Yankee and Kentucky patterns, first, second, and third quality

Nails.—4000 kegs Shoenberger's and Wheeling Nails, now in store.

For sale by TYLER DAVIDSON & CO.,
mr 3 140 and 142 Main street.

RAILROAD COMPANIES, ENGINEERS AND OTHERS,

Are respectfully requested to note the following as FACTS, and to remember that the facilities of the establishment for manufacturing are UNSURPASSED.

PAGED

BLANK BOOKS,

OF THE

First Qualities made to Order;

AND

STATIONERY

OF ALL KINDS SOLD LOW BY

MOORE, ANDERSON, WILSTACH & KEYS,

Corner of Main and Fourth Streets,

CINCINNATI. jan12-†

MEMPHIS & OHIO RAILROAD.

SEALED proposals will be received at the office of the Memphis and Ohio Railroad Company, at Memphis, Tenn., until the 15th day of April next, for the grubbing, clearing, graduation and masonry of the first 65 miles, from Memphis to Cherryville.

Contractors must give the most undoubted security for the completion of the work, at the time, and in the manner specified, and contracts will be let in sections, or for the entire work, as may be deemed best by the director.

The directory reserve the right of rejecting all bids, should none prove satisfactory; and it is desireable that all propositions should be submitted with the view of preparing the whole work for the iron as soon as possible. Bids of that character and otherwise equally favorable, will have preference.

Maps plans, and specificatious may be seen at the office of the company, after the 1st of April.

mar.16-1† E. PEABODY, Eng. in charge.

Sales of Stocks and Bonds at Auction,

THE UNDERSIGNED have adopted the mode for the conducting of Sales of

STOCKS AND BONDS AT AUCTION,

Similar to that now in use in the CITY OF CINCINNATI. They are convinced that, by pursuing a method which will satisfy the Public, that all Stocks and Bonds struck off by them at auction as sales, are bona fide such, a business honorable in its character and satisfactory to both buyer and seller, can be conducted, and which will not only meet with the approbation, but also with the support of the public. The undersigned pledge themselves strictly to adhere to the following plan in conducting their sales at auction of Stocks and Bonds:

The vendor will give his confidential instructions to the Auctioneers as to the lowest price at which he will allow his Stocks or Bonds to be sold. They will be offered by Catalogue, as heretofore, but instead of the seller being allowed to make, as they now do, small advance bids on bona fide bidders, the Auctioneers will reserve to themselves the right of making one bid for the protection of and on behalf of the seller, pledging themselves that but ONE BID shall be made; and in all cases where the Stocks or Bonds shall be struck down on their reserved bid, the fact will be publicly announced that no sale was made.

Reporters for the Press will by this method not only be enabled to report real sales, but also the prices offered for such as are not sold.

ADRIAN H. MULLER & CO., Auct'rs.

OFFICE—No. 2 Pine street, cor. of Broadway,

NEW YORK, March 1st, 1854. } Metropolitan Bank Buildings.

☞ Stocks, Bonds and Securities received for private Sale, and to the negotiation of which particular attention will be paid. mar9-3*

NOTICE TO CONTRACTORS.

PACIFIC R.R. OF MISSOURI, 3d and 4th DIVISIONS.

IT is intended to make contract for the 2d and 4th divisions of this road, extending from the Missouri river at Jefferson City, passing near Georgetown and Warrensburgh, to the Missouri river, near Independence, about 160 miles, so soon after the first of May next as satisfactory proposals shall be made.

Contract will be made for the whole now offered, or such parts as particular contractors may select in form and quantity to suit the interests of the Company. Proposals are asked for by the cubic yard, with cash payments; but contractors may if they desire, accompany their offer with proposals for two-thirds cash, and one-third in county and railroad mortage bonds or other securities.

Profiles of maps of approximate location can be seen after the 1st of April next at Pacific Railroad Office, in St. Louis, and any information will be given on application to the Engineer.

The first division of this road is now in operation; the second division to Jefferson City under present course of construction.

The third and fourth divisions now offered pass over a high, rolling mixed prairie and timbered country, and for healthfulness and supply of provisions will compare favorably with any part of the West.

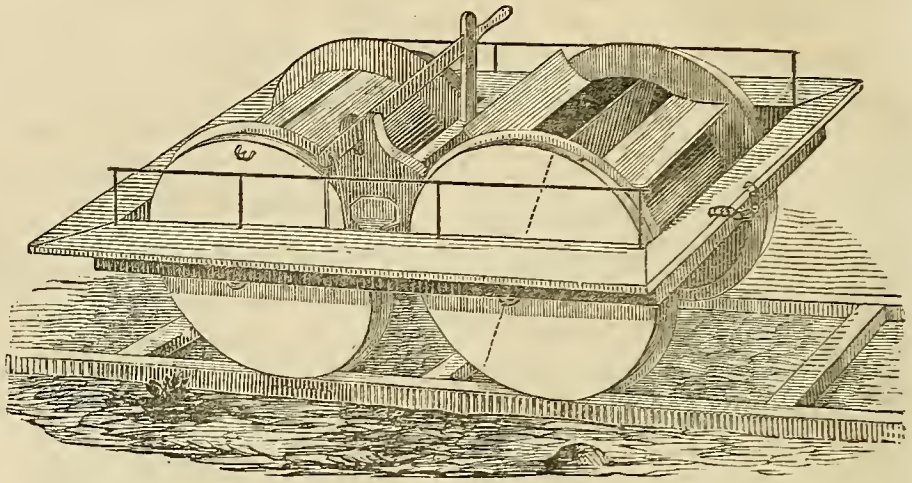
THOS. ALLEN, President.

THOS. S. O'SULLIVAN, Chief Engineer.

Pacific Railroad Office, St. Louis, Feb., 1854. } mar9 7t.

MYERS' PATENT CAR,

FOR COAL, GRAIN, &c., &c.



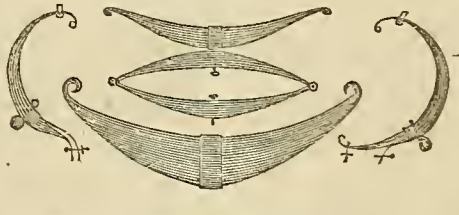
FOR PARTICULARS OF COST, RIGHT OF USE, &c., ADDRESS,

C. TIERS MYERS,

No. 33 WALNUT STREET,

dec15-3* PHILADELPHIA.

McDANEL & HORNER,

LOCO-  AND CAR

MOTIVE SPRING

MANUFACTURERS, WILMINGTON, DEL.

Locomotive and Car Springs of all descriptions manufactured on the most reasonable terms, made of the best STEEL, which we have manufactured to order from the BEST SWEDE IRON. Orders from any part of the United States will be thankfully received and promptly attended to.

McDANEL & HORNER.

All Springs ordered from a distance will be delivered on shipboard at *Philadelphia* free of charge

References.

NORRIS BROTHERS, Locomotive Builders, Philad.
A. C. GRAY, Pres't New Castle Manuf. Co.
U. WELLS, R. R. Car Manuf. Petersburg, Va.
I. R. TRIMBLE, Supt. Philad. R. R. Co.
M. B. MILLEN, Gen. Supt. C. R. R. Savannah, Ga.
EMERSON FOOTE, Supt. M. & W. R. R. Macon, Ga
THOMAS DOUGHERTY, Master Mach. do.
THOS. SHARP, Supt. R. F. & P. R. R. Richmond, Va.

†May 19.

R. M. SHOEMAKER, J. P. SHOEMAKER, A. T. LEVIS, H. Y. SLAYMAKER.

COPARTNERSHIP.

SHOEMAKER, LEVIS & CO.,

SUCCESSORS TO

MORRELL, SHOEMAKER & CO.

MANUFACTURERS OF

Boiler Iron, Railway Chairs & Spikes.

WORKS—Covington, Ky.

STORE, No. 64 EAST COLUMBIA St.

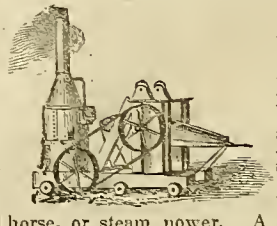
CINCINNATI, O.

January 5, 1854 jan.12-6*

GLENDON LOCOMOTIVE TIRES.

TIRES of every diameter, for sale
†mr17 GEO. GARDNER & CO., Boston, Mass.

"GARDNER'S ROCK DRILL."



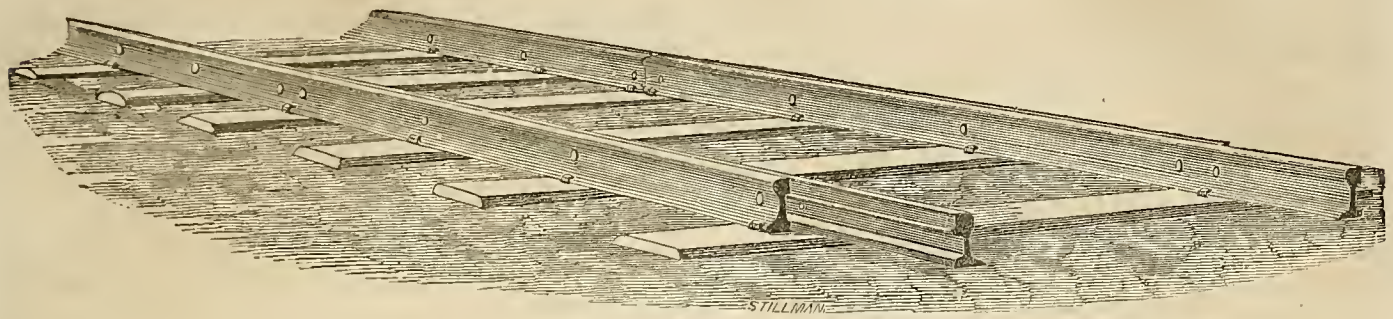
DESIGNED for Mining, Tunneling, Quarry Use, and Rock Excavations of all descriptions, by the use of which a saving of 50 to 75 per cent. is made. This drill can be operated by hand, horse, or steam power. A Machine is now in operation at the Crystal Palace.

Applications for Territorial Rights and Machines must be made to the Patentee.

G. ARTHUR GARDNER,

nov17† Trinity Building, New York

WINSLOW'S PATENT COMPOUND RAIL.



THIS RAIL, which is represented by the above, has now been in use on several Roads for upwards of three years; during which time it has become established among Railroad Managers as realizing the advantages of a THEORETICALLY PERFECT RAIL.

Its advantages over the common form of "T" Rail are,—a saving in the wear and tear of Machinery—it saves to a great extent in the repairs of track—it secures a high rate of speed with the same power, and what is certainly of equal importance, complete protection against some of the accidents to which roads are liable. Being practically a continuous Rail for the entire length of the Road, without break at the ends of bars the jarring motion communicated thereby in passing over the common "T" Rail is avoided, as is also its effect upon cars and machinery. The comfort of travelers must of course be greatly increased.

This Rail is now manufactured at HANGING ROCK IRON WORKS, upon the Ohio River, and at MT. SAVAGE IRON WORKS, Maryland. Specimen of the Rail and patterns of same will be gladly shown, as well as all information in relation thereto, given by application to

A. S. WINSLOW, Nos. 9 & 11 West Second St., bet. Main and Walnut Sts.
CINCINNATI.

J. F. WINSLOW, Troy, New York
ERASTUS CORNING & CO., Albany, N. Y.

ap7tf

LIGHTNER'S

PATENT AXLE BOXES

FOR RAILWAY CARS.

THE attention of Railway Managers and others is respectfully called to this great improvement in

AXLE BOXES,

As possessing numerous advantages over all others now in use. Some of which are:

1st.—The first cost and "fitting up" is much less.

2d.—It saves seventy-five per cent. in oil.

3d.—The journals and oil are perfectly secure from dust.

4th.—It prevents all possibility of "*heating.*"

5th—Cars furnished with them run much easier, and require less power to move them.

6th.—Its construction is simple—not liable to become loose by service, and allows a free inspection of the journals and boxes.

7th,—The composition bearings of an eight-wheel LOADED car, can be removed from the journals while under the car, and returned in twenty minutes, by ONE man.

8th.—The trucks and wheels are free from oil and dirt usually seen on Railway cars.

The following testimonials are submitted:—

OFFICE BOSTON AND PROVIDENCE R. R.
Boston, January 1st, 1853.

MR. JOHN LIGHTNER:

Sir:—It affords me pleasure to say, that after three years trial of your boxes, I am fully and entirely satisfied of their superiority over any other pattern we have used. This superiority consists in economy of oil and freedom from "heating."—I have tried every pattern of box in use, of any note, and do not hesitate to say, that you have devised one which in every respect combines greater advantages than any other within my knowledge; these advantages are so manifest, that I am fitting up all our cars with your boxes, as fast as practicable.

Very respectfully yours,
W. RAYMOND LEE, Supt.

The Subscriber begs leave to suggest to all Railroad Corporations (new or old) the importance of an EARLY application of this valuable improvement, to their NEW CARS, WHILE IN PROCESS OF CONSTRUCTION, as thereby much detention of cars, and great expense will be avoided.

Models and testimony of the above Boxes, may be examined, and arrangements may be made for the right to use the same with the subscriber.

WM. SHERBURNE,
PRINCIPAL AGENT,
dec1 Office, No. 167 Broadway, New York.

GUNPOWDER,

MANUFACTURED BY

The Hazard Powder Company,

HAZARDVILLE, CONN.

H. G. HAZARD, President.
A. E. DOUGLASS, Secretary.

The undersigned are always prepared to furnish Mining and Blasting Powder to any extent, delivered at any point on the lines of railroads, or other places of public improvements in the West or South, at the very lowest rates. Also, SAFETY FUSE of the best Eastern manufacture.

We would respectfully urge all contractors and consumers to call upon or correspond with either of us before arranging for their supplies elsewhere.

To the trade generally we would offer all the brands of Sporting and Rifle Powder manufactured by the above concern.

M. D. W LOOMIS,
Southeast corner Main and Second Sts.,
Cincinnati, O.
S. H. LOOMIS,
Nashville, Tenn.

August 16, 1853.—au18†

TO RAILROAD COMPANIES.

THE subscriber, manufacturer and agent for manufacturers of railroad materials, would solicit from railroad managers in the West their orders for

RAILROAD SPIKES, CAR AXLES, RUBBER SPRINGS, RUBBER HOSE, LOCOMOTIVE TIRES, SPRING STEEL, CAST STEEL, NUTS AND WASHERS, LOCOMOTIVE LANTERNS, ETC.

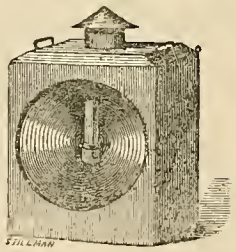
A. S. WINSLOW,
9 and 11 West Second St.,
Between Main and Walnut St., Cincinnati
†mr24

Locomotive Tires and Car Axles.

THE undersigned is prepared to supply Railroad Companies and Builders with Tires and Axles of superior quality and finish, made from faggoted charcoal Iron, formed and finished entirely under the hammer. For the character of the manufacture he refers to builders and companies who have used them in the West.

A. S. WINSLOW,
†mr24 9 and 11 West SecondSt., Cincinnati.

LOCOMOTIVE LANTERNS.



I AM manufacturing Locomotive Lanterns of the most approved form, with true parabolic Silver-plated reflectors, Copper Cases, and in every way equal to the best manufactured in the country. Orders from Railroad Companies in the West are solicited.

A. S. WINSLOW,
†mr24] 9 and 11 West Second St., Cincinnati

Norris' Locomotive Works,

PHILADELPHIA.

ENGAGED for many years in manufacturing Locomotives, offer to Railroad Companies to construct of any plan or size,

LOCOMOTIVES OF SUPERIOR QUALITY.

Our facilities for doing work have been largely increased this year, and orders can be executed with despatch.

Jy7 RICHARD NORRIS & SON.

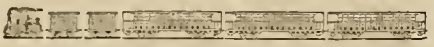
ASHCROFT'S METALIC STEAM GAUGE.

(BOURDEN'S PATENT.)

THE subscribers offer for sale this valuable Steam Gauge. It is adapted to Locomotive and other steam boilers, indicating with accuracy the continual variations of steam within the boiler, enabling the engineer to maintain a uniform and safe pressure. Any of the Eastern Railroads may be referred to for proof of its importance and value.

BRIDGES & BROTHER,
sep15tf 64 Courtlandt Street, New York.

Locomotive Works, Cincinnati.



THE undersigned having had considerable experience in the construction of Locomotives, are prepared to furnish them equal in efficiency and durability, to the best Eastern manufacture.

MOORE & RICHARDSON,
oc13-tf Successors to Harkness, Moore & Co.

CAR MANUFACTORY,
Dayton, Ohio.

E. THRESHER & Co., having enlarged their shops, are prepared to contract on favorable terms, for building every variety of Railroad Cars, in any quantity and at short notice, made of the best materials, and of the most approved workmanship.

They are prepared also to furnish jaws and boxes; the Washburn wheel, thirty and thirty-three inch, adapted to inside or outside bearing; cast iron frogs steel plated; and switches of the most approved patterns.

They also manufacture blacksmith tuyeres, Harris' patent; portable bolt forges; bolt heading and bolt cutting machines; upright drills, wheel presses; wood planers; tenoning and mortising machines; &c.

They respectfully invite the attention of railroad directors and superintendents to their establishment.

Dayton, January 24th, 1853. jan 25-†

South-Western Car Shops,
Madison, Indiana.

THE Subscriber is prepared to execute orders at short notice, for all kinds of Passenger, Freight and other descriptions of Railroad Cars.

Work delivered at any point accessible by railroad, or by the Ohio and Mississippi rivers.

Facilities for transportation, enable the subscriber to afford peculiar advantages to Companies requiring work delivered in the South and West.

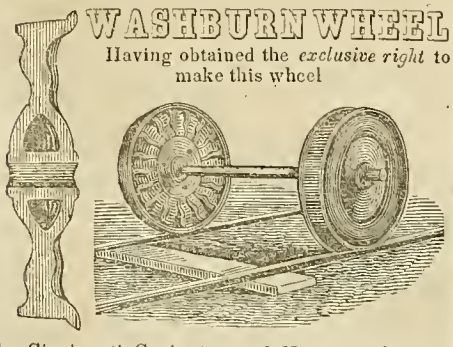
W. CLOUGH.

REFER TO

JNO. BROUGH, Esq. WINSLOW, LANIER & CO.
jan. 19-1**

FULTON CAR WORKS.
CINCINNATI, OHIO.

THE Proprietors of this establishment would respectfully call the attention of Railroad Companies in the West and South to their establishment at Cincinnati. Their facilities for manufacturing are extensive, and the means of transportation to different points speedy and economical.—They are prepared to execute to order, on short notice, eight-wheeled Passenger Cars of the most superior description. Four or eight-wheeled Baggage, Cattle, Freight and Gravel Cars. Also, Crank and Lever Hand Cars, Trucks, Wheels, and Axles fitted.



Having obtained the *exclusive right* to make this wheel in Cincinnati, Covington, and Newport, they are now prepared to furnish Railroad Companies with that celebrated Wheel, with or without Axles.—Also, Journal Oil Boxes of any pattern, and Castings for Cars fitted to order at the shortest notice.

Address KECK & HUBBARD,
Fulton Car Works, Cincinnati, Ohio.
fap.14. Office 62 East Second street

FORGINGS.

AXLES, Shafting, and other Forgings, from the Glendon Forges, for sale by
fm 17 GEO. GARDNER & CO., Boston, Mass.

MUSKINGUM WORKS,
ZANESVILLE, OHIO.

DOUGLASS, SMITH & CO.

WOULD respectfully call the attention of Railroad Companies to their establishment at Zanesville. They are prepared to execute orders, on short notice, for

Passenger Cars of the most superior description,

Second Class Passenger, Mail Express, and Baggage Cars; Freight, Cattle, four or eight wheeled Gravel Cars. We manufacture a superior

CAR WHEEL.

Over 2500 of which are now running on the Central Ohio Railroad, and many of these have been in use on the road over two years, having in that time only three to crack, and two to be renewed in consequence of the wearing of the Chill. We have also commenced the manufacture of the celebrated

WASHBURN WHEEL,

And are prepared to furnish this wheel, with or without axles. Also, castings for Cars fitted to order at the shortest notice.

BOLLMAN'S PATENT IRON & WOOD BRIDGE.

We are also agents and builders of the above celebrated Bridge. Are now placing upon the piers an iron bridge on this plan over the Muskingum river at Zanesville. We are ready to contract with companies for the construction of this Bridge. All orders addressed

DOUGLASS, SMITH & CO.,
an4tf. Muskingum Works, Zanesville, O.

WHEELBARROWS!



ON hand, Wheelbarrows, of my own manufacture, suitable for Railroad, Turnpike, Canaling, &c., in lots, to suit purchasers. Orders filled for any reasonable amount

HENRY ROCKEY,
No. 21 East Front street

J. DAVENPORT. . . . M. D. WELLMAN. . . . C. M. RUSSELL

DAVENPORT, RUSSEL & CO.,
Railway Car Manufacturers,
MASSILON, OHIO.

THE subscriber, late of the firm of Davenport, Bridges & Co., Fitchburg, Mass., having associated himself with Messrs. Wellman and Russell, under the above name, would respectfully solicit calls for any kind of Passenger, Baggage, Post Office, Freight, Coal, Gravel, or Hand Cars.

Having had fifteen years experience in the business and having secured the best of workmen from the Car factory in Cambridge, Mass., I feel confident, that perfect satisfaction can be given in all work entrusted to our care

We have now on hand the best of dry White-Oak with which we think we can build Cars as cheap and as well as any other establishment in the States. JOSEPH DAVENPORT.

Feb. 16†*

James' Railroad & Route Book.
NEW EDITION:

Containing a list of all the Western and Southern Roads, with distances, fares, connections, etc., etc. Price, 15 cents.

J. A. & U. P. JAMES,
Publishers, 167, Walnut st., Cincinnati, O.

Indianapolis and Cincinnati Railroad, via. Lawrenceburgh.

NEW Route to Indianapolis, Terre Haute, Lafayette, and the West.

Through from Cincinnati to Indianapolis in six hours. Shortest route between Cincinnati, Indianapolis, Terre Haute, Lafayette and Chicago.

Passengers for this line will leave Cincinnati, from the foot of Main street, at 6 o'clock, A. M., by steamer Forest Queen, every day, (Sunday's excepted,) and arrive at Indianapolis at 12 o'clock, M., in ample time to get dinner, and take any of the trains West or North.

Baggage checked through and baggage master accompanies the same.

Fare between Cincinnati and Indianapolis $3

At Shelbyville passengers may take the Jeffersonville, Rushville and Knightstown cars.

Returning, leave Indianapolis at 12 o'clock, M.

GEO. HAVEN, Superintendent.

Through tickets may be procured on board the boat, or at the ticket office, corner of Water street and landing (foot of Main street.)

jan 12-† C. S. RUSSELL Ag't.

Covington and Lexington Railroad Open to Falmouth.

ON and after Monday, the 7th of Nov., and until further notice, Cars will leave Covington daily (except Sundays) at 7 o'clock, A. M., for Falmouth,—stopping at DeCoursey, Culbertson, Grant's Bend, New Philadelphia, Canton, Benton, Morning Side, Demossville, Butler and Irving.

Returning, will leave Falmouth at 1 P. M., stopping at all of the above stations.

☞ For freight and passage apply to C. CARPENTER, Freight Agent, Covington Depot.

R. M. SHOEMAKER Superintendent.

Office Cov. and Lex. R. R. Co., Nov. 5th.
de2 2

COLUMBUS
Railroad Chair Manufactory.

THE subscriber having enlarged his works, is prepared to fill orders for wrought iron

RAILROAD CHAIRS,

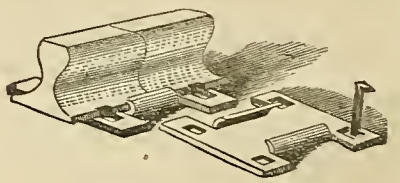
on short notice. He would call the attention of Railroad Companies to his patent Thick Lip Chair. Chairs made to any pattern and of any size which may be required, and warranted of superior quality of iron and workmanship.

P. HAYDEN can be found at 219 Pearl street, New York, where also specimens of the chairs can be seen.

P. HAYDEN.

Columbus, August 11, 1853.—an18-6*

RAILROAD SPIKES,



WROUGHT IRON
Chairs and Fastenings.

THE subscriber continues to manufacture with increased facilities, Hook and Flat Head Railroad Spikes, and Wrought Iron Chairs of any pattern, either punched or plain. The best quality of Iron is used, and the articles are guaranteed to give satisfaction in every respect. We are prepared to fill orders for any quantity with despatch, and at the lowest market prices.

Also, Boat Spikes, Bolts, and Boiler Rivets, superior quality.

All communications addressed to us will meet with prompt attention.

SMITH & TYSON,
No. 25 South Charles Street, Baltimore

Railroad Line.

Cincinnati, Dayton and Sandusky Route.

TO New York via Lake Steamers, by Sandusky, in 36 hours. To Boston in 41 hours. To Chicago in 21¼ hours, via Cincinnati, Hamilton and Dayton Railway.

Five Daily Trains.

First Train—Indianapolis Express.....at 5.30o'clk, A.M.
Second Train—Lightning Express, ...8.20 " A. M.
Third Train—Accommodation,.....2 " P. M.
Fourth Train—Eaton and Richmond.....3.30 " P. M.
Fifth Train—Evening Express,.....5 " P. M.

New York, Boston, and Montreal.

First Train—Indianapolis Express—leaves Cincinnati at 5 A. M.; for Indianapolis and Chicago.

Second Train—Lightning Express—leaves Cincinnati at 8.20 o'clock, A. M., connecting at Sandusky with the new and magnificent low pressure Steamers Mississippi, Captain Hazard, St. Lawrence, Captain Hollister; connecting at Buffalo with the 6 A. M. trains Buffalo and Albany, and New York City, and 9 A. M. Trains Niagara Falls Railroad, for New York, Bostou, Niagara Falls, Ogdensburgh, Montreal, &c.

Toledo and Chicago.

Second Train—Lightning Express—leaves Cincinnati at 8.20 o'clock A. M., connecting at Clyde with Railroad to Toledo, connecting at Toledo with Evening Express Train Michigan Southern Railroad to Chicago, direct.

Detroit and Chicago.

Second Train—Lightning Express—leaves Cincinnati at 8.20 o'clock A. M., connecting at Sandusky with the low pressure Steamer Bay City, Captain Atwood, connecting at Detroit with Morning Express Train Michigan Central Railroad to Chicago. From Cincinnati direct.

Indianapolis, Terre Haute and Lafayette.

First Train—At 5 A. M., leaves Cincinnati for Indianapolis, Terre Haute, Lafayette and Chicago same day.

Eaton, Richmond, and Centerville.

First Train—Indianapolis Express—at 5 A. M., connects at Hamilton to Eaton and Richmond.

Fourth Train—3 P. M. Through to Eaton and Richmond without change of cars. Connecting at Richmond with Western Railroad to Centerville.

Troy, Piqua, &c.

Second Train—Lightning Express—at 8.20 o'clock, A. M., and Third Train—Accommodation—at 2 P. M., connecting at Dayton with Railroad to Troy, connecting with Doyle's Omnibus and Canal Packets to Piqua, St. Mary's, and all points on Miami and Wabash Canals.

Fifth Train — Evening Express—at 5.00 o'clock P. M., connecting at Dayton with Railroad to Troy, connecting with Doyle's Omnibus Lines to Piqua.

Oxford and Connersville.

Second Train—Lightning Express at 8.20 o'clock A. M., and Third Train—Accommodation Express—at 5 P. M. Passengers by these Train take Western Stage Company's Lines at Hamilton, for Oxford, Connersville, &c.

Fifth Train — Evening Express at 5.00 P. M. Passengers by this Train take the Western Stage Company's Lines at Hamilton to Oxford.

FARE.

From Cincinnati to New York via Lake steamers to Buffalo, and Railroad by either route	$15 00
From Cincinnati to New York via Lake steamers to Buffalo, Railroad to Albany, and Hudson river steamer to New York	14 00
From Cincinnati to Boston via Lake steamers to Buffalo, and New York city and New York and Erie Railroad	19 00
From Cincinnati to Boston, via Lake steamers to Buffalo, Albany and Western Railroads	18 00
An additional charge of 50c. via Niagara Falls and above routes.	
From Cincinnati to Montreal via Lake steamers..	17 00
From Cincinnati to Boston via Lake steamers and Ogdensburg	17 00
From Cincinnati to New York via Lake steamers and Ogdensburg	15 75
From Cincinnati to Buffalo via Lake steamers.....	8 00
Do do Detroit	6 75
Do do Chicago via Detroit	11 50
Do do Toledo	5 75
Do do Chicago via Toledo	11 50
Do do Chicago via Indianapolis	9 00
Do do Sandusky	5 00
Do do Clyde	——
Do do Terre Haute	5 50
Do do Lafayette	5 50
Do do Indianapolis	3 00
Do do Greenville	2 50
Do do Troy	2 50
Do do Dayton	1 50
Do do Richmond	1 60
Do do Eaton	1 25
Do do Hamilton	60
Do do Springfield	2 00

For all information and through Tickets, please apply at office, southeast corner of Broadway and Front sts., Cincinnati.

W. A. LATHAM, Ticket Agent.
au25 P. W. STRADER, Gen'l Agent

Railroad Line.

CINCIN'I, COLUMBUS & CLEVELAND ROUTE.

To New York, via Railway, in	30	hours.
To N. Y., by Lake Steamers via Cleveland..	39	"
To Pittsburgh in	14	"
To Boston in	34½	"
To Philadelphia in	38	"
To Baltimore in	38	"
To Wheeling in	18	"

VIA LITTLE MIAMI RAILWAY.

FOUR DAILY TRAINS.

First Train—Lightning Express—at ...6 o'clock, A. M.
Second Train—Accommodation Ex....7.45 " "
Third Train—Hillsborough Train.....3.10 " P. M
Fourth Train—Even'g Accommoda...5 " "

The roads of this route are laid throughout with heavy T rail.

New York, Boston, and Montreal.

First Train—Lightning Express leaves Cincinnati at 6 o'clock A. M., connecting at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo; connecting at Dunkirk with New York and Erie Railroad, and at Buffalo with Buffalo and Albany Railroad to New York and Boston.

Second Train—Accommodation Express, at 7.45 o'clock, A. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad, at Buffalo with Buffalo and Albany and New York City Railroads, and at Buffalo with Niagara Falls Railroad, to New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

—ALSO—

Connects at Cleveland with the new and magnificent low pressure steamers QUEEN OF THE WEST, Capt. McBride; CRESCENT CITY, Capt. Pease; connecting at Buffalo with the Buffalo and Albany, New York City, and Niagara Falls Railroads, for New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

Fourth Train—Evening Express, at 5 o'clock P. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad; connecting at Buffalo with New York City, Buffalo and Albany, and Niagara Falls Railroads, to New York, Boston, and Niagara Falls.

Pittsburgh, Philadelphia, and Baltimore.

First Train—Lightning Express, leaves Cincinnati at 6 o'clock A. M., connecting at Crestline with Ohio and Pennsylvania Railroad to Pittsburgh, connecting with Pennsylvania Railroad to Philadelphia and Baltimore.

Through from Cincinnati to Philadelphia and Baltimore direct.

Zanesville, Wheeling, Baltimore, &c.

First Train—Lightning Express, at 6 o'clock A. M., and second Train, Accommodation Express, at 7.45 o'clock A. M., connect at Columbus with Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Lines, via National road to Wheeling, connecting with Baltimore and Ohio Railroad to Baltimore, Philadelphia, Washington, etc.

Fourth Train — Evening Express, at 5 o'clock P. M. Passengers by this Train sleep at Columbus and resume by Morning Train, via Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Line to Wheeling.

Hillsborough.

Third Train—Leaves Cincinnati at 3 P. M., connecting at Hillsborough with Ohio Stage Co.'s Lines to Chillicothe, Piketon, etc.

FARE.

From Cincinnati to New York via Railroad, either route	$16 00
From Cincinnati to New York via Railroad to Albany, and Hudson river steamer	15 00
From Cincinnati to New York via Lake Steamers to Buffalo, and Railroad to New York	15 00
From Cincinnati to New York via Lake Steamers to Buffalo, Railroad to Albany, and Hudson river steamer to New York	14 00
From Cincinnati to Boston via Lake Shore, New York and Erie, and New York City Roads	20 00
From Cincinnati to Boston via Lake Steamers and New York City and Erie Roads	19 00
From Cincinnati to Boston via Lake Shore, Buffalo, Albany, and Western Roads	19 00
From Cincinnati to Boston via Lake Steamer, Buffalo, Albany, and Western Roads	18 00
An additional charge of fifty cents via Niagara Falls and above routes.	
From Cincinnati to Montreal via Lake Shore Road,	18 00
From Cincinnati to Montreal via Lake steamer...	17 00
From Cincinnati to Boston via Lake Shore Road and Ogdensburg	18 00
From Cincinnati to Boston via Lake Steamer and Ogdensburg	17 00
From Cincinnati to New York via Lake Shore Road and Ogdensburg	16 75
From Cincinnati to New York via Lake Steamer and Ogdensburgh	15 75
From Cincinnati to Buffalo via Lake Shore Road.	9 00
From Cincinnati to Buffalo via Lake Steamer....	8 00
From Cincinnati to Philadelphia or Baltimore via Crestline and Pittsburgh	15 00
From Cincinnati to Philadelphia or Baltimore via Cleveland and Pittsburgh	15 50
From Cincinnati to Pittsburgh via Crestline.....	7 75
From Cincinnati to Pittsburgh via Cleveland.....	9 00
From Cincinnati to Baltimore via Wheeling.....	14 65
From Cincinnati to Washington via Wheeling....	15 95
From Cincinnati to Philadelphia via Wheeling...	15 95
From Cincinnati to Wheeling.....	7 15
From Cincinnati to Cleveland	6 00
From Cincinnati to Zanesville	480
From Cincinnati to Columbus	300
From Cincinnati to Springfield	2 00

For all information and Through Tickets, please apply at office, southeast corner of Broadway and Front sts., Cincinnati.

W. A. LATHAM, Ticket Agent.
au25 P. W. STRADER, Gen'l Agent.

Cincinnati, Wilmington and Zanesville Railroad.

OPEN TO CIRCLEVILLE.—Two daily Trains, (Sundays excepted) between Washington and Cincinnati, and one daily train between Circleville and Cincinnati. On and after Tuesday, March 14th, 1854, until further notice, trains will run as follows:

Upward train for Circleville, leaves Cincinnati 7:45 A. M., and arrives at Circleville, at 2:40 P. M.

Upward train for Washington, leaves Cincinnati at 3:10 P. M., and arrives at Washington at 8:05 P. M.

Downward train leaves Circleville at 12:15 P. M., and arrives at Cincinnati at 7:45 P. M.

Downward train from Washington, leaves at 6:30 A. M., and arrives at Cincinnati at 11:25 A. M.

Trains will stop for passengers as follows: At Williamsport, Four Corners, New Holland, Washington, Rattle-Snake, Sabina, Cross Roads, Wilmington, Sligo, Clarksville and Morrow; and on the Little Miami Road at Deerfield, Butterworth's Water Station, Loveland, Miamiville, Milford and Plainville, and on proper signal by flag, or to the Conductor, at Branch Hill and Linwood, at Turnpike.

The downward Trains connect at Morrow with the Trains on the Little Miami Road for Columbus.

Lines of Omnibusses will run between Circleville, Chillicothe and Lancaster, connecting with the morning train from and evening train to Cincinnati.

Fare from Cincinnati to Washington.....$2 25
" " " " Circleville..... 3 00

For other information and Tickets, apply at Ticket office, corner of Broadway and Front sts, and at the Little Miami Depot, or to the Station Agents on the line.

E. W. WOODWARD,
Engineer and Superintendent.

☞ The Omnibus Line will call for and deliver passengers to and from the trains to any part of the City.

J. HOWELL, Conductor.

☞ The Company will not be responsible for baggage exceeding $50 in value, unless the same be returned to the Conductor or Agent, and freight paid at the rate of a passage for every $500 in value above that amount.

mar. 23

COLUMBUS PIQUA, AND INDIANA RAILROAD.

New route from Columbus, West and from Urbana, East.

On and after Monday September 19, 1853, two trains per day, (Sunday excepted) each way, will run on this Road, between COLUMBUS and URBANA. Will leave Columbus at 4.50 a.m., and 3.20 p.m.—arriving at Urbana at 8.12 a.m., and 6.14 p.m. Returning—will leave Urbana, for Columbus, at 9.15 a.m., and 3.00 p.m.—arriving at 12.05 and 6.55 p.m.

The 4.50 a.m. train, from Columbus, will connect with the night Express train from Cleveland and arrive at Urbana in time for the morning train north for Sandusky and intermediate points. Persons arriving by the morning Cleveland and Zanesville trains can have a few hours at Columbus and leave by the 3.20 p.m. train—arriving at Urbana in time to get supper and take the 5.35 p.m. train for Dayton and Cincinnati.

The 9.15 a.m. train from Urbana connects with the morning train from Cincinnati and Dayton that arrives at Urbana 8.40 a.m.—arriving at Columbus at 12.05 p.m in time for the 1 p.m. train for Cleveland, connecting with the Buffalo and Dunkirk boats. The 3.00 p.m. train will leave Urbana on the arrival of the Sandusky train—reaching Urbana at 2.45 p.m.—and arrive in Columbus in time for the various night trains.

A line of Omnibuses will connect with the trains at Urbana for the conveyance of passengers to and from Piqua and Greenville over a good Macadamized road.

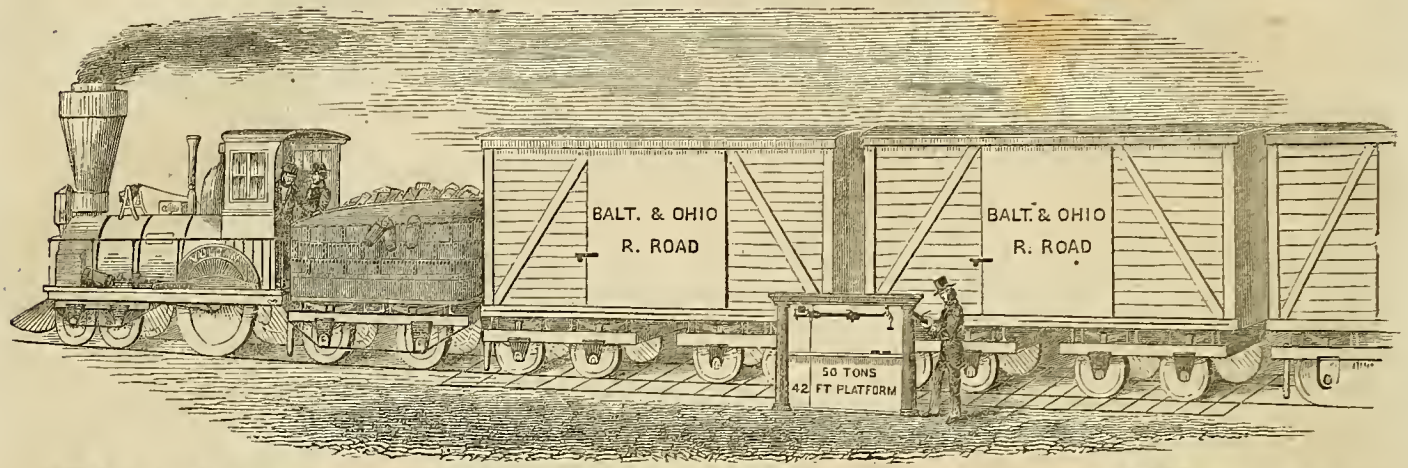
A. G CONOVER, Sup't

Piqua, Sept. 13, 1853. s29-tf.

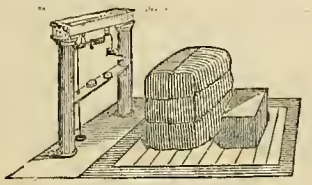
OFFICE OF THE
Cincinnati and Portsmouth R. R. Co.,
Felicity, Clermont County.

☞ Communications addressed to T. H. WHETSTONE President, and left with Messrs. JOHN F. DAIR & Co. Cincinnati, will receive prompt attention. s20-tf

FAIRBANKS' SCALES.



Railroad Track Scale---50 Tons.



DEPOT SCALES 12,000 LBS.

FAIRBANKS & CO'S

PLATFORM SCALES,

Long known—Severely tested—Always right—
The acknowledged standard—Adapted to
every required operation of weighing, as

Railroad Track and Depot Scales,

In use on nearly all the principal Railroads in the United States and Great Britain.

WAREHOUSE SCALES,
Dormant and Portable.

HEAVY PORTABLE SCALES,
On Wheels,
For Foundries, Rolling Mills, Iron Houses, &c.,

STORE SCALES,
Various Modifications.

COUNTER SCALES, &c.,

HAY & COAL DEALERS' SCALES,
Made entirely of Iron and Steel.

GENERAL AGENTS:

FAIRBANKS & CO., 89 Water Street, New York.
TRABER & AUBERY, Cincinnati.
L. F. BURGESS, Cleveland.
BROWNING & MAYER, Indianapolis.
C. L. HARMON, & CO., 197 South Water St. Chicago.
S. M. EDGELL & CO., 20 Pine St., St. Louis.
W. B. BELKNAP & CO., Louisville.
M. P. HUTCHINS, Detroit.
J. & F. DAWSON, Charleston, S, C.
GEO. C. EWING, 21 South Charles St., Baltimore.

MANUFACTURERS:

E. & T. FAIRBANKS & CO.,

ST. JOHNSBURY, VT.

TESTIMONIALS:

OFFICE OF THE G. & C. U. RAILROAD CO.,
CHICAGO, FEB. 20TH, 1854.

MESSRS. E. & T. FAIRBANKS & CO.,

GENTLEMEN:—All of the principal station buildings on this road are furnished with your Depot and Platform Scales, with the exceptions of two scales. Your Scales were adopted after trial with those of other makers, and I take pleasure in now saying, that after more than four years trial, they have given entire satisfaction to us, and the public doing business with the Company.

I am not aware of a dollar's expense being incurred from wear or defect of materials in any part of the scales. The Track Scale, with suspended platform, which you have recently put into our principal depot at this place, judging from present appearance and the use to which it has been put, will, I doubt not, answer the purpose desired, and be equally satisfactory.

JOHN B. TURNER,
Pres't and Sup't.

CENTRAL RAILROAD CO.
SAVANNAH. JAN. 6TH, 1853.

MESSRS. E. & T. FAIRBANKS & CO.,
St. Johnsbury, Vt.

DEAR SIRS:—Your Scales, which we have used for many years, gave so much satisfaction, that we ordered from your House, all the Scales necessary for our large new Warehouse. Your agent has just finished putting up twenty-two of your No. 1 and No. 2 Depot Scales and a large Road Scale, and I am pleased with the manner in which the job has been done. I trust and believe that this work will do credit to your establishment.

Respectfully, your obedient servant,
R. R. CUYLER, Pres't.

PORT RICHMOND, PA. MARCH 2n, 1852.

MESSRS. E. & T. FAIRBANKS & CO.,
St. Johnsbury, Vt.,

GENTLEMEN:—There are now in the Richmond Wharves at the terminus of the Reading Railroad, Twenty-six of your ten ton Track Scales, which have been in constant use for more than six years. The least quantity of Coal weighed annually upon any one wharf has been 400,000 tons. The aggregate quantity weighed upon the twenty-six scales, has been more than one million two hundred thousand tons per annum.

During the time since they have been in use, they have always retained their adjustment without any expense for repairs. They have been tested every year by the Sealer of Weights for the county of Philadelphia, and always found correct, and at the present time their operation is apparently as perfect and as sensitive as when first built.

JOHN E. HOBERT,
Superintendent of Wharves.

STATE OF NEW YORK,
CANAL COMMISSIONERS OFFICE,
ALBANY, JUNE 21, 1852.

MESSRS. E. & T. FAIRBANKS & CO.,

GENTLEMEN:—Your favor of the 10th, asking my views of the Weigh Lock Scales, manufactured by you, and introduced upon the Erie Canal, is received.

I have no hesitation in saying, that they have fully answered your recommendation in every particular. Their capacity for strength is fully equal to sustain the required burthen. They are not liable to get out of adjustment or repair. The arrangement of the Weighing Beam is admirably adapted to obtain rapid results. I know of no Scale superior to them, in this or any other country.

In great haste, Yours truly,
JOHN C. MATHER,
Canal Commissioner.



PORTABLE SCALES.

The following Railroads have been furnished exclusively, or nearly so, with FAIRBANKS' SCALES:

Alabama & Tennessee.	Huron & Oxford.
Allegheny Valley.	Illinois Central.
Androscoggin & Kennebec	Indiana Central.
Ashuelot.	Indianapolis&Bellefontaine
Atlantic & St. Lawrence.	Iron.
Baltimore & Obio.	Jeffersonville.
Baltimore & Susquehanna.	Kennebec & Portland.
Belvidere, Delaware.	Knightstown & Shelbyville.
Boston, Concord & Montreal	Macon & Western.
Boston & Maine.	Mad River & Lake Erie.
Boston & Providence.	Manchester & Lawrence.
Buffalo, Brantford&Goder'h	Memphis & Charleston.
Buffalo, Corning & N. York.	Michigan & Southern.
Buffalo & New York City.	Milwaukee & Mississippi.
Buffalo & State Line.	Naugatuck.
Canandaigua & Elmira.	New Albany & Salem.
Central, (Ga.)	Newburyport.
Central, (Va.)	New Haven & New London.
Champlain & St. Lawrence.	New Haven & Northampton.
Charlotte & South Carolina.	New Jersey Central.
Cheshire.	New York Central.
Cleveland, Columbus & Cincinnati,	New York & Erie.
Cincinnati, Hamilton & Dayton.	New York & New Haven.
Cincinnati, Logansport & Chicago.	Norfolk County.
Cincinnati, Wilmington & Zanesville.	Northern Indiana.
Cleveland & Erie.	Northern, (N. H.)
Cleveland & Pittsburgh,	Northern, (N. Y.)
Cocheco.	Norwich & Worcester.
Columbus, Piqua & Indiana	Old Colony.
Columbus & Xenia.	Orange & Alexandria.
Concord,	Oswego & Syracuse.
Concord & Clarement.	Petersburg.
Connecticut River.	Philadelphia & Reading.
Conn. & Passumpsic River.	Pittsfield & North Adams.
Dayton & Michigan.	Plattsburg & Montreal.
Eastern.	Portland, Saco&Portsmouth
Essex.	Providence & Worcester.
East Tennessee & Georgia.	Renssalaer & Saratoga.
Evansville&Crawfordsville	Richmond & Danville.
Fitchburgh.	Richmond & Petersburg.
Galena & Cbicago Union.	Rome, (Ga.)
Georgia.	Rome & Watertown.
Grand Trunk, (Canada.)	Rutland & Burlington.
Great Western, do.	Rutland & Washington.
Great Western, (Ill.)	Sandusky, Mansfield & Newark.
Greenville & Columbia.	Scioto & Hocking Valley.
Greenville & Miami.	South Reading Branch.
Hartford, Providence&Fishkill.	South Side.
Housatonic.	South Western.
Hudson River.	Springfield, Mt. Vernon & Pittsburgh.
Hudson & Berkshire.	St. Charles Branch.
	Steubenville & Indiana.
	St. Lawrence & Atlantic.
	Stony Brook.

RAILROAD RECORD.

AND

Journal of Commerce, Banking, Manufactures, and Statistics.

Vol. 2.---No. 7. CINCINNATI, THURSDAY, APRIL 13, 1854. Whole No. 59.

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OHIO AND MISSISSIPPI RAILROAD.—This company has commenced running three daily trains as far as Aurora, the first and last of which connect with the Indianapolis and Cincinnati road at Lawrenceburg. The 9.25 A. M. train is an accommodation train. The trains will, for the present, start from Sedamsville. Omnibusses will convey passengers to and from the depot.

CARDS.

ALBERT M. LEA,
CIVIL ENGINEER,
KNOXVILLE, TENN,
†oc27

E. GEST,
CIVIL ENGINEER,
Room No. 7 Hart's Building,
South side of Fourth st. bet. Main and Sycamore sts,
CINCINNATI.

OFFICE OF THE
Marietta & Cincinnati Railroad Co.
No. 37 Manchester Buildings,
CORNER THIRD AND SYCAMORE STS.
CINCINNATI.
Principal Office at
CHILLICOTHE, OHIO.
W. P. Cutler, President.....S. W. Ely, Secretary.

OFFICE OF THE
Ohio & Mississippi Railroad Co.,
No. 97 Fourth street, south side, west of Vine.
James C. Hall,.....President.

OFFICE OF THE'
Dayton & Cincinnati (Short Line) Railroad Co.,
No. 8 Hart's Building, south side of Fourth street, between Main and Sycamore streets.
Peter Odlin, Pres't, Dayton.....John C. Thorpe, Sec'y.

Cincinnati, Logansport & Chicago Railroad Company.
OFFICE AT
NEW CASTLE, IA.
J. T. Elliot, Pres't.....J. W. Grubbs, Sec'y,

Richmond & Indiana Railroad Co.
OFFICE AT
RICHMOND, IA.
John W. Hutton.....President.

Indiana Central Railroad Co.
OFFICE AT
CENTERVILLE, IA.
Jno. S. Newman, Pres't.....Jas. M. Jmith, Sup't.

Hamilton & Eaton Railroad Co.
OFFICE AT
EATON, OHIO.
David Barnet, Pres't.....D. M. Morrow, Sup't.

Cincinnati, Indianapolis & Chicago Railroad Company.
Office in Selves' Building, south side of Third street, west of Main street
CINCINNATI.
Principal Office at
BROOKVILLE, INDIANA.
E. M. Gregory.....President.

THE OHIO VALLEY, AND THE SOUTHERN ATLANTIC—CINCINNATI AND CHARLESTON, AND CHARLESTON RAILROAD.

The Kentucky Legislature, as we recently stated, has granted a liberal charter to what is called the Kentucky Union Railway Company, whose object is to make the last link, in the railway line, from Cincinnati to Charleston. The charter is a good one—the object a grand one—and the capital, we cannot doubt, will be found, when the plans are fully matured. The Union Railway will, in Kentucky, be from 140 to 160 miles in length. The Tennessee part, completing the line to Knoxville, can, we believe, be easily made.

The distance by the route adopted, will be as follows :

Cincinnati to Danville	132 miles.
Danville to Knoxville	130 "
Knoxville to Charleston, via Blue Ridge Railroad	370 "
Aggregate,	632 miles.

This route may be modified in several particulars; but, as there is a railroad nearly finished to Danville, (Ky.,) that route will probably be preferred. There may be, however, difficulties which will throw the balance in favor of another route. It is not perfectly certain that a good line can be found from Danville to Knoxville. The more direct route, undoubtedly, would be to leave the Covington Road at Paris, and proceed through Richmond, Kentucky. It is not, however, of routes we would speak, but of the immense advantages, both to the South and West, of such a work. We doubt whether any railway in America will ever be of such vast importance as one which shall connect the valley of the Ohio with the Southern Atlantic, on the most direct route. The productions of the different sections are totally different; the habits and usages of the people are different. The interior country, reached from either end, is full of the most valuable mineral resources, and thus all the exchanges would be beneficial, both in a commercial and moral aspect. It is now nearly twenty years since this subject engaged the profound attention of the people of Cincinnati, Charleston, and all the intermediate country. We have before us the pamphlets and letters, published and written at that time. They exhibit the proceedings of various public bodies, and the records of many distinguished men, now com-

memorated by history. Among them were Gen. Harrison and Dr. Drake, of this city, and General Hayne, and Colonel Blanding, of Charleston.

Time has only proved what was then said of the great importance of this work, and rendered its necessity to the country more apparent. We will recur, for a moment, to some additional facts, not then presented.

First, let us test the position of Charleston in regard to *radial* lines to the valleys of the Ohio and Mississippi. *Radii* drawn from Charleston to the following places, give the annexed distances:

Charleston to Cincinnati	510	miles.
" to Louisville	510	"
" to Cairo, mouth of the Ohio	600	"
" to Memphis	620	"
" to Vicksburg	640	"
" to New Orleans	650	"

Now, it is clear that to obtain the supplies of produce and manufactures, which the South requires from the West, there is no point Charleston can reach so readily, and advantageously, as Cincinnati. If she goes to Cairo, or Memphis, she has not only a longer line, but goes to a point far below the great grain-growing and manufacturing country. There is nothing at Memphis, except what she produces herself, and very little at Cairo. On the other hand, two-thirds of all the flour, provisions, grain, and manufactured articles, which reach New Orleans, come from the Ohio valley. So that it is to the Ohio valley, and that at the most favorable and central point for production, that the South must come to get her supplies, in the cheapest and readiest way.

Secondly, let us look into the position of Cincinnati, as regards the South. We have alluded to this point before; but it will elucidate this question to re-examine it:

Cincinnati to New Orleans	725	miles.
" to Mobile	640	"
" to Charleston	510	"
" to Norfolk	480	"
" to New York	560	"

The Atlantic coast is reached from Cincinnati in the shortest *radial* line at, or near, Georgetown, S. Carolina. As Norfolk is some miles from the coast, the distance to the coast at Charleston is about the same, in fact, with that to the coast at Norfolk. A railway there would probably be run in less time than to Norfolk.

It appears, then, that Charleston and Cincinnati occupy to each other positions, which are to the wants and connections of each other, *better than either would be to any other point*. They are, in fact, at the extremities of a transverse diameter, which diameter *must* be crossed, by those who would, in any way, connect the valley of the Ohio and the Southern Atlantic.

In this view, we do not lose sight of Pensacola, which we deem a highly advantageous point at which to connect Cincinnati with the Atlantic. But Pensacola is a Gulf port, and Charleston is an Atlantic one. Pensacola would connect us, on nearly a straight line, with Havanna; Charleston would give us the shortest outlet to the Atlantic.

The completion of this grand route, from Charleston to Cincinnati, is now entirely within reach. From Cincinnati to Danville is nearly completed. From Charleston to Columbia, South Carolina, is finished. The Blue Ridge Railroad, from Columbia to Knoxville, *via* the Rabun Gap, is secured, by the ample aid South Carolina and Tennessee have given the work. From Knoxville to the Kentucky State line, is secured by the State aid and County subscriptions. The link covered by the Kentucky Union Railway charter, is, therefore, the only one wanting. By its connection with other roads, and the immense *through* traffic which must inevitably take place, the stock of the road will undoubtedly be good, notwithstanding the sparseness of the country through which it passes.

There is no enterprise in which the merchants and capitalists of Cincinnati have a deeper interest, than in this, and we trust it will meet with the encouragement, which it so eminently deserves.

Railroads.

CLEVELAND, COLUMBUS AND CINCINNATI RAILROAD COMPANY,

THIRD ANNUAL REPORT.

For the following synopsis of the third annual report of this company, we are indebted to the Cleveland *Leader*, which says:

The President's report to the stockholders, announces first, a change in the termination of the fiscal year, from the 30th of November to the 31st of December. This will make the annual statement of the accounts more intelligible. In consequence of this change the present report covers the operations of the road for thirteen months—from November 30, '53, to December 31, '54.

During this period the C. C. & C. Road has been operated jointly with the Lake Shore or, Cleveland, Painesville and Ashtabula road, under one Superintendent, and a joint Executive Committee. The ratio of actual earnings has not been maintained, owing mainly to the break of gauge at Erie.

The earnings of '53, the last report ventured to put at a million—an excess over the previous year of $222,203 78. It has gone beyond. The actual earnings for the year ending Nov. 30th, '53, were 1,100,190 72.

544,117 miles have been run by the locomotives.

449,595 passengers have been carried without accident.

358,541,581 lbs. of freight have been transported on the road.

These general results show the arduous labors imposed upon the employees of the company, and the fidelity and success with which the duties of the Superintendent, and those under him have been performed.

The roads have now, mostly of the first class, 45 locomotives—nine new ones will be added in a few weeks. Ten more are contracted for—making in all, 64 locomotives for working 230 miles of road. The two companies also own:

First class passenger cars, 31; 19 second class, P. O. and baggage cars; 511 freight, stock and platform cars.

The *ballasting* of the road will be rapidly pressed. A large and valuable bank has been recently secured, three miles from Crestline, which will furnish an abundance of good material.

Fencing and cattle guards have been put at all the road-crossings, and the roadway enclosed with a solid fence, with the exception of five miles of the main line, and a portion of the Delaware curve.

A second track will be laid down, and at least fifty miles of it finished and ready for use, in the course of the year. From Cleveland to Grafton it will be put down as fast as the ballasting and cross ties are prepared for it.

The President states one fact which will arrest the attention of the public—*the Company is substantially out of debt*. He says:

"Its original bonded debt amounted to $1,652,000. The undertaking was itself a pioneer enterprise. Its bonds were presented in New York when the credit of Western railroads was unknown. Stock subscriptions at home were feeble and distrusted, Cleveland and Columbus, cities then at the lowest stage of depression, came into the work with hesitation and reluctance. Yet under all these accumulated embarrassments, the work was *commenced and carried through!*"

The President thereupon suggests the following views:

1st. The real income of the road should ensure a certain and reliable dividend of ten per cent. per annum.

2d. The net earnings, after that, should be charged in the first place with keeping the road in perfect order.

3d. Rendering aid to roads proposing to connect.

The reasons for these steps are briefly but forcibly urged by President Payne, in behalf of the Board, and will doubtless be held conclusive, especially when the road is exclusively the property of the stockholders, and when its policy can be fixed without infringing the rights of creditors, or encroaching on the rights of the State.

The Superintendent's report is excellent for its clearness in all its statements, and ere another year passes, the public will admit, unless we mistake, that L. Tilton has few equals, and that no *model* road will rank with the Cleveland, Columbus and Cincinnati.

MEMPHIS AND CHARLESTON RAILROAD EARNINGS.—From the Memphis *Whig* of 23d ult., we take the following, from the report of this company for the year ending March 1, 1854:

For four months of the year only thirty-nine miles were in operation; for the next two months the cars ran fifty miles from Memphis, and for the remaining six months sixty-three miles. On this extent of operations the earnings of the year were $139,231 59; expenses $58,850 11—leaving $80,381 48 profits, or 10½ per cent. on the cost of the sixty-three miles completed as above mentioned. A first-rate business, and very encouraging to all engaged in similar enterprises.

SPRINGFIELD, MT. VERNON AND PITTSBURG RAILROAD.

We have before us a copy of the "Second Annual Report" of this company. From which we gather the following items:

Length	112 miles.
Completed	50 "
Capital Stock of the Company	$2,000,000
Subscriptions	1,504,450
Convertible Bonds issued	500,000
do. do. authorized, but not yet issued	700,000

The Eastern terminus is Lakeville, on the Ohio and Pennsylvania Road, 6 miles east of Loudonville; western terminus at Springfield; completed from Springfield to Delaware on the 29th ult., and laid with heavy T rail. Between Delaware and Lakeville, the line is under contract, upon terms highly favorable to the company.

Contracts have been made with the Little Miami and the Ohio and Pennsylvania roads, by which the former subscribes $200,000, and the latter $100,000, to the stock of this company. The latter subscription will probably be doubled. There is every indication that this road will be rapidly completed, and being an important connecting link, it cannot but be a paying stock. By agreement this road is run by the little Miami Railroad Company.

THE BALTIMORE AND OHIO RAILROAD.—We have obtained the following very interesting and official statement of the *present* condition of the funded debt of this road, by a review of which the experienced reader will be able to arrive at a pretty accurate estimate of the general financial prospects of the company, for the residue of the fiscal year.

The funded debt of the Baltimore and Ohio Railroad Company, as appears by its report made to 30th of September, 1853, as follows, viz:

Loan No. 1, January, 1854		$1,000,000 00
Less sinking fund, applicable to its reduction	287,531 28	
		$712,468 72
Loan No. 2, of 1867		1,000,000 00
do. No. 3, (iron bonds		566,666 67
do. No. 4, of 1875		1,128,500 00
do. No. 5, of 1880		700,000 00
do. No. 6, of 1885 (for $2,500,000) now issued		1,281,846 25
		$5,389,481 64
Add preferred stock of the State of Md		3,0 0.000 00
Making the whole funded debt of the Co., at that time		$8,389,481 64
Residue of bonds of 1885, since issued		1,218,153 75
Making the whole funded debt to the present time		$9,607,635 39
Capital stock		$10,118,902 00

Treasurer's Office, Baltimore and Ohio Railroad Co., March 31st, 1854. J. I. ATKINSON, Treasurer.

From the above it will be seen that the entire funded debt, upon which interest accrues, is $9,607,635 39. Since the annual report of the president was made, it will be seen that $1,218,153 75, being the residue of the loan of 1885, has been realized. This amount, with the net earnings of the road for the past six months, together with $245,000 to the credit of revenue from the last year, making some 2,200,000 in all, has been applied to the reduction of the floating debt, and to construction, which is constantly progressing. This is a highly favorable exhibit of the state of the road, and affords the assurance that, with no unforseen contingency to affect the reasonable anticipations for the future, the company will be in a condition at the close of the fiscal year, to dispose of a very considerable amount, as policy may dictate.—*Baltimore Sun.*

PACIFIC, MO., RAILROAD.—From an exhibit of the affairs of this company, for the year ending 27th ult., we gather the following items:

Amount of Capital Stock subscribed to date	$2,382,650
Amount of subscription unpaid	1,179,682
Amount of State Bonds received	1,350,000
Due from "Kansas" Line	1,650,000
Due from "So. West. Branch"	1,000 000
Amount expended to 10th inst., in construction and real estate	$2,644,437
Total amount expended	2,780,699
Floating debt of Company	111,140
Funded debt	90,000

The first division, 38 miles, was opened July 19, 1853. The remainder is under way, and the whole will be completed within the year.

Station houses havee ben erected at St. Louis, and several other places. A machine shop and car factory has been put up at St. Louis.

The company has five locomotives, and six more contracted for, two stationary pumping engines; ten first class passenger cars; two second class and mail; thirteen covered freight; one magazine; thirty-four platform, etc., in all 107 cars.

Of the "South-Western Branch," we gave some items in our last issue. This road is progressing rapidly and ere long will be returning handsome dividends.

DAYTON & CINCINNATI SHORT LINE RAILROAD.

The "Second Annual Report" of this company is before us, from which we gather the following items:

The receipts in cash have been,	$228,967 64	
Disbursements "	216,676 56	
Balance, March 16, '54		$12.291 08

The original contract was with Messrs. Ferrel & Dunham, for the entire work. In October, 1853, these gentlemen abandonded the work beyond the tunnel, which was relet to Daniel Beckel, Esq., of Dayton. The company has yet issued no bonds, except $28-000 to contractors. Amount of loans remaining unpaid is but $30,000, due in July next, and secured by mortgage on the real estate of the company.

From the able and extended report of the engineer, Mr. Gest, we gather the following *elements*, viz:

Length of road		53 266 miles.
Straight line	39.882	
Curved "	13 384	53.266 "
Total curvature		1236°31' "
Minimum curvature		16371 feet.
Maximum "		1910 "
Level grade		15.940 miles
Ascending grade		21 757 "
Descending "		75.569 "
Total ascent going north		556.50 feet.
" descent " "		381 50 "
Elevation of Dayton above Cin'ti		175.00 "

The Cincinnati terminus of the road will be at the head of Broadway, where extensive "depot grounds" have been secured. From this point the road will extend to the tunnel upon a grade from 10 to 75 feet above the "old Deer Creek road," and below the level of Broadway, thus preventing the crossing of any street or alley within the city.

North of the tunnel the road passes along the slope of the hills, on a slightly descending grade; this section will be of expensive construction in consequence of a succession of spurs and ravines, requiring fills, in some instances as high as 60 feet; this continues to Chester Summit, except that the grade is ascending from Sharon. From Chester Summit the work averages only a moderate cost to within four miles of Dayton, where the grade is level, and the work, for the most part, light.

Throughout the line the unusual feature of absence of bridges is presented, there being no structure requiring a span of more than forty feet; thus no fears of freshets, or loss of bridges by fires need be had.

The depot grounds in Cincinnati front 2750 feet on Hunt st., at an average depth of 210 feet on Broadway, embracing an area of about 15 acres.

At Dayton the grounds embrace about 7½ acres south of the old canal, abutting on Third street. This has the advantage also of being exempt from all street or alley crossings.

The estimates are as follows for the road completed:

Engineering and Incidentals		$35 000
Depot grounds, Cincinnati		210 000
" " Dayton		15 000
" " Eleven intermediate Stations		12 600
Right of way		108 000
Fencing		29 780
Road Bed		30 000
TUNNEL AND APPROACHES.		
South Approach	77 909	
North "	30 230	
Shafts, (cost)	24 250	
Body, "	643 600	
		$775,989
Earth work, masonry, timber, and bridging from tunnel to Dayton		669,127
Total, ready for iron		$1,885,996

Including four miles of double track road-bed, and side-track grading for 12 places. The estimates for iron, rolling stock, depot buildings, etc., are not given.

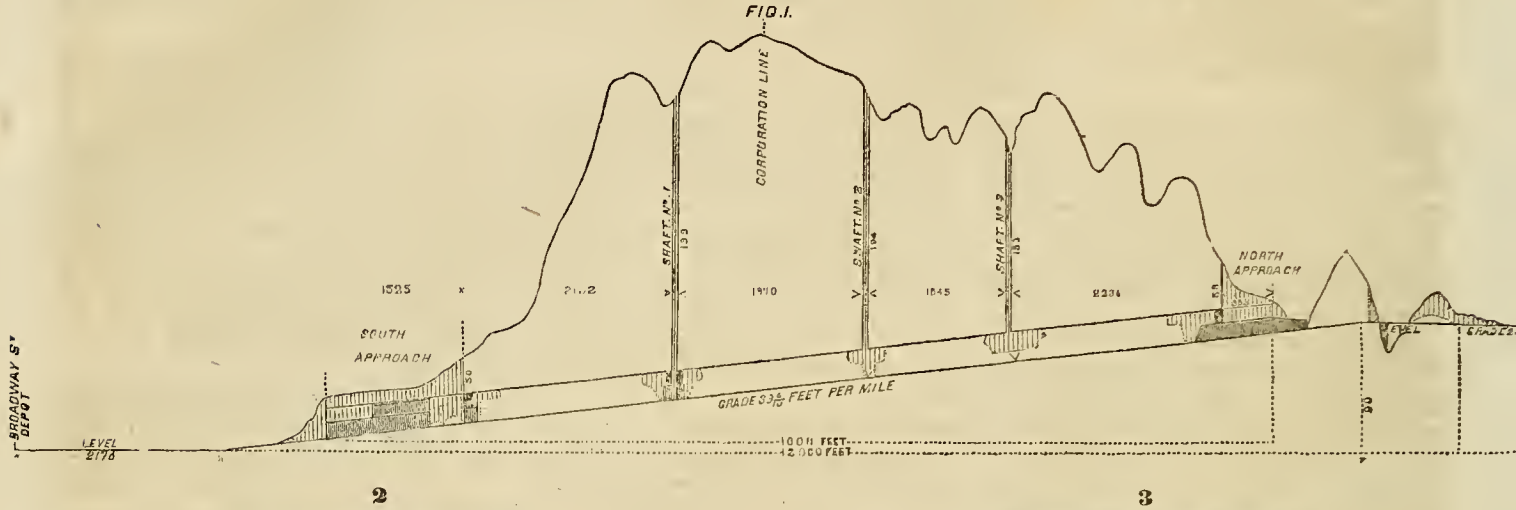
The report goes on to show the necessity for the construction of the road; its connections, revenue, demonstrated by unmistakable figures, business prospects, etc., with a map showing the country tributary to this line.

This road, as well as those availing themselves of this tuunel as an entrance into this city, will have a decided advantage over all others, inasmuch as the depot will be almost in the very heart of the city, thus enabling travelers to dispense with omnibusses on arriving and departing.

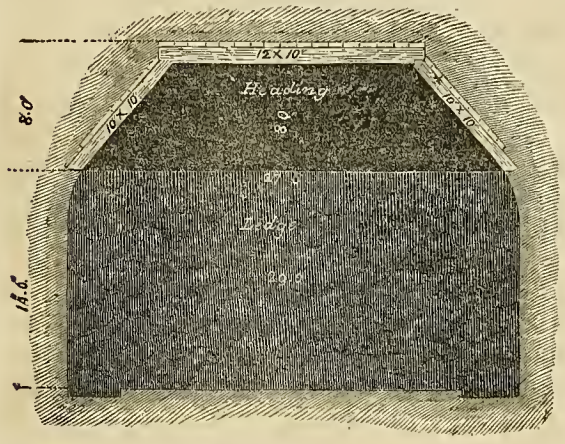
We come now to the TUNNEL on this road, which, as will be seen by what follows, is being rapidly completed; and when thus completed, and opening, as it will, an ingress and egress to and from this city for railroads, will stand a monument of the genius and nerve of the Engineer who *dared* to advise its construction, and still further dared to undertake the management of it. It has been called "Gest's Tunnel," and so it will continue to be called.

The better to illustrate the magnitude of the undertaking, we have procured cuts of the work, showing it in different sections, numbered 1, 2 and 3.

We copy from the report as follows:



2



3

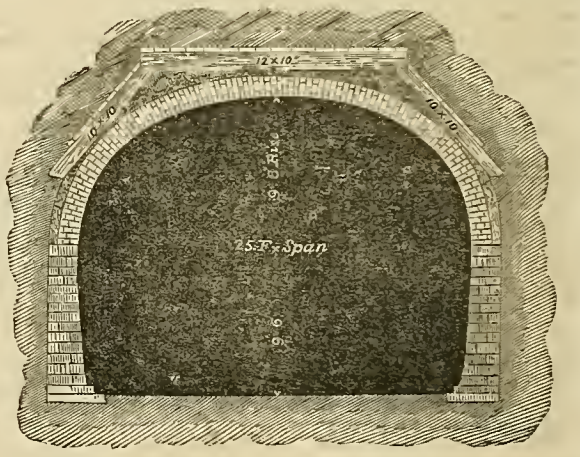


Fig. 1, represents the profile of the hill immediately over the axial line of the Tunnel, with the position of the Tunnel, Shafts and Approaches.

The axial line of the Tunnel is straight, and lies in a north-easterly and south-westerly direction, with an inclination, rising from the city, at the rate of thirty-nine and six-tenths feet per mile. The position of the Tunnel is near the base of the hill, where the marl largely predominates, and in its hight only three layers of stone occur; one about six inches thick, one eight, and the other ten inches, separated from each other by layers of marl from six to eight feet thick. As these strata lie nearly horizontal, they are necessarily cut at the angle formed by the ascending grade of the Tunnel.

There are three shafts, which are respectively 199, 194 and 153 feet in depth to the floor of the Tunnel. They are elliptical in form, with a transverse axis of 20 feet, and conjugate of 12 feet; the transverse axis lying immediately over, and in line with, the center line of the Tunnel. The first shaft is 2152 feet north of the south approach; the second is 1970 feet from the first; and the third is 1545 feet from the second, or 2236 feet south of the north approach. The south approach is 1525 feet in length, and varies in depth from one foot at commencement, to fifty feet at breast. The north approach is 583 feet in length, and varies in depth from fifteen feet at commencement, to fifty-five at breast. Both approaches will have to be walled and arched with stone for their entire length. The distance between these approaches, which is 7903 feet, comprises the Tunnel proper; this, also, must be walled with stone side walls, with a brick arch resting thereon.

The marl and stone to be excavated is easily drilled, and yields readily in blasting. It is also sufficiently compact to be self-sustaining while being mined, without the use of temporary shields, but requires propping and planking to stand for many days without being arched.

Fig. 2, represents the cross-section of the Tunnel as excavated and timbered, preparatory to being arched. Fig. 3, represents the cross-section when arched and packed, and ready for the trains.

There are eight points for operating; one at each end, and two at each shaft. The breast, at each point of operation, is divided into two parts, and worked by two different gangs of men. The crown part or "Heading" (see Fig. 2) being about eight feet in hight, with a width of sixteen feet at top, and twenty-nine feet on floor, is first excavated and followed up with the timbering, at proper intervals. When advanced a reasonable distance —say over seventy feet—the work of excavating to the floor, or "ledge" excavation commences, and so continues to follow up the "heading" keeping, however, about the same distance behind it all the time. The side-walls and arch can be advanced as rapidly as the excavation, but may, as a general rule, be about one hundred feet behind the "ledge." The material when excavated, is removed in cars drawn by horses, to the ends, or immediately under the shafts, where it is at once raised to the surface.

Shaft No. 2, was commenced Dec. 16th, 1852; No. 1, and the north approach, Dec. 20th, of the same year; No. 3, Feb. 15th, 1853, and the south approach, April 10th, of the same year. All the shafts were excavated to the crown of the Tunnel, between the 5th and 30th of June last.

The excavation and side-walls of North Approach, are entirely finished—the arching only remaining to be done. Nearly all the excavation, and three-fourths of the masonry in side-walls and arch of South Approach, have been completed, and five hundred feet

of it entirely finished—being arched and covered with earth.

Of the aggregate length of the Tunnel and arched Approaches, there are at this time, 2800 lineal feet excavated, and ready for the rails, of which 750 lineal feet are entirely completed, being arched, etc. In value, *the work actually done is equal to two-sevenths of the entire amount when completed.*

The side-walls are nine and a half feet in hight above the floor of the Tunnel; two and a half feet thick on the top of the projecting foundation courses; and two feet at spring line of arch. They are being built of the limestone, taken out of the hill, laid in courses; the front stone having dressed beds, with rubble backing. The arch is of brick, seventeen inches, or two bricks thick, laid in cement, excepting immediately at the lower end, where, as the roof is there much shaken, it is strengthened by the addition of rings from eighteen inches to two feet wide, by a brick to a brick and a half thick on the outer side.

At the two ends, and the three shafts, steam engines, of about fifteen horse power, are used to raise the excavated material to the surface. At the shafts, and north end, the material is raised vertically; at the south end it is drawn up on an inclined plane. There is also a small auxiliary engine at each point, used for driving a fan for ventilating purposes—the fresh air, by means of canvass tubes, being conducted from the surface to the several breasts where the workmen are engaged.

But little water has yet been found, not sufficient, except at one point only, to require removal, and there merely an ordinary hand pump is required. Nor is there any noxious vapor, excepting such as is made by the workmens' lamps, and explosions of powder.

The excavations, thus far, are through a uniform material, and there can be no doubt whatever that it will continue the same.—They have also confirmed my pre-conceived opinion that it is the safest and cheapest tunneling material known, at the same time demonstrating that the undertaking was entirely practicable, and could be carried forward more rapidly than formerly estimated by me.

To advance the work most effectively, requires forty men at each breast, consisting of one heading and ledge, for each eleven hours, with eighty men tending cars, engines, etc., or a force of eight hundred men directly engaged in the excavating department, per twenty-four hours, in addition to the necessary carpenters, masons, tenders, quarrymen, and other workmen and horses, with which force the whole work would advance at the rate of at least six hundred and forty feet per month, and be executed at a minimum cost. Any less force is attended with proportionately increased cost, as many of the charges are common to a force of half the number stated, if not to a less one also.

The tunnel, from its commencement, has been in charge of Mr. S. W. Hartwell, constructing Engineer and principal Assistant.

Signal Lanterns.—The Philadelphia, Wilmington and Baltimore Railroad Company, it is stated, are having a reflecting light placed upon the draw of the bridge which crosses the Brady wine creek, to give notice to the trains when the draw is off. There are two sides of the lamp, so made that the light shows up and down the road when the draw is on, and when off no light is seen on the road, but it shows up and down the creek.

WHAT THE RAILROADS DO.

The following from the Pittsburgh *Post* we commend to our readers, as suggestive of what railroads do for the country in the single item of *iron*. When we add to this the immense amount of other business, owing its growth and increase to the same source, who can say we are building too many railroads? The *Post* says:

Much has been written about the benefits of railroads, but every day's experience and reflection developes more fully their benefits, and discovers some new effect of their agency upon human affairs. Steam and the rail are revolutionizing the world. Their material and moral effects are equally vast and interesting.

But a few years ago the iron manufacturers of this country were clamorous for high tariffs to protect them against foreign competition. And some protection seemed necessary to the prosperity of our iron manufactures. But now, when there is a prospect of some reduction of the tariff, we hear little said about it. The iron men see before them the prospect of unbounded prosperity, and a demand so vast for their fabrics that no foreign competition need be feared. To steam and the railroads is this change mainly to be attributed.

There are 13,000 miles of railroad in operation in this country, and by January, 1855, there will be 15,000 miles. 100 tons of rail per mile, would make the amount now in use one million three hundred thousand tons, which, at $65 dollars per ton, amounts to $84,-500,000. The wear and tear requires a renewal of eight millions dollars' worth annually. But it is estimated that by January, 1860, there will be 30,000 miles of railroad in operation; 17,000 miles more than at present. At 100 tons per mile for this, 1,700,000 tons of rail will be required; which, at $65 per ton, will amount to $150,000,000. Add to this the eight millions per year for renewals and repairs of roads now in use, for the next six years, and it makes the enormous aggregate of $158,000,000 of the single item of iron rails for the railroads, between this date and the first of January, 1860. Add to this the vast sums to be paid for locomotives, and all the running gear of these railroads, and the amount can scarce be less than 180,000,-000 to be paid by railroad companies for iron manufactures within the next six years. Then all the other uses of iron are rapidly and vastly increasing, in building ocean steamers, and all the innumerable fabrics of iron. Steam and the rail are the great agents of material progress; and, under their operation, the iron interests of this country is not only safe, but has opened before it a boundless source of profit and wealth.

But the agricultural interest of the whole country is equally benefitted by the railroad. We can recollect the time when corn sold in Ohio for twelve and a half cents per bushel, while at the same time it was worth seven times that in Boston. It cost nearly all it was worth to carry it to the markets from Ohio. Now, the farmer in *Iowa* can send his wheat and corn all the way to New York and Boston by railroads, and get the full Eastern price for it, excepting the low cost of a speedy transit by the rails. All over the broad land the railroads are stretching in every direction, and the price of farm lands is rapidly rising, and the products of those lands have immediate access to all the best markets of the world.

The railroads also develope the mineral wealth of the country. Many a coal bed and iron mine has lain valueless for centuries, until some railroad has brought them within reach of the markets.

Then the vast amount of employment at good wages, given to the laborers, mechanics and artisans, in the construction of these roads, is another large item of their benefits. Thousands and tens of thousands of families subsist and thrive on the wages paid by railroad companies to laborers and mechanics.—The whole business of the country, and its wealth, too, are doubled by steam and the rail.

Steam and the rail make neighbors of the most distant communities. Washington City will be as accessible from California in ten years, as from Ohio twenty years ago. And from San Francisco to London or Paris, the journey may yet be made in fifteen days; and a Pittsburgher may travel to Constantinople in twelve days. With such facilities for traveling, men will and do "go to and fro in the earth, and knowledge increases." And as knowledge increases, the prejudices of nations give way; the human race becomes more assimilated and friendly, and knowledge more universally diffused.

Steam and the rail are revolutionizing the world.

New York Pacific Railroad Company and Texas.—The New York Pacific Railroad Company have determined to bid for the road through Texas under the late law. They will deposit the $300,000 required as a forfeit.—They will give a bonus to the State of $2,000,-000 of paid stock, one-half of which is to be a permanent fund to establish a "Pease University;" $400,000 of which to establish a Lunatic Asylum, and the remaining $600,000 for educational purposes generally. This information may be depended on as correct.

There are now forty-three railroads chartered in this state, embracing some twelve or thirteen thousand miles of railroads, on paper.

The report of the committee of the Legislature in relation to lands in Texas, donated to educational purposes, embraces the following number of acres:

To private institutions, called Universities	106,272
To establish two State Universities.....	221,400
To Common Schools and Academies...	1,700,352
Making the sum total of acres.....	2,028,024

—*Arkansas Traveler.*

Columbus, Piqua & Indiana Railroad.—The contract for finishing the work on the Columbus, Piqua, and Indiana Railroad has been let, we understand, to a company composed of Mr. Coyner (an experienced contractor from Indiana,) S. G. Brecount, Esq., of Champaign county, and Mr. J. Sowers, of this county. There may be others in the firm, but if so we have not heard it, as we have not conversed with any member of the Board since their return from the meeting at Columbus on Wednesday.

From what we know of the two last named gentlemen, and what we hear of the first named, we are satisfied they will not disappoint the expectations of the Board in regard to their contract. Messrs. Brecount and Sowers have both had contracts on the line already, and completed them to the entire satisfaction of the Board; and Mr. Coyner has had, and completed them, some heavy contracts on roads in Indiana.—*Piqua Register.*

ST. LOUIS AND NEW ORLEANS CONNECTED.

The following "memorial" is worthy the attention of the public:

RAILROAD MEMORIAL.

HERNANDO, Miss., March 18, 1854.

At a meeting of the Board of Directors of the Mississippi and Tennessee Railroad Company, held at Hernando, Miss., this day, the following memorial was unanimously adopted, and the Secretary of the Company directed to transmit a copy of the same to the President and Directors of the Iron Mountain Railroad Company, St. Louis, Missouri:

To the President and Directors of the Iron Mountain Railroad Company:

GENTLEMEN: We deem it a privilege derived from the community of interests existing between the great works in which we are respectively engaged, to solicit your earnest attention to what we believe to be the natural, legitimate, and, all things considered, the most judicious and profitable southern terminus and connection of the extension of your road.

This point you will at once understand to be Memphis. New Orleans is the grand emporium of trade for the valley of the Mississippi, and to reach this mart by the shortest and most speedy route is the first law of commerce. That route of eourse a "right line," and a glance at the map will show Memphis to be a point immediately in that line from St. Louis to New Orleans.

The distance from St. Louis to New Orleans, on an "air-line," is 486 miles; and on the most practicable railroad line via Memphis, Hernando, Panola, Grenada, Canton and Jackson, Miss., it is less than 530 miles; whereas, by the Mississippi river it is 1246 miles, making a difference of 716 miles in favor of the railroad, and a difference of seven to nine days in the time of transit.

Every day is demonstrating the utter incapacity of our Western rivers to meet the demands of commerce. The numerous steamboat disasters, and consequent destruction of life and property—the long and tedious voyage from St. Louis to New Orleans—the snags and sand-bars in summer—the ice of winter, all call aloud for a safer and speedier mode of eommunication, and urgently demand an extension of your road to its connection with those at Memphis. Make that extension and achieve Lieut. Maury's stupendous scheme of bridging the Mississippi river, and then will be presented a magnificent and unbroken line of railway from St. Louis to New Orleans.

The greater portion of this is already provided for. From New Orleans to the Mississippi state line, the Great Northern and Jackson road is nearly completed, and will soon be at work all the way to Canton, Miss. Thence the Mississippi Central road to Holly Springs, passing Grenada, Miss., is under contract to be completed in two and a half years, and now in processs of construction. From Grenada, our road (the Mississippi and Tennessee Railroad) completes the line to Memphis; and the available means at our command warrant us in the confident expectation of its early consummation.

Provide now for the intervening link from Memphis to the Iron Mountain, a distance of about 140 miles, and the work is done,

Draining, as it would, the very heart of the great valley of the Mississippi, usurping the province of that great national artery, in exchanging the products of its varied and fertile regions, or in gratifying the locomotive propensities of its people, this line of road becomes of more commercial importance than any now built or projected, the Pacific road alone excepted.

We are aware that an effort has been made to divert the road from its legitimate direction, and to make Helena, in Arkansas, its terminus. This certainly evinces a very laudible desire to promote *their own* interest in this matter, but we respectfully submit that such is not the interest of your road. A connection by that route with the line of road from Memphis to New Orleans could not be made north of Grenada, nor in a less distance than 300 miles, whereas the connection can be made at Memphis on an "air-line," in 205 miles; and it is believed on much more favor able ground, as on the latter route you avoid the immensely high overflow encountered in traversing the bottom lands of the St. Francis, the Mississippi and Tallahatchie rivers.

We believe that when the two routes shall have been subjected to the test of instrumental examination, the superior advantages of the Memphis connection must become manifest to every unprejudiced mind, and that in the location of a road so national in its character, no local or personal interest can be permitted to influence it.

Trusting that this question will receive at your hands the attention which its importance demands, we respectfully subscribe ourselves your co-laborers, in a great work of public improvement.

F. M. WHITE,
Pres't.

TENNESSEE, "STATE AID," RAILROAD BONDS.—The Nashville *American* makes the following remarks relative the annexed article from the New York *Herald*, which is always finding "mare's nests:" The *Herald* says:

"A resolution of the Tennessee Legislature, instructing the Attorney General of that state to bring suit against the Georgia and East Tennessee Railroad Company, for the State bonds supposed to have been wrongfully issued to it by Gov. Johnson, was amended by adding similar instructions as to the bonds to East Tennessee and Virginia, and all other railroad companies, and finally, the whole matter was laid on the table.

Whereupon the *American* remarks:

"The propriety of the issuance of the bonds in question to the East Tennessee and Georgia road has heretofore been discussed at length in this paper. We have regarded the course of Mr. Bailey, in introducing the resolution referred to, as a political manœuvre, and its fate in a Whig House of Representatives showed that it was so regarded in that body.—There has never been a question raised as to the propriety of the issuance of State bonds to "the East Tennessee and Virginia and all other railroad companies," and the insertion of those companies in the resolution of Mr. Bailey was intended and had the effect to show that the House regarded the East Tennessee and Georgia railroad bonds to have been as properly issued as those to any road. When this had been done, the subject was laid on the table and there slept.

"The whole matter, we repeat, can be regarded, and is regarded here, only as a political manœuvre, designed to reach the Governor and Attorney General. It most signally failed in the Legislature of its object, and it cannot in the least degree affect the character of any State bonds, when the history of the matter is known.

SILVER PITCHER PRESENTATION.—Some two weeks since at Browning's Hotel, in Madison the operatives of the Madison & Indianapolis railroad, presented to Mr. John R. Cravens, formerly Vice President of this road, a beautiful and exquisitely wrought Silver Pitcher. The orator on the occasion was Mr. D. C. Braham, of N. Madison, through whom the pitcher was presented. Mr. Cravens responded in his usual happy style. The pitcher is a magnificent piece of workmanship, and cost $125. It bears the following inscription:

FROM THE OPERATIVES
OF THE
MADISON & INDIANAPOLIS RAILROAD,
TO
John R. Cravens, Vice President,
AS A MEMORIAL OF THEIR RESPECT AND ESTEEM FOR THE MAN AND OFFICER.

LOGANSPORT AND NORTHERN INDIANA RAILROAD COMPANY.—The following gentlemen were recently elected Directors of this company:

Wesley Park, and Reuben J. Dawson. of Dekalb county; Adams Y. Hooper, and Wm, H. Swasey, of Whitley; Wm. Thorn, and Abraham Shallenbarger, of Wabash; John H. Constant, of Miami; James W. Dunn. W. S. Brown, S. B. Kendrick and Philip Pollard, of Cass; Hamilton B. Bradshaw, of Brooklyn, N. Y.; and Henry E. Barret, of Troy, N. Y.

Phillip Pollard, Esq., was elected President, and Charles C. Clark, Secretary and Treasurer. L. S. Nash, Esq., was appointed Engineer-in-Chief.

The whole of this line, except 7 miles, is cleared and grubbed, and 20 miles are nearly graded. Means for the completion of the road, ready for the iron, have been provided. The work is going on quietly, but surely towards completion.

LUMBER BUSINESS.—A correspondent of the Detroit *Advertiser*, writing from Port Huron, says, at present the pine lumber trade is the great and absorbing business of that and the surrounding country. By careful estimate, the lumber manufactured in St. Clair and Sanilac counties amounted last year to

92,900,000 feet.

Logs furnished by these counties and sawed by mills on Detroit river—say	33,000,000
New mills erected during the past winter equal to	6,000,000
Add 10 ₱ cent. for increased machinery and improvements and general advance in value	13.190,000
Total quantity of lumber and logs for 1854	145,090,000 fe't
Worth at a low estimate $10 ₱ M., amounting to	$1,450,000

BURLINGTON AND MISSOURI RAILROAD.—J. W. Brooks, of Detroit, Mich., has been elected President of this company, and Oliver Cook, of Burlington, Iowa, Secretary.

CALIFORNIA AND OREGON, NEW EMIGRANT ROUTE, VIA MINNESOTA.

We are in receipt of copy of a speech of the Hon. Wm. H. Nobles, of Minnesota, relative to a new and much shorter route to Oregon and California than any heretofore followed; and inasmuch as it will be some time yet before we shall have a railroad to the Pacific, over which emigrants to that region can pass, we here make a few extracts from the speech and accompanying documents, relative to this route :

St. Paul, the northern bend of the Sweet Water River, in the South Pass, and San Francisco, are in a direct line, as will be seen by reference to a map. The distance of this route is as follows :

St. Paul to Fort Ridgley, about.....	100	miles.
Thence to the Missouri at Old Fort Aux Cedre.....	200	"
Thence to South Pass.....	500	"
Total.....	800	"

Of which 100 can be made in steamboats. By the old routes the distances are as follows:

Council Bluff to South Pass.....	953	miles.
Month of Platte to " "	975	"
Old Ft. Kearnary " " 1000		"
St. Josephs " " 1100		"
Ft. Leavenworth " " 1100		"
Independence " " 1250		"
All land travel		
From Chicago to South Pass, via Council Bluffs, is.....2350		"
From Chicago via St. Paul, Min.....1284		"
Difference in favor of St. Paul.....1066		"
Actual difference of land travel..... 200		"

Thus much for that portion of the route east of South Pass. West of South Pass the line does not exceed an air line more than 10 miles to San Francisco. The route is via Soda Springs, Head of Humboldt River, Honey Lake, and Nobles' Pass through the Sierra Nevada, and thence to Oregon or California.

This route avoids the heavy travel of the old routes; the mountains are easy of access; water of the best quality is abundant, being at no point more than 25 miles apart; timber and pasturage are abundant; no delay at rivers, or extortion in the way of ferriage, will be experienced on this route, as there are no rivers which are not fordable.

Such is the substance of Mr. Nobles' speech, and the truth of his assertions is vouched for by a company of ten gentlemen appointed a committee by the citizens of Shasta, Cal., to accompany Mr. Nobles over the portion west of the South Pass, and examine the merits of the route. Of the fitness of this route for railroad purposes Mr. Nobles is perfectly convinced; he is now at, or on his way to Washington, to present the matter to the notice of Congress.

The Legislature of Minnesota has taken hold of the matter, and published the speech in pamphlet form for gratuitous distribution.

Vicksburgh, Shreveport and Texas Railroad.—The directors of the Vicksburg, Shreveport and Texas railroad have commenced active operations and advertise for proposals to clear and grade three important sections of the road. These sections are first from a point opposite Vicksburg to Richmond, in Madison parish; second, from the Ouachita river, twenty miles west; and third, from Shreveport to the Texas line, in the direction of Marshall and El Paso.

Illinois Central Railroad.—From the recent report of this company we gather the following elements of construction, viz:

Division.	Miles.	Gradg. Incomp'te.	Gradg. Comp'te.	Tr'k Laid.
1	60	2.90	57.10	31
2	52	4.70	47.30	21
3	43	16	27	—
4	49	9	40	—
5	44	2.89	41.11	23
6	60	4	56	56
7	79	20	59	14
8	67	13	54	25
9	56	—	—	56
10	72	4	68	44
11	48	3	45	—
12	74	23	51	—
	704	102.49	601.51	270

ALIGNMENT.

Division.	Tangent.	Curve.
1	38.11 miles.	22.68 miles.
2	50.94 "	1.06 "
3	39.30 "	3.72 "
4	47.67 "	1.56 "
5	41.60 "	.97 "
6	55.94 "	4.58 "
7	66. "	11.85 "
8	49. "	19.42 "
9	54.28 "	2.01 "
10	70.52 "	.53 "
11	47.36 "	.90 "
12	68.68 "	5.32 "
	629.40 "	74.60 "

Hannibal and St. Joseph Railroad.—In our last issue we stated that the contractors upon this road, Messrs. Duff & Learned, had disposed of a portion of their contract to Messrs. Gould & Watson. Our information was derived from the Hannibal *Messenger*.—A more recent issue of that journal says that no such transfer of any portion of the contract has been made. Messrs. Duff & Learned merely transferred a portion of their stock to the amount of about $1,000,000.—These contractors are urging the work forward, at both termini of the line.

Urbana, Findlay and Dayton Railroad.—We are glad to learn that the amount of stock necessary to a permanent organization of the Urbana, Findlay and Dayton Railroad has been promptly subscribed, and that next week notice will be given for the election of officers, &c. That this road will be made, appears to admit of no doubt.—*Hancock Courier.*

North Missouri Railroad Extension.—An enthusiastic convention in favor of extending the North Missouri Railroad on through Iowa to the Des Moines River at Ottumwa, was held at Ottumwa on the 15th. Two counties, Wapello and Davis, are pledged for $300,000 of stock. The greatest enthusiasm prevailed, and the "extension" is regarded as a "fixed fact."

North Missouri & Iowa Extension Railroad.—This company was organized on the 15th ult., at Ottumwa, Iowa, by the election of the following gentlemen as a Board of Directors, viz: George Gillaspy, C. C. Warden, Joseph Hayne, J. W. Heydrick, E. Washburn, J. W. Ellis, H. W. Briggs, H. H. Trimble, and Joseph J. Earheart.

The object of the company is to construct a road from the termination of the North Missouri road, at the north line of Schuyler county in Missouri, to Ottumwa, Wapello county, Iowa, via Bloomfield, in Davis county. The office of the company will be located at Bloomington.

The attendance was large and the addresses spirited. The citizens of that portion of the State are anxious for the construction of this line, and are ready to lend their aid in furtherance of its early completion.

Cincinnati, Peru and Chicago Railroad.—A meeting of the directors was held at Laporte, on the 28th ult., at which time Hon. J. B. Niles of that place was elected President, of the company, and Jesse Higgins, of Peru, Secretary. The affairs of the company are in a flattering condition and all the indications are that this road will be finished at an early day. Contractors are at work at different points along the line; much of the grubbing is already done and grading has commenced.

Covington and Lexington Railroad.—The track layers have got four miles beyond Boyd's. In a few days the road will be opened to Robinson's—55 miles from Covington. A connection will be made by omnibusses between Robinson's and Paris, by which the trip between Covington and Lexington can be accomplished in day light.

The road is now penetrating a more productive country and its business rapidly increasing. The receipts average about $250 a day.

Evansville, Indianapolis and Cleveland Railroad.—From the Cleveland Herald we learn that Hon. O. H. Smith, President of this company, has been on a visit to that city with a view to procure co-operation in the construction of this line; on which occasion he addressed a meeting in his usual happy manner, after which a number of resolutions approving of the road, and showing its importance to Cleveland, were passed, and the meeting adjourned.

Pacific, Mo., Railroad Company.—The newly elected Board of this Company has re-elected Thomas Allen, Esq., President, and Hudson E. Bridge Vice President. The thirteenth stockholder. required by the charter, and not chosen at the last election, will be balloted for at the office of the company in St. Louis, on the third Monday of this month.

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

CORRECTED TO WEDNESDAY OF EACH WEEK.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'D.	ASK'D
Alabama and Tennessee	1st mortgage, convertible till 1872	7	1872	98	100
Baltimore and Ohio	Transferable. Taxed	6	1867	91	94¼
Do do	Coupons. Not Taxed	6	1875	86¼	87
Do do	" "	6	1880	96	98
Do do	"	7	1860	95¾	97
Do do		6	1885	88	90
Bellefontaine and Indiana	1st mortgage, convertible	6	1866	105	107
Buffalo and Penn. State Line	1st mortgage, not convertible	7	1866	100	102
Chicago and Rock Island	1st mortgage, convertible	7	1870	94	95
Chicago and Mississippi	1st " "	7	1862	92	95
Do do	2d " "	7	1874	80	90
Chicago and Aurora	1st " "	7	1866	90	92½
Cincinnati and Fort Wayne					
Cleveland, Columbus, and Cincinnati	1st mortgage, convertible	7	1859	128	130
Do do do	No mortgage, convertible	7	1855	124	127
Cleveland and Mahoning					
Cleveland, Painesville and Ashtabula	1st mortgage	7	1861	105	107
Do do	2d " not convertible	7	1861	99	100
Cleveland and Pittsburgh	1st " convertible	7	1860	104	109
Do do	Income "	7	1855	96	97
Cleveland, Zanesville, and Cincinnati					
Cincinnati, Hamilton and Dayton	1st mortgage " till 1855	7	1861	108	110
Cincinnati, New Castle and Michigan	1st mortgage, real estate, convertible	10	5 & 10 y's	96	100
Cincinnati Western	1st " " " "	10	5 & 10 y's	90	98
Cincinnati, Wilmington and Zanesville	1st "	7	1862	93	94
Cincinnati, Indianapolis and Cbicago					
Columbus and Lake Erie					
Columbus, Piqua and Indiana	1st mortgage, convertible	7	1862	84	86
Do do do	2d "		1852	80	83
Columbus and Xenia	1st mortgage, convertible	7	1859	118	120
Covington and Lexington	1st " " till 1862	7	1862	90	95
Do do	2d " "	6	1862	85	90
Dayton and Michigan	1st " "	7	1867	94	97
Dayton and Western	1st " "	7	1862	90	95
Dayton, Xenia and Belpre					
Eaton and Hamilton	1st mortgage	7	1862	84	87
Eaton and Piqua					
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.	7	1862	93	96
Evansville and Illinois	1st Mortgage, convertible 1857	7	1862	85	87
Frankfort and Lexington	1st " "	6			
Franklin and Warren					
Galena and Chicago Union	Pledge of 2d section, convertible	10	1853-6	125	130
Do do do	" 3d " not convertible	6	1862	80	85
Greenville and Miami					
Illinois Central	1st morlgage, not convertible	7	1875	86¼	90
Illinois and Wisconsin		10			
Indiana Central	1st mortgage, convertible	7	1866	82	83
Do do	" "	10	1857	102	104
Indianapolis and Bellefontaine	1st " "	7	1860-1	101	103
Indianapolis and Lafayette	" "	7	1861	95	100
Jeffersonville	1st " not "	7	1861	90	94
Junction (Obio)	1st " "	7	1867	106	108
Do do	2d " "	7		104	106
La Crosse and Milwaukie					
Lawrenceburg and Upper Mississippi	1st mortgage, convertible	7	1866	100	101
Lexington and Big Saudy					
Little Miami	No mortgage, convertible 1852-4	7	1858-61	114	116
Do	" " till 1855	7	1861	117	120
Louisville and Nashville					
Lyons', Iowa, Central	1st mortgage, convertible	7	1873	47¾	60
Mad River and Lake Erie	1st mortgage, convertible till 1855	7	1855-6	97½	100
Do do	2d " "	7	1866	87	90
Do do	Dividend	7	1860	78	83
Madison and Indianapolis	1st mortgage, convertible after 1853	6	1861	100	103
Marietta and Cincinnati	1st " convertible	7	1868	95	97
Maysville and Big Sandy					
Maysville and Lexington	1st mortgage, convertible	6	1870	88	90
Memphis and Charleston					
Michigan Central	No mortgage, convertible	8	1860	108	110
Do do	" "	8	1855-6	100	102
Do do	" not "	8	1857-8	105	106
Michigan Southern	1st " " "	7	1860	100	103
Milwaukie and Mississippi	1st " " 1857	8	1862	103	105
Nashville and Chattanooga				83	93
New Albany and Salem	mortgage on 1st section	10	1858-62	109	111
Do do	1st " on other sections, convert.	8	1864-75	99	100
New Castle and Richmond	1st " convertible	6	1873	87	90
New Orleans and Ohio, Ky	Guar. of McCracken Co			86	93
New York and Erie	1st mortgage, not convertible	7	1867	115	116
Do do	2d " convertible	7	1859	102	105
Do do	Income, not convertible	7	1855	96¼	98
Do do	Convertible till 1861	7	1871	88½	90
Do do	" " 1862	7	1862	92	95
Northern Indiana	1st mortgage, not convertible	7	1860	96	98
Do do	2d "			93¼	94
Do do	1st mortgage Goshen line			92	95
Do do	Construction Bonds			105	110
Ohio Central	1st mortgage, convertible, west section.	7	1861	103	105
Do	1st " " east "	7	1864	103	105
Ohio and Indiana	1st " "	7	1867	97	99
Ohio and Pennsylvania	" "	7	1865-6	107	109
Do do	Income. No mortgage, convertible	7	1872	93	95
Ohio River and Wabash				95	98
Pacific, Mo					
Panama	1st mortgage, convertible	7	1866	109	111
Parkersburgh (or Nortbwestern Va.)	" Guar. City of Baltimore	7		99	100
Pennsylvania	1st mortgage, convertible till 1860	6	1880	107	109
Peru and Indianapolis	1st " convertible	7		78	83
Rock River Valley Union	1st " convertible	7	1872	98	100
Sandusky and Mansfield	1st "	7	1860	82	85
Do do	2d "	10	1853-7	102	104
Scioto and Hocking Valley					
Southwestern, Tennessee					
Springfield and Columbus					
Steubenville and Indiana	1st mortgage, convertible	7	1865		94½
Terre Haute and Alton	1st " convertible		1862-72		
Do do	2d " do	8	1865		
Terre Haute and Richmond	1st mortgage, convertible	6	1866	99	100
Toledo, Norwalk and Cleveland	1st "		1861	92	95
Do do do	2d "			90	95
Do do do	" Guar of C. C. & C.		1883	90	95

TABLES OF RAILROAD SHARES.

☞ The following quotations are not PER SHARE, but upon the HUNDRED DOLLARS.

	shares.	off'd.	ask'd.
Baltimore and Ohio	100	69	70
Bellefontaine and Delaware	50	40	50
Bellefontaine and Indiana	50	97	90
Belleville and Illinoistown			
Buffalo and Pennsylvania State Line		125	130
Central Military Tract			
Central Ohio	50	90	95
Chicago and Rock Island		97	99
Chicago & Miss., (Alton & Springf'd.)			
Cincinnati, Cambridge and Chicago		20	35
Cincinnati and Fort Wayne			
Cincinnati Hamilton and Dayton	100	102	103
Cincinnati, Indianapolis and Chicago			
Cincinnati, Logansport and Chicago	50		90
Cincinnati Western	50	38	45
Cin. Wilmington and Zanesville	50	75	80
Cleveland, Columbus and Cin	100	121	123
Cleveland, Medina and Tuscarawas			
Cleveland, Painesville and Ashtabula	100	110	111
Cleveland and Pittsburgh	50	84	90
Clevelaud and Mahoning			
Cleveland and Toledo	50	90	91
Cleveland, Zanesville, and Cincinnatt			
Clinton Line			
Columbus and Lake Erie	50	50	70
Columbus, Piqua and Indiana	50	51¼	65
Columbus and Xenia	50	108	110
Covington and Lexington	50	60	65
Covington and Ohio, Va			
Dayton and Michigan	50	60	65
Dayton and Western	50	74	80
Daytou Short Line	50		
Dayton, Xenia and Belpre			
Detroit and Pontiac			
Eaton and Hamilton	25	58	60
Eaton and Piqua			
Erie and Northeast		112	120
Erie and Kalamazoo		95	100
Evansville and Crawfordsville			
Fort Wayne and Mississippi	50		
Fort Wayne and Southern	25		
Franklin and Warren			
Galena and Chicago Union	100	123	124
Greenville and Miami	50	70	75
Hannibal and St. Joseph			
Hempfield			
Henderson and Nashville			
Hillsboro' and Cincinnati	50	60	65
Illinois Central	100	129	130
Illinois and Wisconsin			
Indiana Central	50	80	85
Do do 10 per cent	50	81	85
Indianapolis and Bellefontaine	25	90	95
Indianapolis and Cincinnati	50	73	75
Indianapolis and Lafayette	50	76	80
Jeffersonville and Indianapolis	50	72	78
Junction (Ohio)	50	90	95
La Crosse and Milwaukie	100		
Lake Erie, Wabash and St. Louis			
Lawrenceburg and Upper Mississippi	50	73	75
Lexington and Frankfort			
Lexington and Danville			
Little Miami	50	110	112
Logansport and Pacific			
Logansport and Marion			
Louisville and Frankfort	50	62	70
Louisville and Nasbville	100		
Macon, Georgia	10	103	104
Mad River and Lake Erie	50	77½	80
Madison and Indianapolis	50	56	75
Madison, Indianapolis and Pern	50	71	72
Marietta and Cincinnati	50	50	65
Marion and Mississinewa Valley			
Maysville and Lexington	50	50	60
Maysville and Big Sandy			
Memphis and Charleston			
Micbigan Central		104	130
Micbigan Southern		118	120
Milwaukie and Mississippi		77	82
Mobile and Obio			
Nashville and Chattanooga			
New Albany and Salem	50	46	50
New Orleans and Ohio			
New York Central		107¾	110
New York and Erie	100	71	72
Northern Indiana		119	120
Ohio and Indiana		65	75
Ouio and Mississippi	50	80	90
Ohio and Pennsylvania	50	92	98
Ohio River and Wabash			
Owl Creek Valley			
Pacific, Mo			
Panama		106	110
Parkersburg, or Northwestern Va			
Pennsylvania	50	97	98
Peru and Indianapolis	25	72	75
Sandusky and Mansfield	50	55	60
Sandusky, Mansfield, and Newark	50		
Sangamon & Morgan, or Great West'n,			
Scioto and Hocking Valley	50	55	60
Southwestern Indiana			
Southwestern, Tenn			
Springfiled Mt. Vernou and Pittsb'gh.	50	75	80
Springfield and Columbus			
Steubenville and Indiana			
Terre Haute and Alton			
Terre Haute and Richmond		100	102
Toledo and Illinois			
Toledo, Norwalk and Cleveland	50	95	100

STOCK TABLE.

CORRECTED WEEKLY.

Government Securities.

	INT.	DUE.	OFF'D.	ASK'D.
U. S. Loan	6	1856	107⅛	107⅜
Do	6	1862	117	117⅛
Do	6	1867	122	122½
Do	6	1868	122	122½
Do (int. ceased July 1).	5	1853	101¾	102
Do Coupons		1862	117¼	118
Do "	6	1868	122	123
Do "		1853	100	101

State.

Alabama	5	....	90	95
Do	6	....	102	104
Arkansas	6	....	95	100
Georgia	6	....	107	108
Do	7	....		
Illinois Canal Bonds		1860	96	98
Do do registered		1860	110	110½
Do do		1847	92	95
Do do registered		1847	90	96
Do do Internal Impt.		1847	92	95
Do Interest do		....	63	64
Indiana	5	....	100	102
Do	2½	....	63	64
Do Canal Loan	6	....	92	94
Do do preferred	5	....	54	55
Do do deferred	5	....	30	32
Do special preferred	5	....	28	30
Do do deferred.	5	....	10	11
Kentucky, 30 years	6	1871	101	102
Do 15 years	6	....	107	108
Do large bonds	6	....	107	108
Do	5	....	92½	93½
Michigan	6	....	94½	96
Ohio	6	1856	104	105
Do	6	1860	107	108
Do	6	1870	115	116
Do	6	1873	116	116½
Do	5	1853	102	103
Do	5	1864	105	107
Pennsylvania	6	....	103	105
Do	5	1870	89	90
Tennessee, new loan	6	1890	105	106
Do	5	....	87	88
Virginia Coupons	6	1886	106	107

City Securities.

Albany	6	1867-9	106	107
Allegheny	6	1873	84	85
Baltimore	6	1870-90	104	105
Do	5	1865	87	89
Boston Bonds	4½	1860	101	102
Chicago	6	1876-7	99	100
Covington	6	1881	93	95
Cincinnati	6	1860	102	103
Do	6	1897	104	104½
Do	5	1884	86	87
Do W. W	6	1865	102	103
Jeffersonville, Indiana	7	1872-82	85	88
Lawrenceburgh, In	7	....	80	90
Louisville	6	1880	86	87
Memphis	6	1882	90	92
New York	7	1857	101	103
Do	5	1858-60	97	98
Do	5	1870-5	102	103
Do	5	1890	105	107
Philadelphia	6	1876-90	97	98
Pittsburgh	6	1869-71	95	98
Do coupons	6	1883		90
Richmond	6	1882	93	94
St. Louis	6	1870	89	90
Wheeling	6	1872	105	106

County Bonds.

Bourbon, Ky	6	1881	89½	90
Darke, O	7	....	92	95
Fairfield, O	7	1862	90	92
Fayette, Ky	6	1881-2	89½	90
Guernsey, O	7	1862	97	99
Mason, Ky	6	1881	90	92
McCraken co. Ky., endorsed by New Orleans and Ohio R.R.			86	93
St. Louis	6	1866	98	100
Do	7	1871	107	108

Banks.

OHIO.

Ohio Life Insurance and Trust Co	102	102¼
Lafayette, Cincinnati, (closing)	113	115
Franklin do		
Commercial do		
Mech. & Traders do		
State Branches		

KENTUCKY.

Bank of Kentucky and Branches	108	110
Northern, and Branches	115	118
Southern, and Branches	103	106
Bank of Louisville	111	112
Kentucky Trust Co	99	100
Farmers' Bank of Kentucky	107	110
Newport Safety Fund Bank	98	100
Commercial Bank of Kentucky		

INDIANA.

State Bank and Branches		

TENNESSEE.

State Bank and Branches		
Union	94	100
Planters'	97¾	100

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g.
On New York	Sight	1	1¼ prem.
Boston	Sight	1	1¼ prem.
Philadelphia	Sight	1	1¼ prem.
Baltimore	Sight	1	1¼ prem.
New Orleans	Sight	¼	¾ prem.
England		110½	112½.

SPECIE.

GOLD.

California, ℔ oz	$17 50	@	$17 65
Spanish Doubloons	16 50	@	16 60
Patriot Doubloons	15 60	@	15 80
Sovereigns	4 85	@	4 88
Guineas	5 00	@	5 00
American, new	1 00½	@	1 01
American, old	1 04	@	1 06
Portuguese	1 00	@	1 01

SILVER.

American Dollars	1 02	@	1 04
American, halves	1 02	@	1 04
Spanish Dollars	1 05	@	1 07
Spanish Quarters	1 02	@	1 03
Mexican Dollars	1 03	@	1 04
Five Franc pieces	95	@	96

LAND WARRANTS.

	Off'd.	Ask'd
160 acre warrants	$185	$190
80 acre warrants	95	98
40 acre warrants	46¾	47¾

Reported for the Railroad Record.

CINCINNATI STOCK SALES.

AT THE STOCK BOARD,

MERCHANTS' EXCHANGE

And at Private Sale.

ISAAC OSBORN DAVIS, AUCTIONEER.

BY HEWSON & HOLMES,

For the week ending Wednesday, April 12th, 1854.

THE SALES WERE AS FOLLOWS:

50 Shares	Indianapolis & Cincinnati Railroad	73	00
12 "	Little Miami "	110	00
20 "	" " "	110	00
20 "	" " "	110	25
20 "	" " "	110	50
10 "	" " "	111	00
75 "	Columbus, Piqua & Indiana "	51	25
44 "	Cin., Ham. and Dayton, "	102	00
30 "	" " "	102	00
22 "	" " "	102	00
136 "	Bellefontaine and Ind. "	89	75
36 "	Indiana Central "	80	00
40 "	Indianapolis and Cincinnati "	73	00
60 "	" " " "	73	00
25 "	Ohio and Miss. "	80	00
122 "	" " "	80	00
60 "	Cov. and Lox. (new) "	61	00
41 "	Marietta and Cin. "	50	00
39 "	Mad Riv. and L. Erie "	79	00
50 "	Mad., Ind. and Peru "	56	00

MONETARY.

At the East we have to note a continued scarcity of money, the Bankers and Brokers being unable to supply the demand of their regular customers.

The subject of war in Europe is attracting a great deal of attention, and opinion is divided as to the ultimate effect of the war upon this country. Should the United States stand entirely aloof, as she doubtless will, capital will flow here for investment. American securities now held in Europe, maintain their value, while consols, the favorite investment for capital, have depreciated within a few days, as much as four per cent., and other Continental Securities have fallen as much as twenty per cent. in view of the war.

Money rates at 7 ℔ cent. on call, 10@12 ℔ cent. for first class short paper, 12@15 ℔ cent. for railroad securities.

The Stock market has been quite depressed during the last week; our quotations will show a falling off in prices of Eastern Stocks generally, while some of our leading Western roads have advanced.

Foreign Exchange we quote at 110@112.

The following sales were made by Simeon Draper on the 28th ult., viz:

$1,000	Col. Piqua, and Ind., 1st mor.	Bonds	$78	00
2,000	do	do	77	25
5,000	do	do	75	75
1,000	do	do	75	12½
20,000	do	do	72	75
3,000	Buff., Corning, & N. Y. RR., 1st., mort.		75	00
1,000	Northern Indiana	do	97	50
1,000	Gr. Western Ill. RR, 1st mort. 10s (Interest added to all of the above.)		101	25
23	Shares Third Av. N. Y. RR.		4	50

Also, the following, by order of the Superintendent of the New York State Banking Department, being assets of the Merchants' and Mechanics' Bank of Oswego, viz:

$500	New York 5s.	1855	$101	50
8,236	do "	1858	104	00
500	do "	1862	105	75
3,000	do "	1869	112	25
18,700	do "	1860	111	25
8,000	do "	1862	116	75
800	U. S. 6s. "	1856	107	00
1,000	do "	1862	116	00

A. H. Nicolay sold, April 3, as follows—

$1,000	Buff. & N. Y. City RR. 1st. mor. 7s. 1860				72	25
5,000	do	do	do	do	70	50
5,000	do	do	do	do	71	00
3,000	do	do	do	do	71	87½
5,000	do	do	do	do	72	50
10,000	Gr. West. Ill. RR. Co. 1st. mort. 10s. 1868				99	00
5,000	do	do	do	do	98	87½
15,000	do	do	do	do	98	75
1,500	N. Haven & N. London RR. 2d mor. 6s	1868			75	25
65	Shares N. Y. Central Road				108	25
15	do N. Y. & Erie do				74	75
15	do Third Av. N. Y. do				61	00

A. H. Nicolay sold on 6th inst. as follows—

$10,000	Buff. & N. Y. City RR. 1st mor. 7s. 1860				79	87½
5,000	do	do	do	do	80	00
2,000	Lyons, Iowa, Central RR. 1st mort. 7s, 1873				60	25
3,000	do	do	do	do	60	00
5,000	Buff. & Pa. State Line RR. Income 7s, 1864				93	75
5,000	do	do	do	do	92	50
20	Shares Mad., Ind. and Peru RR.				55	00

At the West, we note a continued depression in monetary affairs, the demand being in advance of the supply. The ruling rates for money are from 1 to 1½ ℔ month for number 1 paper, 2 ℔ cent. for less known; while Railroad Stocks, though amply secured, are hypothecated for cash at 2 ℔ cent. ℔ month.

The Stock Market feels the pressure in monetary affairs very sensibly. The great demand for money to carry on roads now under way, compels a heavy sacrifice in the way of shaves on some of the lines, and the abundance of this class of securities in market, has the effect to depreciate them below their actual value.

Our Stock quotations will give the transactions of the week, from which it will be seen that our completed Western roads fully maintain their standing as compared with Eastern lines.

The Mad River and Lake Erie Railroad has declared a dividend at 10 ℔ cent. payable on the first of May in Stock. This road has been much improved during the year, and has earned, we understand, 12½ ℔ cent. on the stock, but the income of the road has been expended in building an additional piece of road and depot buildings required by the increased business of the road.—The directors have declared the dividend payable in stock in preference to borrowing the money wherewith to pay it in cash.

SUDDEN CHECKS TO RAILROAD SPEED.—It is computed that the effect of a sudden and accidental stoppage to a railroad train, the cars going at 20 miles an hour, is equivalent to a fall of thirteen feet and a half; at a speed of 40 miles, to a fall of 54 feet, while 50 miles an hour would give a smash, as if we had come from the top of a steeple of 84 feet.

OUR RAILROAD MAP---NEW EDITION.

We have now ready a new and revised edition of our RAILROAD MAP, containing corrections and additions from reliable sources, making it as reliable as it is possible to make such a map.

We are prepared to print maps for Railroad Companies to illustrate their reports, either from the stone as it now is, or make any alterations to suit parties. Railroad Companies will find this much more economical than getting up maps especially for their roads.

Price of maps as follows:

Plain, sized,	40 cents.
Colored in outline,	50 "
Colored in States,	75 "

A liberal discount where a number are taken.

Advertisements.

THE SHORTEST ROUTE TO CHICAGO.

Ohio & Missippi Railroad
OPEN TO AURORA.

REGULAR PASSENGER TRAINS
LEAVE CINCINNATI at 6.15 A. M. and 4.30 P. M.
LEAVE AURORA at 8.35 A. M. and 8.05.

An Accommodation Train
LEAVES CINCINNATI at 9.25 A. M.
AND RETURNING,
LEAVES AURORA at 6.38 P. M.

The Train from Cincinnati at 6.15 A. M. connects at Lawrenceburg with the Train for Indianapolis, Lafayette, Michigan City and Chicago.

☞ Tickets may be procured at the office on Fourth street, near Vine.

☞ Omnibusses will run to and from the cars in the customary manner.

S. S. POST,
Chief Engineer and Superintendent.
Cincinnati, April 13, 1854.

TO ENGINEERS.

THE Nashville and North-Western Railroad Company wishes to employ an Engineer-in-Chief. Early applications are solicited. Applicants are requested to furnish references and testimonials of their qualifications.

JNO. A. GARDNER, Pres't,
Nashville, Tenn., Apr. 13, '54. N. & N. W. RR. Co.

Office Dayton & Cincinnati RR. Co.
CINCINNATI, April 7th, 1854.

NOTICE is hereby given to the Stockholders of this Company, that the eighth instalment of five dollars per share is required to be paid on the first day of May next. By order of the Board of Directors.

JOHN C. THORPE,
Apr. 13-tt. Sec'y.

Change of Time on Cincinnati, Hamilton, Eaton & Richmond Railroad.

ON and after TUESDAY, April 4th, 1854, the Morning Train for Richmond and Indianapolis, will leave Depot, foot of Sixth street, at 6 o'clock, A. M.

Passengers by this Train connect at Indianapolis with the 1 o'clock, P. M. Train on Lafayette and Indianapolis Railroad for Lafayette and Chicago; arriving at Chicago by 9 o'clock, P. M., of same day, being 9 hours less time than by any other railroad route leaving Cincinnati.

Also, connect at Indianapolis with 1.15 P. M. Train for Terre Haute.

Trains for St. Louis leave Chicago at 11 o'clock P. M., after the arrival of 1 P. M. Train from Indianapolis in the morning, making this the quickest route by far between Cincinnati and St. Louis.

Evening Train will leave as usual, at 3.30 P. M. connecting at Richmond with 7 P. M. Train for Indianapolis; arriving at Indianapolis at 10.30 P. M.

Chicago and Lafayette passengers, by this Train, sleep at Indianapolis, and resume at 6, A. M. next morning,

FARE—Cincinnati to Richmond.....$1 75
Cincinnati to Indianapolis..... 3 00
Cincinnati to Chicago..... 9 00

ap. 6 D. M. MORROW, Sup't.

ENGINEERS' & SURVEYORS' INSTRUMENTS!

JAMES FOSTER, Jr.,
MATHEMATICAL AND PHILOSOPHICAL
INSTRUMENT MAKER!

HAVING removed from his old stand to south-west corner of Fifth and Race street, and increased his facilities for making instruments, is now ready to supply Levels, Transits, Theodolites, the Dumpy or Gravatt Level, Circular Protractors of Troughton & Simms model, Surveyors Compasses, Pocket Compasses with and without sights, in great variety. All kinds of Land Chains; Ivory and Box wood Scales of all kinds and grades; Drawing instruments of all kinds; brass and German silver Measuring tapes of all kinds, Magnets, Magnifyers, Barometers, Spy Glasses, &c., &c. Repairing promptly attended to. ap.6-6t.

Office Cincinnati, Hamilton and Dayton Railroad,
Cincinnati, April 4th, 1854.

THE Annual Meeting of the Stockholders of this company will be held at the Office of the Company, in Cincinnati, on Monday, the first proximo, at 9 o'clock, A. M. The annual election, for the choice of Directors to serve the ensuing year, will be held at the same place and on the same day, between the hours of 2 and 5 o'clock, P. M.

FRANK. S. BOND,
ap. 6-tt. Secretary.

BANK NOTE ENGRAVING.
DANFORTH, WRIGHT & Co.,
No. 25 West Third Street, Cincinnati.
Bank Notes, Drafts, Bills of Exchange,
RAILROAD BONDS, & CERTIFICATES
†mr3] Engraved in a style unsurpassed.

Rawdon, Wright, Hatch & Edson,
Bank Note Engravers and Printers.
Also, engraved in a style corresponding in excellence with that of Bank Notes—
RAIL ROAD, STATE, AND COUNTY BONDS,
BILLS OF EXCHANGE, CHECKS,
Drafts, Certificates of Stock and Deposit, Promissory Notes, Bill and Letter Heads, Visiting and Professional Cards, Notarial, Connty and Hand Seals, &c., &c.

Constantly on hand, Bank Note Paper, made to order of a superior quality.

The above office is under the supervision of
GEORGE T. JONES,
South-East corner of Main and Fourth Sts., Cin.
†mr3



ISAAC OSBORN DAVIS, AUCTIONEER.
HEWSON & HOLMES,
Auctioneers & Commission Merchants.
Stores Nos. 83 and 85 Walnut Street,
CINCINNATI, OHIO.

Bank, Insurance, & Railroad Stock Sales
At the Merchant's Exchange every Wednesday and Saturday.
Have regular sales of
GROCERIES EVERY TUESDAY & FRIDAY
at their Sales Rooms.
Hewson & Holmes have always on hand a
Large Stock of Groceries,
Which they will sell at private sale.
Are agents for the sale of the SUPERIOR SHEETINGS manufactured at the Auchor Mills, Pittsburgh.
Also, agents of
DURYEE & FORSYTH, Rochester, N. Y.
Manufacturers of Fire Proof Safes, Scales of all sizes, Trucks, and Letter Presses.
HEWSON & HOLMES will also attend to the purchase and sale of Merchandise, Produce, and Real Estate, and the forwarding of Goods.
Will make liberal CASH ADVANCES on consignments to their address. †mr24

NOTICE TO CONTRACTORS.
LOUISVILLE AND SANDUSKY RAILROAD COMPANY—1st DIV.

SEALED PROPOSALS will be received at the office of the Company, in Piqua, Miami county, Ohio, from the 1st until the 18th day of April next, for the grubbing, grading, masonary, bridging and superstructure of the first division of the above named Road, extending from Huntsville to Piqua, and covering a distance of 30 miles.

The work will be divided into two or more sections, and bids may be made for one or the whole, and with or without the laying the permanent track and ballasting.

The line, plans, profiles, maps and specifications may be seen at any time after date at the above office, where all proper information will be given by the Chief Engineer.

From bidders, personally unknown to the Company, testimonials of their responsibility will be necessary.

The speedy, prompt and faithful execution of the work, being a paramount object of the Company, the right is reserved to accept such proposals as will secure that object, without default, and to reject all if none are satisfactory.

The line is of easy access, by Railroad, at each end, and passes over a country which for profitable work, for general healthfulness and for abundance and cheapness of supplies, cannot be surpassed in the Western States.

By order of the Board.

E. COOKE, President.
mr. 30tt.

OFFICE OF THE AGENCY OF THE
Indianapolis and Cincinnati Junction Railroad Company.
No. 23 West 6th St., between Main and Walnut
CINCINNATI.

THE following Directors of the above Company re-elected on the 20th inst., at Connersville, Ia., to serve for one year, viz:

JOHN WOODS, President.
John D. Jones, Cincinnati,
Johnathan M. Ridenour, College Corner.
Samuel W. Parker, Connersville.
George Hibben, Rushville,
James Blake, Indianapolis.
Wm. M. Smith, Connersville.

This road connects with the Cincinnati, Hamilton and Dayton Railroad at Hamilton, thence to Oxford, College Corner, Liberty, Brownsville, Connersville, Rushville, Burlington, Morristown, Palestine and Indianapolis, passing through five of the best counties in the State of Indiana, viz:—Union, Fayette, Rush, Hancock and Marion.

M. JONES, Ag't.
Junction Railroad Co.
January 7th, 1854. jan. 12-tf

BANKERS AND BROKERS.

GEORGE MILNE. GEO. M. REED.
GEORGE MILNE & CO.
BANKERS, EXCHANGE AND BILL BROKERS.
No. 19 West Third Street,
CINCINNATI, O.

T. S. GOODMAN & Co.,
No. 101 Main St. west side, bet. 3d and 4th Sts.
CINCINNATI.
Dealers in Exchange, Bank Notes, Merchants' Pape &c. &c.

ADRIAN H. MULLER & CO.,
AUCTIONEERS
Of the City of New York.
Hold their regular Auction Sales of Stocks, Bonds and other Securities every Wednesday at 12½ o'clock, at the Merchants' Exchange. They would respectfully tender their services in the negotiation of the same, either at private or public sale.
Office, No. 2, Pine Street, corner of Broadway, Metropolitan Bank Building.
REFERENCES BY PERMISSION:
Moses Taylor, Esq.; W. W. DeForest, Esq.; Geo. S. Robins, Esq.; Dow D. Williamson, Esq., Pres. Farmers' Loan and Trust Co.; Wm. F. Hayemeyer, Esq., Pres. Bank North America; Edward Whitehouse, Esq.; Messrs. Camman & Co.; Messrs. Carpenter & Vermilye; Messrs. Fisher, Denny & Co.; Messrs. Wm. & Jno. O'Brien; Messrs. Week, & Co. mh96*

ELLIS & STURGES,
BANKERS & EXCHANGE BROKERS.
N. E. Corner Third and Walnut Sts.
CINCINNATI.

ALBERT H. NICOLAY,
AUCTIONEER.
Holds his regular auction sales of Stocks, Bonds and other securities, every Monday and Thursday, at 12½ o'clock, at the Merchants' Exchange. First class Stocks and Bonds, at private sale.
Office No. 4 Broad street, New York.

MATHEMATICAL INSTRUMENTS.



T. F. RANDOLPH & BRO,
N. W. Corner Fifth and Walnut sts.,
No. 1, 2n STORY APOLLO BUILDING,
CINCINNATI, O.,
MANUFACTURERS OF
Surveyors' and Engineers' Instruments, Theodolites, Transits, Levels, &c.
REPAIRING AND ADJUSTING INSTRUMENTS DONE TO ORDER.
Orders promptly attended to.

ENGINEERING!!

Tho undorsigned is prepared to furnish
SPECIFICATIONS, ESTIMATES, AND PLANS,
In genoral or detail of all kinds of
Steam Vessels, Engines, Boilers, Mill Work, &c.
Particular attention given to the suporintending of
LOCOMOTIVES, TENDERS, CARS,
And Railway Machinery of every Description,
While under construction.

AGENT FOR THE PURCHASE of, on commission, all articles required for Railroads, Steam Vessels, Locomotives, Engines, Boilers, Machinery, &c.

General Agent for
ASHCROFT'S STEAM GAUGE, ALLEN AND NOYES' METALIC SELF ADJUSTING CONICAL PACKING. DUDGEON'S HYDRAULIC JACK.

Also, or Water Gauges, Indicators, Steam Whistles, &c., &c.
CHAS. W. COPELAND,
Consulting Engineer,
64 Broadway, N. Y
s5-tf

TOPPAN, CARPENTER, CASILEAR & Co., Bank Note Engravers & Printers.

Also, of Drafts, Notes, Certificates of Stock and Deposit; Bonds for U. S. Government, State Governments, Railroad and other Corporations, &c., New York, Philadelphia, Boston and Cincinnati.

All the best securities against counterfeiting and alterations are combined in the Notes and other instruments executed by this establishment for every State in the Union, and for the General Government; for Canada and other countries. Their means of supplying the demands of business with *new Designs* and Ornamental Die-work are unsurpassed.

Bank Note Paper of a superior quality, manufactured with particular regards to strength and durability, constantly on hand.

Cincinnati Office, corner of Third and Walnut Streets. [†mr3] CHAS. A. JEWETT, Ag't.

ENGINEERS' MATERIALS.

EGGERS & CO.,
WHOLESALE DEALERS IN
PAPER & STATIONERY,
Since first January,
No. 127 Walnut St., bet. Third and Fourth.
CINCINNATI,

Keep the most complete stock in the West of every thing used by Engineers. On application, a catalogue with prices will be forwarded. jy21†

Lithography and Engraving.

RAILROAD BONDS,
CERTIFICATES AND MAPS,
BUSINESS AND SHOW CARDS,
Views of Buildings, Diplomas, and Portraits,
And all kinds of
Lithographic Engraving,
DESIGNING AND PRINTING,
Executed in the finest style.
MIDDLETON & WALLACE,
No. 115 Walnut Street, Odd Fellow's Building,
†mr3 Cincinnati, Ohio.

To Draughtsmen,

A FINE ASSORTMENT OF
DRAWING INSTRUMENTS
JUST RECEIVED, OF THE VERY BEST
SWISS, FRENCH, AND ENGLISH MAKE,
Either in cases of every size, or in the single piece, Draughtsmen in want of a fine instrument, will find among the stock, Accurate Scales of various materials, Ivory, Glass, Box, Paper, and Horn; Beam Compasses of different capacities, Bow Do., Pocket Do., Curves, Squares, Dividers, in German Silver and Brass, &c., &c.

For sale by E. MENDENHALL,
At his MAP ESTABLISHMENT,
nov17 3 College Hall, Walnut St

Railroad Car Findings.

BRIDGES & BROTHER,
64 Courtlandt Street, New York.
Wheels & Axles, Jaws, Boxes, and Castings Fitted
Wrought Nuts, Bolts, & Washers,
Engine and Car Screw Bolts, all sizes; Coach Lag and Telegraph Screws,
LOCOMOTIVE ENGINE LANTERNS,
From the best Manufacturers, and at their prices. Car Hand, and Signal Lanterns.
Cotton Duck for Car Covering,
Of any required width to 124 inches.
ENAMELLED HEAD LININGS,
Plush and Curled Hair.

Hand Cars and Baggage Barrows. Passenger, Freight-Car, and Switch Locks, Door Knobs and Butts. Brass and Iron Wood Screws. Brass and Silver Plated Trimmings for Windows and Seats. Varnish, Coach Japan, and Glue; Paints, Varnish and Glue Brushes.

Silver Plated and White Metal Letters. Engine and Signal Bells, anti-friction or Babbitt Metal.

Portable Forges and Jack Screws.

Hemp Packing, American, Russia, and Italian. Conductors' Badges and Baggage Checks. Iron, Bronzed and Brass Hat Hooks. Ventilators and White Metal Rings. And all other Articles pertaining to Cars.
ALBERT BRIDGES,
Late Davenport & Bridges, Car Manufacturers, Cambridgeport, Mass.
ALFRED BRIDGES,
Late Davenport, Bridges & Co., Fitchburg, Mass.
†oc6

HARDWARE.

MEAD, SELDEN & CO.,
No. 15 PEARL STREET,

INVITE the attention of Merchants, Contractors of Public Works, and Dealers in Pump Fixtures, to their assorted stock of heavy and Shelf Hardware, Cutlery, Mechanics' Tools, &c. In part as follows.

Anvils,	Shovels,	Seives,
Vices,	Spike Malls,	Knives and Forks,
Axes,	Smith's Bellows,	Pocket Knives,
Ball Drills,	Stock and Dies,	Razors,
Brass Kettles,	Cast Steel,	Sheers and Scissors,
Crow Bars,	Hinges,	
Chains,	Curry Combs,	Braces and Bitts,
Hames,	Locks and Latches,	Files,
Mattocks & Picks,	Screws,	Hatchets,
Masons and Sledge Hammers,	Steelyards,	Nail Hammers,
	Spoons,	Drawing Knives,
Cut, Wrought and Floor Nails,	Cabinet Brass Goods,	Rules,
		Squares,
Cotton and Manilla Rope,	Looking Glasses,	Saws,
	Japan Ware,	Coopers' Tools and
Spectacles, &c.	Razor Strops,	Planes.

PUMP FIXTURES,
Including Reel's Galvanic Chain, Pine, Poplar and Zinc Tubing, Wood and Iron Curbs. †je2c

WASON'S
CAR MANUFACTORY,

Near the Pittsburgh R. R. Shops,
CLEVELAND, OHIO.
Passenger, Baggage, Freight, Dumpers, Hand Cars, &c.,

Of the best quality in all respects, style, workmansbip, and material, made to order with promptness.

Orders respectfully solicited, with the assurance that no pains will be spared to give entire satisfaction in all cases.

CHARLES WASON,
Late of the firm of T. & E. Wason, Springfield,
†oc20 Massachusetts.

Maysville Car Factory.

THE undersigned are prepared to manufacture for Railroad Companies, Passenger, Baggage, Cattle, Freight, Gravel and Hand Cars; also Bagguge Barrows and Warehouse Trucks.

We are agents for the Portsmouth Powder Mills, and Toy, Bickford & Co's safety fuse. Contractors and dealers supplied at manufacturers prices.

F. HUNGERFORD & CO.
Maysville, Ky., Feb. 16, 1854. 2**

S. C. THOMSON & CO.,
MANUFACTURERS OF
PATENT PAD LOCKS,
For Railroad Switches, Merchandise Cars, Stores, Cemeteries, Iron Safes, &c.,
Cor. Railroad Avenue and Market st.,
jan.12† NEWARK, N. J.

TYLER DAVIDSON & CO.,
Agents for the
BOSTON BELTING COMPANY.

India Rubber Machine Belting in any quantity, from 2 to 20 inches.

India Rubber Steam Packing;

Mixed	do	do	1-32 to ¼ inch thick.
Plain	do	do	1-32 to 1 inch thick.
Pure	do	do	

Pipe and Manhole Rings, all sizes;
Square or Rope Packing, do.

HOSE.

India Rubber, Hydrant, Conducting, Fire Engine, and Locomotive, of all sizes, manufactured from the best of Vulcanized Rubber, and for sale only by the agents.

Car Springs, and all other kinds of Vulcanized India Rubber used for Mechanical and Manufacturing purposes.

The undersigned, having been appointed Agents of the Boston Belting Company, beg leave to advise Dealers and Consumers that they are now prepared to supply the above goods in any quantities, on the most favorable terms. On hand and for sale,

50,000 Feet Vulcanized India Rubber Machine Beltings, from 2 inch to 20 inches, 3 and 4 ply.

TO STEAMBOATS AND RAILROADS.

India Rubber Hose, for Pavements, Streets, Gardens, Locomotives, Engines, etc.

40,000 feet Hose, 3, 4, 5, 6, and 7 plys, suitable for pavements, streets, gardens, locomotives, fire engines, etc., 1 to 3 inch, warranted extra quality. Also,

THE vulcanized India Rubber Break Springs now in use by all the Eastern Railroads, and posessing decided advantage over the Steel Springs now in use, for the following reasons:

1st, They are much easier put on.

2d, They are a great deal cheaper.

3d, They are much more durable than steel, and no time lost in making them, the weather having no effect on them.

ALSO—Large 6 inch hose for water stations.—This is a new and important invention. The coldest weather will have no effect on them whatever They are warranted to remain as pliable, in the COLDEST of weather, as they are in 150 Fahrenheit heat.

Armitage Anvils,—10 casks, assorted weights, now in store.

Allen's Revolvers and Self-Cocking Pistols.—Now in store, a large assortment of the above, 3, 4, and 5 inch Revolvers; 3, 4, 5, and 6 inch Pocket Pistols. Also, Dueling Pistols.

Leland's Superior C. S. Car and Auger Bitts.—All sizes.

Brass Kettles, and Sheet Brass, &c.—Brass Kettles, assorted from 6 to 30; Sheet Brass assorted from No. 0 to 30; Brass Wire, do do do.

Star Breast Chains.—Four casks of those superior double-linked Chains, just received.

Walker's Trace Chains.—70 casks of those superior goods, warranted full length and sizes, 8 to 20 links, straight and twisted, now in store.

American Anvils.—Eagle brand, faced with with cast steel, and warranted by the manufacturers equal to Armitage's Mousehole.

Plated Spoons.—Plain, tipped, and threaded heavy plate, on best quality of German Silver.

Premium Gimlet Screws.—10,000 gross just received.

Mill Saws. Hoe & Co.'s C. S. Wm. Rowland's, and W. H. Rowland's 6, 6½, 7, 7½, and 8 ft.

Cross Cut Saws.—Hoe & Co.'s C. S., Johnockerell's C. S. and G. S., Wm. Rowland's and W. & H. Rowland's 5, 5½, 6, 6½, 7, 7½, and 8 feet. Also, 4 and 4½ feet Teunon Saws.

Axes.—1000 doz. Axes, assorted Yankee and Kentucky patterns, first, second, and third quality

Nails.—4000 kegs Shoenberger's and Wheeling Nails, now in store.

For sale by TYLER DAVIDSON & CO.,
mr 3 140 and 142 Main street.

RAILROAD COMPANIES, ENGINEERS AND OTHERS,

Are respectfully requested to note the following as FACTS, and to remember that the facilities of the establishment for manufacturing are UNSURPASSED.

PAGED

BLANK BOOKS;

OF THE

First Qualities made to Order;

AND

STATIONERY

OF ALL KINDS SOLD LOW BY

MOORE, ANDERSON, WILSTACH & KEYS,

Corner of Main and Fourth Streets,

CINCINNATI. jan12-†

MEMPHIS & OHIO RAILROAD.

SEALED proposals will be received at the office of the Memphis and Ohio Railroad Company, at Memphis, Tenn., until the 15th day of April next, for the grubbing, clearing, graduation and masonry of the first 65 miles, from Memphis to Cherryville.

Contractors must give the most undoubted security for the completion of the work, at the time, and in the manner specified, and contracts will be let in sections, or for the entire work, as may be deemed best by the director.

The directory reserve the right of rejecting all bids, should none prove satisfactory; and it is desireable that all propositions should be submitted with the view of preparing the whole work for the iron as soon as possible. Bids of that character and otherwise equally favorable, will have preference.

Maps plans, and specifications may be seen at the office of the company, after the 1st of April.

mar.16-1† E. PEABODY, Eng. in charge.

Sales of Stocks and Bonds at Auction,

THE UNDERSIGNED have adopted the mode for the conducting of Sales of

STOCKS AND BONDS AT AUCTION,

Similar to that now in use in the CITY OF CINCINNATI. They are convinced that, by pursuing a method which will satisfy the Public, that all Stocks and Bonds struck off by them at auction as sales, are bona fide such, a business honorable in its character and satisfactory to both buyer and seller, can be conducted, and which will not only meet with the approbation, but also with the support of the public. The undersigned pledge themselves strictly to adhere to the following plan in conducting their sales at auction of Stocks and Bonds:

The vendor will give his confidential instructions to the Auctioneers as to the lowest price at which he will allow his Stocks or Bonds to be sold. They will be offered by Catalogue, as heretofore, but instead of the seller being allowed to make, as they now do, small advance bids on bona fide bidders, the Auctioneers will reserve to themselves the right of making one bid for the protection of and on behalf of the seller, pledging themselves that but ONE BID shall be made; and in all cases where the Stocks or Bonds shall be struck down on their reserved bid, the fact will be publicly announced that no sale was made.

Reporters for the Press will by this method not only be enabled to report real sales, but also the prices offered for such as are not sold.

ADRIAN H. MULLER & CO., Auct'rs.

OFFICE—No. 2 Pine street, cor. of Broadway,

NEW YORK, } Metropolitan Bank Buildings.

March 1st, 1854.}

☞ Stocks, Bonds and Securities received for private Sale, and to the negotiation of which particular attention will be paid. mar9-3*

NOTICE TO CONTRACTORS.

PACIFIC R.R. OF MISSOURI, 3d and 4th DIVISIONS.

IT is intended to make contract for the 2d and 4th divisions of this road, extending from the Missouri river at Jefferson City, passing near Georgetown and Warrensburgh, to the Missouri river, near Independence, about 160 miles, so soon after the first of May next as satisfactory proposals shall be made.

Contract will be made for the whole now offered, or such parts as particular contractors may select in form and quantity to suit the interests of the Company. Proposals are asked for by the cubic yard, with cash payments; but contractors may if they desire, accompany their offer with proposals for two-thirds cash, and one-third in county and railroad mortage bonds or other securities.

Profiles of maps of approximate location can be seen after the 1st of April next at Pacific Railroad Office, in St. Louis, and any information will be given on application to the Engineer.

The first division of this road is now in operation; the second division to Jefferson City under present course of construction.

The third and fourth divisions now offered pass over a high, rolling mixed prairie and timbered country, and for healthfulness and supply of provisions will compare favorably with any part of the West.

THOS. ALLEN, President.

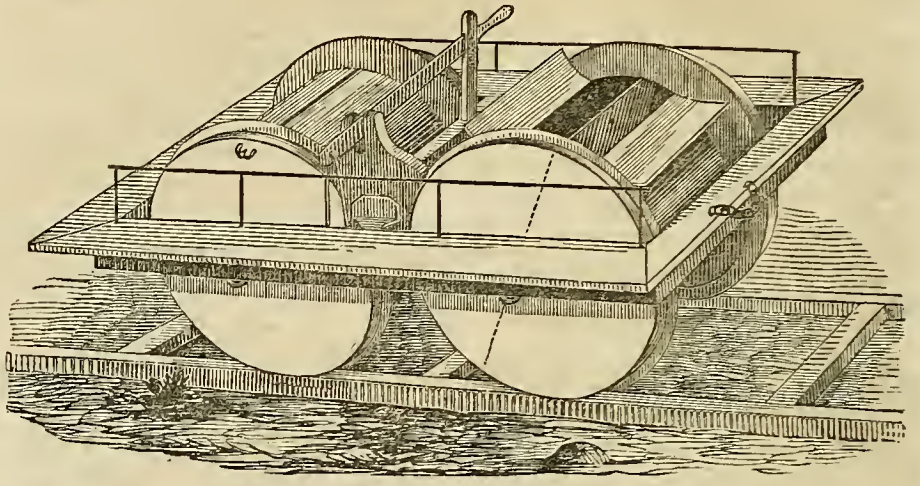
THOS. S. O'SULLIVAN, Chief Engineer.

Pacific Railroad Office, }

St. Louis, Feb., 1854.} mar9 7t.

MYERS' PATENT CAR,

FOR COAL, GRAIN, &c., &c.



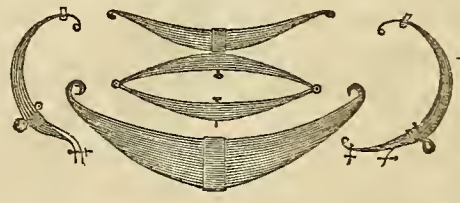
FOR PARTICULARS OF COST, RIGHT OF USE, &c., ADDRESS,

C. TIERS MYERS,

No. 33 WALNUT STREET,

dec15-3* PHILADELPHIA.

McDANEL & HORNER,

LOCO-MOTIVE  AND CAR SPRING

MANUFACTURERS, WILMINGTON, DEL.

Locomotive and Car Springs of all descriptions manufactured on the most reasonable terms, made of the best STEEL, which we have manufactured to order from the BEST SWEDE IRON. Orders from any part of the United States will be thankfully received and promptly attended to.

McDANEL & HORNER.

All Springs ordered from a distance will be delivered on shipboard at *Philadelphia* free of charge

References.

NORRIS BROTHERS, Locomotive Builders, Philad.
A. C. GRAY, Pres't New Castle Manuf. Co.
U. WELLS, R. R. Car Manuf. Petersburg, Va.
I. R. TRIMBLE, Supt. Philad. R. R. Co.
M. B. MILLEN, Gen. Supt. C. R. R. Savannah, Ga.
EMERSON FOOTE, Supt. M. & W. R. R. Macon, Ga
THOMAS DOUGHERTY, Master Mach. do.
THOS. SHARP, Supt. R. F. & P. R. R. Richmond, Va.

†May 19.

R. M. SHOEMAKER, J. P. SHOEMAKER, A. T. LEVIS, H. Y. SLAYMAKER.

COPARTNERSHIP.

SHOEMAKER, LEVIS & CO.,

SUCCESSORS TO

MORRELL, SHOEMAKER & CO.

MANUFACTURERS OF

Boiler Iron, Railway Chairs & Spikes.

WORKS—Covington, Ky.

STORE, No. 64 EAST COLUMBIA St.

CINCINNATI, O.

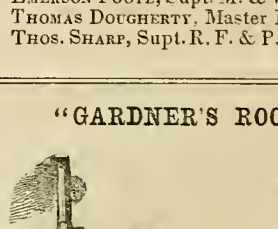
January 5, 1854 jan.12-6*

GLENDON LOCOMOTIVE TIRES.

TIRES of every diameter, for sale

†mr17] GEO. GARDNER & CO., Boston, Mass.

"GARDNER'S ROCK DRILL."



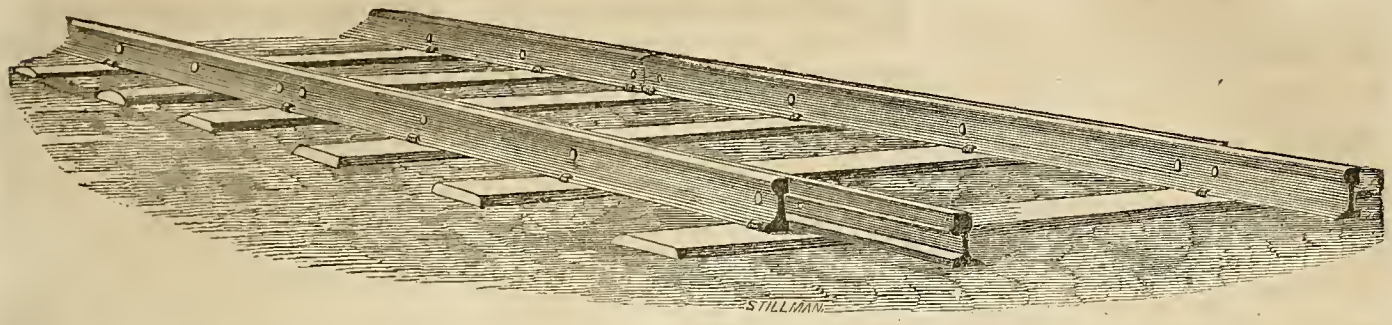
DESIGNED for Mining, Tunneling, Quarry Use, and Rock Excavations of all descriptions, by the use of which a saving of 50 to 75 per cent. is made. This drill can be operated by hand, horse, or steam power. A Machine is now in operation at the Crystal Palace.

Applications for Territorial Rights and Machines must be made to the Patentee.

G. ARTHUR GARDNER,

nov17† Trinity Building, New York

WINSLOW'S PATENT COMPOUND RAIL.



THIS RAIL, which is represented by the above, has now been in use on several Roads for upwards of three years; during which time it has become established among Railroad Managers as realizing the advantages of a THEORETICALLY PERFECT RAIL.

Its advantages over the common form of "T" Rail are,—a saving in the wear and tear of Machinery—it saves to a great extent in the repairs of track—it secures a high rate of speed with the same power, and what is certainly of equal importance, complete protection against some of the accidents to which roads are liable. Being practically a continuous Rail for the entire length of the Road, without break at the ends of bars the jarring motion communicated thereby in passing over the common "T" Rail is avoided, as is also its effect upon cars and machinery. The comfort of travelers must of course be greatly increased.

This Rail is now manufactured at HANGING ROCK IRON WORKS, upon the Ohio River, and at MT. SAVAGE IRON WORKS, Maryland. Specimen of the Rail and patterns of same will be gladly shown, as well as all information in relation thereto, given by application to

A. S. WINSLOW, Nos. 9 & 11 West Second St., bet. Main and Walnut Sts.
CINCINNATI.

J. F. WINSLOW, Troy, New York
ERASTUS CORNING & CO., Albany, N. Y.

ap7tf

LIGHTNER'S
PATENT AXLE BOXES
FOR RAILWAY CARS.

THE attention of Railway Managers and others is respectfully called to this great improvement in

AXLE BOXES,

As possessing numerous advantages over all others now in use. Some of which are:

1st.—The first cost and "fitting up" is much less.

2d.—It saves seventy-five per cent. in oil.

3d.—The journals and oil are perfectly secure from dust.

4th.—It prevents all possibility of "*heating.*"

5th.—Cars furnished with them run much easier, and require less power to move them.

6th.—Its construction is simple—not liable to become loose by service, and allows a free inspection of the journals and boxes.

7th.—The composition bearings of an eight-wheel LOADED car, can be removed from the journals while under the car, and returned in twenty minutes, by ONE man.

8th.—The trucks and wheels are free from oil and dirt usually seen on Railway cars.

The following testimonials are submitted :—

OFFICE BOSTON AND PROVIDENCE R. R.
Boston, January 1st. 1853.

Mr. JOHN LIGHTNER:

Sir:—It affords me pleasure to say, that after three years trial of your boxes, I am fully and entirely satisfied of their superiority over any other pattern we have used. This superiority consists in economy of oil and freedom from "heating."—I have tried every pattern of box in use, of any note, and do not hesitate to say, that you have devised one which in every respect combines greater advantages than any other within my knowledge; these advantages are so manifest, that I am fitting up all our cars with your boxes, as fast as practicable. Very respectfully yours,

W. RAYMOND LEE, Supt.

The Subscriber begs leave to suggest to all Railroad Corporations (new or old) the importance of an EARLY application of this valuable improvement, to their NEW CARS, WHILE IN PROCESS OF CONSTRUCTION: as thereby much detention of cars, and great expense will be avoided.

Models and testimony of the above Boxes, may be examined, and arrangements may be made for the right to use the same with the subscriber.

WM SHERBURNE,
PRINCIPAL AGENT,
dec1 Office, No. 167 Broadway, Now York.

GUNPOWDER,
MANUFACTURED BY
The Hazard Powder Company,
HAZARDVILLE, CONN.

H. G. HAZARD, President.
A. E. DOUGLASS, Secretary.

The undersigned are always prepared to furnish Mining and Blasting Powder to any extent, delivered at any point on the lines of railroads, or other places of public improvements in the West or South, at the very lowest rates. Also, SAFETY FUSE of the best Eastern manufacture.

We would respectfully urge all contractors and consumers to call upon or correspond with either of us before arranging for their supplies elsewhere.

To the trade generally we would offer all the brands of Sporting and Rifle Powder manfactured by the above concern.

M. D. W LOOMIS,
Southeast corner Main and Second Sts.,
Cincinnati, O.
S. H. LOOMIS,
Nashville, Tenn.

August 16, 1853.—au18†

TO RAILROAD COMPANIES.

THE subscriber, manufacturer and agent for manufacturers of railroad materials, would solicit from railroad managers in the West their orders for

RAILROAD SPIKES, CAR AXLES, RUBBER SPRINGS, RUBBER HOSE, LOCOMOTIVE TIRES, SPRING STEEL, CAST STEEL, NUTS AND WASHERS, LOCOMOTIVE LANTERNS, ETC.

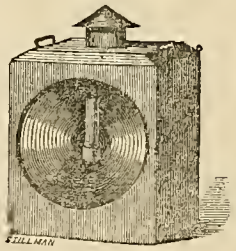
A. S. WINSLOW,
9 and 11 West Second St.,
Between Main and Walnut St., Cincinnati
†mr24

Locomotive Tires and Car Axles.

THE undersigned is prepared to supply Railroad Companies and Builders with Tires and Axles of superior quality and finish, made from faggoted charcoal Iron, formed and finished entirely under the hammer. For the character of the manufacture he refers to builders and companies who have used them in the West.

A. S. WINSLOW,
†mr24 9 and 11 West Second St., Cincinnati

LOCOMOTIVE LANTERNS.



I AM manufacturing Locomotive Lanterns of the most approved form, with true parabolic Silver-plated reflectors, Copper Cases, and in every way equal to the best manufactured in the country. Orders from Railroad Companies in the West are solicited.

A. S. WINSLOW,
†mr24] 9 and 11 West Second St., Cincinnati

Norris' Locomotive Works,
PHILADELPHIA.

ENGAGED for many years in manufacturing Locomotives, offer to Railroad Companies to construct of any plan or size,

LOCOMOTIVES OF SUPERIOR QUALITY.

Our facilities for doing work have been largely increased this year, and orders can be executed with despatch.

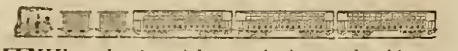
Jy7 RICHARD NORRIS & SON.

ASHCROFT'S
METALIC STEAM GAUGE.
(BOURDEN'S PATENT.)

THE subscribers offer for sale this valuable Steam Gauge. It is adapted to Locomotive and other steam boilers, indicating with accuracy the continual variations of steam within the boiler, enabling the engineer to maintain a uniform and safe pressure. Any of the Eastern Railroads may be referred to for proof of its importance and value.

BRIDGES & BROTHER,
sep15tf 64 Courtlandt Street, New York.

Locomotive Works, Cincinnati.



THE undersigned having had considerable experience in the construction of Locomotives, are prepared to furnish them equal in efficiency and durability, to the best Eastern manufacture.

MOORE & RICHARDSON,
oc13-tf Successors to Harkness, Moore & Co.

CAR MANUFACTORY,

Dayton, Ohio.

E. THRESHER & Co., having enlarged their shops, are prepared to contract on favorable terms, for building every variety of Railroad Cars, in any quantity and at short notice, made of the best materials, and of the most approved workmanship.

They are prepared also to furnish jaws and boxes; the Washburn wheel, thirty and thirty-three inch, adapted to inside or outside bearing; cast iron frogs steel plated; and switches of the most approved patterns.

They also manufacture blacksmith tuyeres, Harris' patent; portable bolt forges; bolt heading and bolt cutting machines; upright drills, wheel presses; wood planers; tenoning and mortising machines; &c.

They respectfully invite the attention of railroad directors and superintendents to their establishment.

Dayton, January 24th, 1853. jan 25-†

South-Western Car Shops,

Madison, Indiana.

THE Subscriber is prepared to execute orders at short notice, for all kinds of Passenger, Freight and other descriptions of Railroad Cars.

Work delivered at any point accessible by railroad, or by the Ohio and Mississippi rivers.

Facilities for transportation, enable the subscriber to afford peculiar advantages to Companies requiring work delivered in the South and West.

W. CLOUGH.

REFER TO

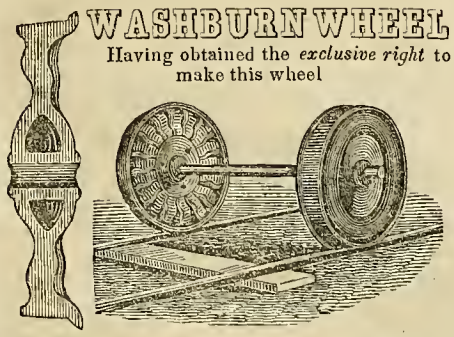
JNO. BROUGH, Esq. WINSLOW, LANIER & CO.

jan. 19-1**

FULTON CAR WORKS.

CINCINNATI, OHIO.

THE Proprietors of this establishment would respectfully call the attention of Railroad Companies in the West and South to their establishment at Cincinnati. Their facilities for manufacturing are extensive, and the means of transportation to different points speedy and economical.—They are prepared to execute to order, on short notice, eight-wheeled Passenger Cars of the most superior description. Four or eight-wheeled Baggage, Cattle, Freight and Gravel Cars. Also, Crank and Lever Hand Cars, Trucks, Wheels, and Axles fitted.



WASHBURN WHEEL

Having obtained the *exclusive right* to make this wheel

in Cincinnati, Covington, and Newport, they are now prepared to furnish Railroad Companies with that celebrated Wheel, with or without Axles.—Also, Journal Oil Boxes of any pattern, and Castings for Cars fitted to order at the shortest notice.

Address KECK & HUBBARD,

Fulton Car Works, Cincinnati, Ohio.

fap.14. Office 62 East Second street

FORGINGS.

AXLES, Shafting, and other Forgings, from the Gleadon Forges, for sale by

jm 17 GEO. GARDNER & CO., Boston, Mass.

MUSKINGUM WORKS,

ZANESVILLE, OHIO.

DOUGLASS, SMITH & CO.

WOULD respectfully call the attention of Railroad Companies to their establishment at Zanesville.

They are prepared to exeeute orders, on short notice, for

Passenger Cars of the most superior description,

Second Class Passenger, Mail Express, and Baggage Cars; Freight, Cattle, four or eight wheeled Gravel Cars.

We manufacture a superior

CAR WHEEL,

Over 2500 of which are now running on the Central Ohio Railroad, and many of these have been in use on the road over two years, having in that time only three to crack, and two to he renewed in consequenee of the wearing of the Chill. We have also commenced the manufacture of the celebrated

WASHBURN WHEEL,

And are prepared to furnish this wheel. with or without axles. Also, eastiugs for Cars fitted to order at the shortest notice.

BOLLMAN'S PATENT IRON & WOOD BRIDGE.

We are also agents and builders of the above celebrated Bridge. Are now placing upon the piers an iron bridge on this plan over the Muskingum river at Zanesville. We are ready to contract with eompanies for the eonstruetion of this Bridge. All orders addressed

DOUGLASS, SMITH & CO.,

au4tf. Muskingum Works, Zanesville, O.

WHEELBARROWS!



ON hand, Wheelbarrows, of my own manufacture, suitable for Railroad, Turnpike, Canaling, &c., in lots, to suit purchasers. Orders filled for any reasonable amount

HENRY ROCKEY,

No. 21 East Front street

J. DAVENPORT....M. D. WELLMAN....C. M. RUSSELL

DAVENPORT, RUSSEL & CO.,

Railway Car Manufacturers,

MASSILON, OHIO.

THE subscriber, late of the firm of Davenport, Bridges & Co., Fitchburg, Mass., having associated himself with Messrs. Wellman and Russell, under the above name, would respectfully solicit calls for any kind of Passenger, Baggage, Post Office, Freight, Coal, Gravel, or Hand Cars.

Having had fifteen years experience in the business and having secured the best of workmen from the Car Factory in Cambridge, Mass., I feel confident, that perfect satisfaction can be given in all work entrusted to our care

We have now on hand the best of dry White-Oak with which we think we can build Cars as cheap and as well as any other establishment in the States. JOSEPH DAVENPORT.

Feb. 16†*

James' Railroad & Route Book.

NEW EDITION:

Containing a list of all the Western and Southern Roads with distances, fares, connections, etc., etc. Price, 15 cents. J. A. & U. P. JAMES,

Publishers, 167, Walnut st., Cincinnati, O.

Indianapolis and Cincinnati Railroad, via. Lawrenceburgh.

NEW Route to Indianapolis, Terre Haute, Lafayette, and the West.

Through from Cincinnati to Indianapolis in six hours.

Shortest ronte between Cincinnati, Indianapolis, Terre Haute. Lafayette and Chicago.

Passengers for this line will leave Cincinnati, from the foot of Main street, at 6 o'clock, A. M., by steamer Forest Queen, every day, (Sunday's excepted,) and arrive at Indianapolis at 12 o'clock, M., in ample time to get dinner, and take any of the trains West or North.

Baggage checked through and baggage master accompanies the same.

Fare between Cincinnati and Indianapolis $3

At Shelbyville passengers may take the Jeffersonville, Rushville and Knightstown cars.

Returning, leave Indianapolis at 12 o'clock. M.

GEO. HAVEN. Superintendent.

Through tickets may he procured on board the boat, or at the ticket office, corner of Water street and landing (foot of Main street.)

jan 12-† C. S. RUSSELL Ag't.

Covington and Lexington Railroad Open to Falmouth.

ON and after Monday, the 7th of Nov., and until further notice, Cars will leave Covington daily (except Sundays) at 7 o'clock. A. M., for Falmouth,—stopping at DeCoursey, Culbertson, Grant's Bend, New Philadelphia, Canton, Benton, Morning Side, Demossville, Butler and Irving.

Returning, will leave Falmouth at 1 P. M., stopping at all of the above stations.

☞ For freight and passage apply to C. CARPENTER, Freight Agent, Covington Depot.

R. M. SHOEMAKER Superintendent.

Office Cov. and Lex. R. R. Co., Nov. 5th.

dc22

COLUMBUS

Railroad Chair Manufactory.

THE subscriber having enlarged his works, is prepared to fill orders for wrought iron

RAILROAD CHAIRS,

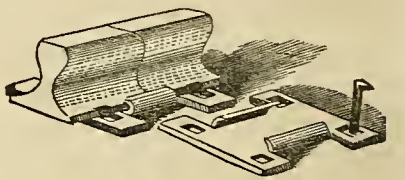
on short notice. He would call the attention of Railroad Companies to his patent Thick Lip Chair. Chairs made to any pattern and of any size which may be required, and warranted of superior quality of iron and workmanship.

P. HAYDEN can be found at 219 Pearl street, New York, where also specimens of the chiars can be seen.

P. HAYDEN.

Columbus, August 11, 1853.—au18-6*

RAILROAD SPIKES,



WROUGHT IRON

Chairs and Fastenings.

THE subscriber continues to manufacture with increased facilities. **Hook and Flat Head Railroad Spikes, and Wrought Iron Chairs of any pattern,** either punched or plain. The best quality of Iron is used, and the articles are guaranteed to give satisfaction in every respect. We are prepared to fill orders for any quantity with despatch, and at the lowest market prices.

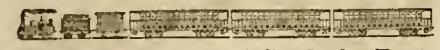
Also, Boat Spikes, Bolts, and Boiler Rivets, superior quality.

All communications addressed to us will meet with prompt attention.

SMITH & TYSON,

No. 25 South Charles Street, Baltimore.

Railroad Line.



Cincinnati, Dayton and Sandusky Route.

TO New York via Lake Steamers, by Sandusky, in 36 hours. To Boston in 41 hours. To Chicago in 21¼ hours, via Cincinnati, Hamilton and Dayton Railway.

Five Daily Trains.

First Train—Indianapolis Express.....at 5.30o'clk, A.M.
Second Train—Lightning Express, ...8.20 " A. M.
Third Train—Accommodation,.....2 " P. M.
Fourth Train—Eaton and Richmond.....3.30 " P. M.
Fifth Train—Evening Express,.....5 " P. M.

New York, Boston, and Montreal.

First Train—Indianapolis Express—leaves Cincinnati at 5 A. M.; for Indianapolis and Chicago.

Second Train—Lightning Express—leaves Cincinnati at 8.20 o'clock, A. M., connecting at Sandusky with the new and magnificent low pressure Steamers Mississippi, Captain Hazard, St. Lawrence, Captain Hollister; connecting at Buffalo with the 6 A. M. trains Buffalo and Albany, and New York City, and 9 A. M. Trains Niagara Falls Railroad, for New York, Boston, Niagara Falls, Ogdensburgh, Montreal, &c.

Toledo and Chicago.

Second Train—Lightning Express—leaves Cincinnati at 8.20 o'clock A. M., connecting at Clyde with Railroad to Toledo, connecting at Toledo with Evening Express Train Michigan Southern Railroad to Chicago, direct.

Detroit and Chicago.

Second Train—Lightning Express—leaves Cincinnati at 8.20 o'clock A. M., connecting at Sandusky with the low pressure Steamer Bay City, Captain Atwood, connecting at Detroit with Morning Express Train Michigan Central Railroad to Chicago. From Cincinnati direct.

Indianapolis, Terre Haute and Lafayette.

First Train—At 5 A. M., leaves Cincinnati for Indianapolis, Terre Haute, Lafayette and Chicago same day.

Eaton, Richmond, and Centerville.

First Train—Indianapolis Express—at 5 A. M., connects at Hamilton to Eaton and Richmond.

Fourth Train—3 P. M. Through to Eaton and Richmond without change of cars. Connecting at Richmond with Western Railroad to Centerville.

Troy, Piqua, &c.

Second Train—Lightning Express—at 8.20 o'clock, A. M., and Third Train—Accommodation—at 2 P. M., connecting at Dayton with Railroad to Troy, connecting with Doyle's Omnibus and Canal Packets to Piqua, St. Mary's, and all points on Miami and Wabash Canals.

Fifth Train—Evening Express—at 5.00 o'clock P. M., connecting at Dayton with Railroad to Troy, connecting with Doyle's Omnibus Lines to Piqua.

Oxford and Connersville.

Second Train—Lightning Express at 8.20 o'clock A. M., and Third Train—Accommodation Express—at 5 P. M. Passengers by these Train take Western Stage Company's Lines at Hamilton, for Oxford, Connersville, &c.

Fifth Train—Evening Express at 5.00 P. M. Passengers by this Train take the Western Stage Company's Lines at Hamilton to Oxford.

FARE.

From Cincinnati to New York via Lake steamers to Buffalo, and Railroad by either route			$15 00
From Cincinnati to New York via Lake steamers to Buffalo, Railroad to Albany, and Hudson river steamer to New York			14 00
From Cincinnati to Boston via Lake steamers to Buffalo, and New York city and New York and Erie Railroad			19 00
From Cincinnati to Boston, via Lake steamers to Buffalo, Albany and Western Railroads			18 00
An additional charge of 50c. via Niagara Falls and above routes.			
From Cincinnati to Montreal via Lake steamers			17 00
From Cincinnati to Boston via Lake steamers and Ogdensburg			17 00
From Cincinnati to New York via Lake steamers and Ogdensburg			15 75
From Cincinnati to Buffalo via Lake steamers			8 00
Do	do	Detroit	6 75
Do	do	Chicago via Detroit	11 50
Do	do	Toledo	5 75
Do	do	Chicago via Toledo	11 50
Do	do	Chicago via Indianapolis	9 00
Do	do	Sandusky	5 00
Do	do	Clyde	——
Do	do	Terre Haute	5 50
Do	do	Lafayette	5 50
Do	do	Indianapolis	3 00
Do	do	Greenville	2 50
Do	do	Troy	2 50
Do	do	Dayton	1 50
Do	do	Richmond	1 60
Do	do	Eaton	1 25
Do	do	Hamilton	60
Do	do	Springfield	2 00

For all information and through Tickets, please apply at office, southeast corner of Broadway and Front sts., Cincinnati. W. A. LATHAM, Ticket Agent.
au25 P. W. STRADER, Gen'l Agent

Railroad Line.



CINCIN'I, COLUMBUS & CLEVELAND ROUTE.

To New York, via Railway, in	30	honrs.
To N. Y., by Lake Steamers via Cleveland	39	"
To Pittsburgh in	14	"
To Boston in	34½	"
To Philadelphia in	38	"
To Baltimoro in	38	"
To Wheeling in	18	"

VIA LITTLE MIAMI RAILWAY.

FOUR DAILY TRAINS.

First Train—Lightning Express—at ...6 o'clock, A. M.
Second Train—Accommodation Ex....7.45 " "
Third Train—Hillsborough Train.....3.10 " P. M
Fourth Train—Even'g Accommoda...5 " "

The roads of this route are laid througbout with heavy T rail.

New York, Boston, and Montreal.

First Train—Lightning Express leaves Cincinnati at 6 o'clock A. M., counecting at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo; connecting at Dunkirk with New York and Erie Railroad, and at Buffalo with Buffalo and Albany Railroad to New York and Boston.

Second Train—Accommodation Express, at 7.45 o'clock, A. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad, at Buffalo with Buffalo and Albany and New York City Railroads, and at Buffalo with Niagara Falls Railroad, to New York, Boston, Niagara Falls, Ogdonsburg, Montreal, etc.

—ALSO—

Connects at Cleveland with the new and magnificent low pressure steamers QUEEN OF THE WEST, Capt. McBride; CRESCENT CITY, Capt. Pease; connecting at Buffalo with the Buffalo and Albany, New York City, and Niagara Falls Railroads, for New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

Fourth Train—Evening Express, at 5 o'clock P. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad; connecting at Buffalo with New York City, Buffalo and Albany, and Niagara Falls Railroads, to New York, Boston, and Niagara Falls.

Pittsburgh, Philadelphia, and Baltimore.

First Train—Lightning Express, leaves Cincinnati at 6 o'clock A. M., connecting at Crestline with Ohio and Pennsylvania Railroad to Pittsburgh, connecting with Pennsylvania Railroad to Philadelphia and Baltimore.

Through from Cincinnati to Philadelphia and Baltimore direct.

Zanesville, Wheeling, Baltimore, &c.

First Train—Lightning Express, at 6 o'clock A. M., and second Train, Accommodation Express, at 7.45 o'clock A. M., connect at Columbus with Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Lines, via National road, to Wheeling, connecting with Baltimore and Ohio Railroad to Baltimore, Philadelphia, Washington, etc.

Fourth Train—Evening Express, at 5 o'clock P. M. Passengers hy this Train sleep at Columbus and resume hy Morning Train, via Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Line to Wheeling.

Hillsborough.

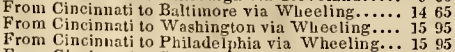
Third Train—Leaves Cincinnati at 3 P. M., connecting at Hillsborough with Ohio Stage Co.'s Lines to Chillicothe, Piketou, etc.

FARE.

From Cincinnati to New York via Railroad, either route	$16 00
From Cincionati to New York via Railroad to Albany, and Hudson river steamer	15 00
From Cincinnati to New York via Lake Steamers to Buffalo, and Railroad to New York	15 00
From Cincinnati to New York via Lake Steamers to Buffalo, Railroad to Albany, and Hudson river steamer to New York	14 00
From Cincinnuti to Boston via Lake Shore, New York and Erie, and New York City Roads	20 00
From Cincinnati to Boston via Lake Steamers and New York City and Erio Roads	19 00
From Cincinnati to Boston via Lake Shoro, Buffalo, Albany, and Western Roads	19 00
From Cincinnati to Boston via Lake Steamer, Buffalo, Albany, and Western Roads	18 00
An additional charge of fifty cents via Niagara Falls and above routes.	
From Cincinnati to Montreal via Lake Shore Road,	18 00
From Cincinnati to Montreal via Lake steamer	17 00
From Cincinuati to Boston via Lake Shore Road and Ogdeusburg	18 00
From Cincinnati to Boston via Lake Steamer and Ogdensburg	17 00
From Cincinnuti to New York via Lake Shore Road and Ogdensburg	16 75
From Cincinnati to New York via Lake Steamer and Ogdenshurgh	15 75
From Cincinnati to Buffalo via Lako Shore Road,	9 00
From Cincinnati to Buffalo via Lake Steamer	8 00
From Cincinnati to Philadelphia or Baltimore via Crestline and Pittsburgh	15 00
From Cincinnati to Philadelphia or Baltimore via Cleveland and Pittsburgh	15 50
From Cincinnati to Pittsburgh via Crestline	7 75
From Cincinnati to Pittsburgh via Cleveland	9 00
From Cincinnati to Baltimore via Wheeling	14 65
From Cincinnati to Washington via Wheeling	15 95
From Cincinnati to Philadelphia via Wheeling	15 95
From Cincinnati to Wheeling	7 15
From Cincinnati to Cleveland	6 00
From Cincinnati to Zanesville	4 80
From Cincinnati to Columbus	3 00
From Cincinnati to Springfield	2 00

☞ For all information and Through Tickets, please apply at office, southeast corner of Broadway and Front sts., Cincinnati. W. A. LATHAM. Ticket Agent.
au25 P. W. STRADER, Gen'l Agent.

Cincinnati, Wilmington and Zanesville Railroad.



OPEN TO CIRCLEVILLE.—Two daily Trains, (Sundays excepted) between Washington and Cincinnati, and one daily train between Circleville and Cincinnati. On and after Tuesday, March 14th, 1854, until further notice, trains will run as follows:

Upward train for Circleville, leaves Cincinnati 7:45 A. M., and arrives at Circleville, at 2:40 P. M.

Upward train for Washington, leaves Cincinnati at 3:10 P. M., and arrives at Washington at 8:05 P. M.

Downward train leaves Circleville at 12:15 P. M., and arrives at Cincinnati at 7:45 P. M.

Downward train from Washington, leaves at 6:30 A. M., and arrives at Cincinnati at 11:25 A. M.

Trains will stop for passengers as follows: At Williamsport, Four Corners, New Holland, Washington, Rattle-Snake, Sabina, Cross Roads, Wilmington, Sligo, Clarksville and Morrow; and on the Little Miami Road at Deerfield, Butterworth's Water Station, Loveland, Miamiville, Milford and Plainville, and on proper signal hy flag, or to the Conductor, at Branch Hill and Linwood, at Turnpike.

The downward Trains connect at Morrow with the Trains on the Little Miami Road for Columbus.

Lines of Omnibusses will run hetween Circleville, Chillicothe and Lancaster, connecting with the morning train from and evening train to Cincinnati.

Fare from Cincinnati to Washington.....$2 25
" " " " Circleville..... 3 00

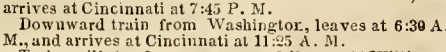
For other information and Tickets, apply at Ticket office, corner of Broadway and Front sts, and at the Little Miami Depot, or to the Station Agents on the line.

E. W. WOODWARD,
Engineer and Superintendent.

☞ The Omnibus Line will call for and deliver passengers to and from the trains to any part of the City.
J. HOWELL, Conductor.

☞ The Company will not be responsible for haggage exceeding $50 in value, unless the samo be returned to the Conductor or Agent, and freight paid at the rate of a passage for every $500 in value above that amount.
mar. 23

COLUMBUS PIQUA, AND INDIANA RAILROAD.



New route from Columbus, West and from Urbana, East.

On and after Monday September 19, 1853, two trains per day, (Sunday excepted) each way, will run on this Road, between COLUMBUS and URBANA. Will leave Columbus at 4.50 a.m., and 3.30 p.m.—arriving at Urbana at 8.12 a.m., and 6.14 p.m. Returning—will leave Urbana, for Columbus, at 9.15 a.m., and 3.00 p.m.—arriving at 12.05 and 6.55 p.m.

The 4.50 a.m. train, from Columbus, will connect with the night Express train from Cleveland and arrive at Urbana in time for the morning train north for Sandusky and intermediate points. Persons arriving by the morning Cleveland and Zanesville trains can have a few hours at Columbus and leave by the 3.30 p.m. train—arriving at Urbana in time to get supper and take the 5.35 p.m. train for Dayton and Cincinnati.

The 9.15 a.m. train from Urbana connects with the morning train from Cincinnati and Dayton that arrives at Urbana 8.40 a.m.—arriving at Columbus at 12.05 p.m in time for the 1 p.m. train for Cleveland, connecting with the Buffalo and Dunkirk boats. The 3.00 p.m. train will leave Urbana on the arrival of the Sandusky train—reaching Urbana at 2.45 p.m.—and arrive in Columbus in time for the various night trains.

A line of Omnibuses will connect with the trains at Urbana for the conveyence of passengers to and from Piqua and Greenville over a good Macadamized road.

A. G CONOVER, Sup't
Piqua, Sept. 13, 1853. s29-tf.

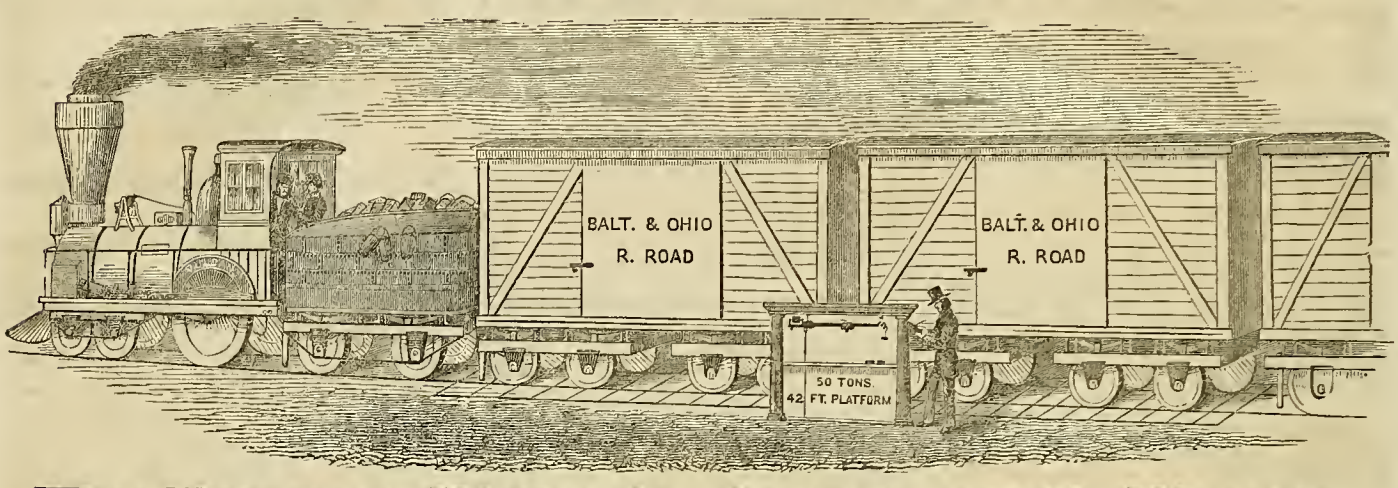
OFFICE OF THE

Cincinnati and Portsmouth R. R. Co.,

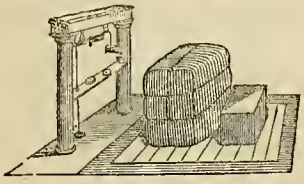
Felicity, Clermont County.

☞ Communications addressed to T. H. WHETSTONE President, and left with Messrs. JOHN F. DAIR & Co. Cincinnati, will receive prompt attention. s29-tf

FAIRBANKS' SCALES.



Railroad Track Scale---50 Tons.



DEPOT SCALES 12,000 LBS.

FAIRBANKS & CO'S

PLATFORM SCALES,

Long known—Severely tested—Always right—
The acknowledged standard—Adapted to
every required operation of weighing, as

Railroad Track and Depot Scales,

In use on nearly all the principal Railroads in the United States and Great Britain.

WAREHOUSE SCALES,
Dormant and Portable.

HEAVY PORTABLE SCALES,
On Wheels,
For Foundries, Rolling Mills, Iron Houses, &c.,

STORE SCALES,
Various Modifications.

COUNTER SCALES, &c.,

HAY & COAL DEALERS' SCALES,
Made entirely of Iron and Steel.

GENERAL AGENTS:

FAIRBANKS & CO., 89 Water Street, New York.
TRABER & AUBERY, Cincinnati.
L. F. BURGESS, Cleveland.
BROWNING & MAYER, Indianapolis.
C. L. HARMON, & CO., 197 South Water St. Chicago.
S. M. EDGELL & CO., 20 Pine St., St. Louis.
W. B. BELKNAP & CO., Louisville.
M. P. HUTCHINS, Detroit.
J. & F. DAWSON, Charleston, S. C.
GEO. C. EWING, 21 South Charles St., Baltimore.

MANUFACTURERS:

E. & T. FAIRBANKS & CO.,

ST. JOHNSBURY, VT.

TESTIMONIALS:

OFFICE OF THE G. & C. U. RAILROAD CO.,
CHICAGO, FEB. 20TH, 1854.

MESSRS. E. & T. FAIRBANKS & CO.,

GENTLEMEN:—All of the principal station buildings on this road are furnished with your Depot and Platform Scales, with the exceptions of two scales. Your Scales were adopted after trial with those of other makers, and I take pleasure in now saying, that after more than four years trial, they have given entire satisfaction to us, and the public doing business with the Company.

I am not aware of a dollar's expense being incurred from wear or defect of materials in any part of the scales. The Track Scale, with suspended platform, which you have recently put into our principal depot at this place, judging from present appearance and the use to which it has been put, will, I doubt not, answer the purpose desired, and be equally satisfactory.

JOHN B. TURNER,
Pres't and Sup't.

CENTRAL RAILROAD CO.,
SAVANNAH, JAN. 6TH, 1853.

MESSRS. E. & T. FAIRBANKS & CO.,
St. Johnsbury, Vt.

DEAR SIRS:—Your Scales, which we have used for many years, gave so much satisfaction, that we ordered from your House, all the Scales necessary for our large new Warehouse. Your agent has just finished putting up twenty-two of your No. 1 and No. 2 Depot Scales and a large Road Scale, and I am pleased with the manner in which the job has been done. I trust and believe that this work will do credit to your establishment.

Respectfully, your obedient servant,
R. R. CUYLER, Pres't.

PORT RICHMOND, PA. MARCH 2D, 1852.

MESSRS. E. & T. FAIRBANKS & CO.,
St. Johnsbury, Vt.,

GENTLEMEN:—There are now in the Richmond Wharves at the terminus of the Reading Railroad, Twenty-six of your ten ton Track Scales, which have been in constant use for more than six years. The least quantity of Coal weighed annually upon any one wharf has been 400,000 tons. The aggregate quantity weighed upon the twenty-six scales, has been more than one million two hundred thousand tons per annum.

During the time since they have been in use, they have always retained their adjustment without any expense for repairs. They have been tested every year by the Sealer of Weights for the county of Philadelphia, and always found correct, and at the present time their operation is apparently as perfect and as sensitive as when first built.

JOHN E. HOBERT,
Superintendent of Wharves.

STATE OF NEW YORK,
CANAL COMMISSIONERS OFFICE,
ALBANY, JUNE 21, 1852.

MESSRS. E. & T. FAIRBANKS & CO.,

GENTLEMEN:—Your favor of the 10th, asking my views of the Weigh Lock Scales, manufactured by you, and introduced upon the Erie Canal, is received.

I have no hesitation in saying, that they have fully answered your recommendation in every particular. Their capacity for strength is fully equal to sustain the required burthen. They are not liable to get out of adjustment or repair. The arrangement of the Weighing Beam is admirably adapted to obtain rapid results. I know of no Scale superior to them, in this or any other country.

In great haste, Yours truly,
JOHN C. MATHER,
Canal Commissioner.



PORTABLE SCALES.

The following Railroads have been furnished exclusively, or nearly so, with FAIRBANKS' SCALES:

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Allegheny Valley.	Illinois Central.
Androscoggin & Kennebec	Indiana Central.
Ashuelot.	Indianapolis & Bellefontaine
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Baltimore & Ohio.	Jeffersonville.
Baltimore & Susquehanna.	Kennebec & Portland.
Belvidere, Delaware.	Knightstown & Shelbyville.
Boston, Concord & Montreal	Macon & Western.
Boston & Maine.	Mad River & Lake Erie.
Boston & Providence.	Manchester & Lawrence.
Buffalo, Brantford & Goder'h	Memphis & Charleston.
Buffalo, Corning & N. York.	Michigan & Southern.
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Buffalo & State Line.	Naugatuck.
Canandaigua & Elmira.	New Albany & Salem.
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Central, (Va.)	New Haven & New London.
Champlain & St. Lawrence.	New Haven & Northampton.
Charlotte & South Carolina.	New Jersey Central.
Chesbire.	New York Central.
Cleveland, Columbus & Cincinnati.	New York & Erie.
Cincinnati, Hamilton & Dayton.	New York & New Haven.
Cincinnati, Logansport & Chicago.	Norfolk County.
Cincinnati, Wilmington & Zanesville.	Northern Indiana.
Cleveland & Erie.	Northern, (N. H.)
Cleveland & Pittsburgh,	Northern, (N. Y.)
Cocheco.	Norwich & Worcester.
Columbus, Piqua & Indiana	Old Colony.
Columbus & Xenia.	Orange & Alexandria.
Concord.	Oswego & Syracuse.
Concord & Claremont.	Petersburg.
Connecticut River.	Philadelphia & Reading.
Coun. & Passumpsic River.	Pittsfield & North Adams.
Dayton & Michigan.	Plattsburg & Montreal.
Eastern.	Portland, Saco & Portsmouth
Essex.	Providence & Worcester.
East Tennessee & Georgia.	Rensselaer & Saratoga.
Evansville & Crawfordsville	Richmond & Danville.
Fitchburgh.	Richmond & Petersburg.
Galena & Chicago Union.	Rome. (Ga.)
Georgia.	Rome & Watertown.
Grand Trunk, (Canada.)	Rutland & Burlington.
Great Western, do.	Rutland & Washington.
Great Western, (Ill.)	Sandusky, Mansfield & Newark.
Greenville & Columbia.	Scioto & Hocking Valley.
Greenville & Miami.	South Reading Branch.
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Housatonic.	South Western.
Hudson River.	Springfield, Mt. Vernon & Pittsburgh.
Hudson & Berkshire.	St. Charles Branch.
	Steubenville, & Indiana.
	St. Lawrence & Atlantic.
	Stony Brook.

RAILROAD RECORD.

AND

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New Railroad in North Carolina.—We learn that a line of road from the coal fields in North Carolina, to Beaufort, has been put under contract. Duncan G. Mac Rae is President. Seymour, Risley & Co., contractors; Ed. W. Serrell, consulting engineer; J. P. Goodsell, constructing engineer.

☞ The Legislature of Nova Scotia have passed a resolution empowering the government of that Province to expend $200,000 a year in the construction of railroads. So says an exchange.

CARDS.

ALBERT M. LEA,
CIVIL ENGINEER,
KNOXVILLE, TENN,
†oc27

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Principal Office at
BROOKVILLE, INDIANA.
E. M. Gregory.....President.

THE INFLUENCE OF A EUROPEAN WAR ON AMERICAN RAILWAYS.

Much apprehension has been felt in regard to the influence of a European War on American stocks and securities. That apprehension has already had an effect in alarming the timid and enhancing the interest of money.—The question naturally arises, will this effect be increased or diminished? Will money be plenty or scarce? and, as a consequence, will railways go on as rapidly as they have done, or for the time be checked up?

Now, although we may not be able to solve so complex a problem, and arrive at exact results, yet one thing we can do, by the lights of reason and experience. We can trace, one by one, the chief causes which are at work to produce good or evil results. We shall begin with the *evil*, and look the worst in the face.

1. War confuses and disarranges all the ordinary paths and routine of political economy; so that one business is diminished or destroyed, and another created or increased.—For example, the blockade of Russia by England, cuts off the importation or supply of certain raw materials of manufacture, and that manufacture is at once paralyzed. So, also, a war increases the demand for military and naval supplies, and for provisions. As a consequence, the manufacture and production of these articles increase, and so do the prices. We know that both these effects have already been produced in this country. Thus war deranges the routine of political economy, and that in the aggregate, is an evil.

2. War, by increasing the demand for men, in armies and navies, diminishes the number of agricultural laborers, and *will diminish emigration to this country*. The consequence of this is a high price for labor, and that is, so far, injurious to railways.

3. War increases the demand for public loans, and this increases the interest of money. So far as Europe is concerned, therefore, this is against the supply of money for railway purposes.

These are undoubtedly, the principal and most potent evils to be apprehended from a European War. Against these there are several important considerations to be balanced on the other side.

1. The *fear* of any danger is quite as bad in the money markets as the danger itself.—The influence of fear and doubt, of an impend-

ing doubt, has been felt now for a year, and has been the sole cause (with the exception of an excessive importation) of the pressure in the money market. The fear is now over; the danger, whatever it is, has come. After a few weeks of fluctuation, it seems to us, there will be a re-action, as to the doubts and fears; for it will soon be seen, that war produces but little effect on the interior of countries not invaded.

2. The effect of war loans is already experienced to the full extent. Nearly all the Continental powers have made large loans, and made them at good rates. No more need be apprehended on that score.

3. The moment the war becomes really burdensome, and the people of Europe in any way convulsed or alarmed, American securities will come at once into demand. This is inevitable. American affairs are fully understood in Europe, and if there is to be the least doubt, as to the stability of the European Governments, half the monied men there, will rush into American stocks and securities for investment. It is true, this will not take place largely, unless there is considerable agitation and convulsion there, but the war cannot continue without great hazards to the whole structure of European society. It is to be a violent and dangerous war, convulsing all the social elements, and hazarding the existence of all governments.

4. The United States are *entirely free from that convulsion, without the remotest prospect of being drawn into it.* A very important fact is that Great Britain has yielded (what she has always claimed, and what we made the war of 1812 for,) the *right of search.* There will, therefore, be no collisions with our shipping, and we have no pretence or desire to be other than neutral. The neutral trade is a profitable one. and while the commerce of Russia, England, France and Austria will to some extent be deranged by war, ours will be at the utmost hight of prosperity, flourishing over all the globe.

5. The supply of capital for railways has not come from Europe, to anything like the extent supposed; although undoubtedly the part derived from there was necessary to our rapid progress in the railway system. The great source of railway means, is in the *surplus capital of our own country;* and that is vastly greater than is supposed. Allowing for the difference between the real and assessed value of property, and taking a rate of interest much below what we know to be made in Ohio, we have the following results:

Value of property	$10,000,000,000
Income, at 8 per cent	800,000,000

Eight hundred millions of annual income are received in this country in the totality of its property. Now, considering that half the people live on labor only and are excluded from this income, we think that half this income, viz: *four hundred millions* are every year put in new enterprises and investments, lands, houses, mills, factories, stocks, banks, railways, etc., etc. Now, of this sum, one-fifth, or *eighty millions*, could be placed in railways without difficulty if the people willed it, in other words, thought *that* was the best investment. It depends on that only. At $32,000 per mile, eighty millions will make and finish 2,500 miles of railway per annum, and that is all that is necessary to finish, in four years, all the really needful and valuable lines in the whole country.

It is therefore, perfectly clear, that the people of the country *can* finish all their railways with their own money if they please. Unquestionably this would leave no margin for merely speculative and fancy lines, and in that respect, self-dependence would be a good thing. *Fancy stock* has done the country great mischief; and if it could all be destroyed, we should be better off.

6. In the meanwhile, the surplus capital of the country is increasing with immense rapidity. Our railways in 1854 will divide about *thirty millions* in dividends; our banks will divide *twenty millions*; our ships will divide *thirty millions*, and the profits of trade, agriculture and manufacture, are almost beyond calculation.

It is plain therefore, that the prosperity of this country cannot be seriously checked by wars in other quarters of the globe; and looking calmly and seriously to the general balance of the account, we think the effect of a European War, however general it may be, as on the whole, favorable to the commercial interests of this nation. No country has such an industry based on such solid and secure foundations; no country increases in wealth so rapidly; no country has so much the confidence of those who fly from evil, and of those who seek profit from capital. English, German, French and Spanish, all invest their funds here for security; while the exile from oppression invests his life and labor on our soil. It is necessary that such a country should be developed, and that extending from ocean to ocean, it should be connected by railways in every part, as no other country has been or can be. It is necessary to expand the industry which creates capital, and unite the various parts whose harmony is essential to the security of the whole. We fear nothing therefore, from foreign convulsions; nothing from any temporary suspension of loans; nothing from the doubts of the timid. It will be long before the storms which sweep over other lands, can injure this; and while we may by our vices deserve misfortune, we have yet a prosperous gale, and may rely on success till we have forfeited the smiles of Heaven by our own misconduct.

☞ Engineers are referred to Mr. Jno. A Gardner's advertisement on page 122.

Railroads.

HANNIBAL AND ST. JOSEPH RAILROAD.

We have mentioned this work in our previous numbers, but as it is likely to become one of the most important lines of railway in the West, we shall give more in detail the *elements* of the road, and its present prospects.

The work is one of three or four to which the state of Missouri has lent its aid, and that in sufficient amount to secure its completion. In addition to this the Government of the United States has granted alternate sections, whose value is estimated at several millions of dollars. The road, therefore, will not only be completed, but will be a premium stock. The route is from Hannibal to St. Joseph, on about the 39°40′ parallel of latitude, and in the most direct line to the central route of the Pacific Railway. The road will pass almost directly west from Hannibal, on the Mississippi, through or near Palmyra, Shelbyville, Bloomington and Chillicothe to St. Joseph, on the Missouri.—The total length of the road is 202 miles, and the contract cost, as reported by Mr. Bucklin, its able engineer, including interest, is $4,934,512. Making allowance for the increased price of iron and labor, as well as additional depots and furniture, we may consider the entire cost of the Hannibal and St. Joseph railway at $6,000,000. The stock of the company is by charter, $2,000,000, with power to increase it to $5,000,000. It is very evident from the amount of lands and credits held by the company, that the stock will command a premium, and consequently may be increased to the amount of five millions if necessary.—Taking $2,000,000 however, as the amount, the following is the statement of its means and cost:

Stock	$2,000,000
State Loan	1,500,000
Value of Lands	6,000,000
Means	$9 500,000
Ultimate cost	6,000,000
Surplus Means	$3,500,000

The amount of the land grant is 800,000 acres, and Mr. Bucklin, the engineer, states, after an attentive examination, that the price of land on the route varies from $4 to $20 per acre. The 800,000 acres have recently been valued by Eastern capitalists at $6,000,000, and we can scarcely doubt the justice of the estimate when we consider the rapid growth of Missouri, and the fact that North Missouri is already much improved; and, it is not extraordinary that the stock of this road is in demand. We noticed last week that the contractors had disposed of $1,000,000 of stock in the East. In reference to this, we are permitted by Gen. Paul Anderson, to make an extract from a private letter which gives the facts of this transfer.

"Knowing the value of our securities, and

of the road when put in motion, and that it must be the first to strike the western borders of this state at a marked and notable point of departure for California, Utah and Oregon, our friends and many of the Board conceived the idea that the stock and profits might be retained in Missouri. Many efforts were made to carry out this plan. But finding it difficult as well as slow, the Board consented, through their enterprizing and well-informed contractors, Messrs. Duff & Learned, of New York and Boston, to dispose of one half their stock to proper parties in the East. The chartered capital being $2,000,000, with the privilege of increasing it if necessary, the stock sold and held by the contractors is so divided as to insure prompt payment, and to render easy and prompt the negotiation of our securities, and at the same time to invite the co-operation of the largest railroad interests. These arrangements were consummated at St. Louis on the 20th ult."

We learn also that among those who have taken stock in this railroad, are some of the most influential railroad stockholders in New York, Boston and Albany.

By the extension of the Peoria and Hannibal Railroad Company's charter from Naples, Ill., to a point opposite Hannibal, the Hannibal road will be connected with the entire net-work of railways in Illinois, Indiana and Ohio.

CLEVELAND AND ERIE RAILROAD.

A bill has been introduced into the Pennsylvania House of Representatives, authorizing the Cleveland, Painesville and Ashtabula Railroad Company, to extend their road into Pennsylvania.

It provides that the acts of the General Assembly of Ohio, incorporating said railroad, shall be adopted so far as they can apply to the Commonwealth of Pennsylvania.

Provided, That said company shall not hold any lands in this Commonwealth, except such as shall be necessary for the location, construction and working of said road and for depots, engine-sheds, and gravel banks.

Provided, That said company shall not have power to issue bonds of an amount less than one hundred dollars, and shall in no wise transact the business of banking within this Commonwealth.

The said company to be subject in all respects to the laws of Pennsylvania.

The company is authorized to purchase and use the railroad heretofore constructed by the Franklin Canal Company, and connect it with any railroad leading from the city of Erie, and to construct their road into or through that city.

Provided, That at least two of the Directors of said Cleveland, Painesville and Ashtabula railroad company shall be citizens of the commonwealth of Pennsylvania. All of which shall be null and void, unless said company shall cause the contemplated Meadvillo railroad to be commenced within one year, and completed within the period limited in a bill therefor and now pending, from the point of intersection with the Cleveland, Painesville and Ashtabula railroad into the borough of Meadville.

The act to incorporate the Meadville Railroad Company, mentions among the Commissioners appointed to open books, the names of Wm. Case, A. Stone and Stilman Witt of Cleveland.

The company, under the bill, has the right to construct a railroad with single or more tracks from any point of the railroad now constructed between the city of Erie and the Ohio State line to Meadville, in the county of Crawford, and thence to a point of intersection with the Venango railroad, and to connect with railroads leading in the direction of Philadelphia and Pittsburgh.

It is also authorized to construct branches to the coal fields of Mercer county not exceeding twenty miles in length.

MEMPHIS AND CHARLESTON RAILROAD.

In a recent issue we spoke of the right of way having been granted to this company through the state of Mississippi, on condition that the sum of $125,000 should be subscribed to the Mississippi Central road, by this company. These terms do not seem to suit the Memphis and Charleston Company, nor the citizens of Memphis. The Common Council have taken the matter up and unanimously adopted the following resolutions, viz :

Resolved, As the sense of the Mayor and Aldermen of the city of Memphis, that the Memphis and Charleston Railroad Company, for the following reasons, should not accept the conditions upon which the state of Mississippi granted to said company the right of way through its territory:

1. Because said company will need all the available means at its command, for the completion of the main line of the road, without having a surplus to aid in building other enterprises.

2. Because, while our own State, in a liberal and magnanimous spirit, has just granted aid to the amount of at least five hundred thousand dollars, for the construction of the Northern and of the Mississippi Central road, running about fifty miles in Tennessee, if it terminates at Jackson, the state of Mississippi has *charged* our Memphis and Charleston road about $180,000, for the privilege of running about thirty miles through Mississippi.

3. Because the bonus paid, or to be paid, for such privilege does not inure to the state of Mississippi, but to the very road which our own state has just so liberally aided in its extension from Mississippi northward; and while we can pronounce the act, granting the right of way, as most illiberal, contracted and selfish in its ends, and especially in its petty details, we will at the same time, frankly say, that we believe the Legislature of Mississippi would have been governed by a policy as liberal and as enlightened as that of our own state, but for the representations of some who are deadly hostile to our road, because it does not run in a particular direction.

Resolved, That the Mayor forthwith telegraph Mr. Samuel P. Walker to cast the vote of the city of Memphis upon her stock in the Memphis and Charleston Railroad Company, against accepting the Mississippi charter granting the right of way through that State with its various connections.

At a subsequent meeting of the stockholders held at Huntsville, Ala., it was resolved to accept the right of way on the terms granted by Mississippi. The charter for the extension of the road from Crow Creek to Chattanooga through the Sequatchee Valley, was accepted. Col. A. E. Mills resigned the Presidency; Samuel Tate, Esq., of Memphis, the former Treasurer, was elected to the vacancy.

EVANSVILLE, INDIANAPOLIS AND CLEVELAND STRAIGHT LINE RAILROAD.—We have received a copy of the "exhibit" of this company from which we gather the following particulars, viz :

The company was organized under the general laws of the state of Indiana, May 12, 1853. The length from Evansville to Union is 225 miles, making Indianapolis a point, distant 150 miles from Evansville, and 75 from Union.

The road will be laid with heavy T rail.—In its alignment it is only three miles more than an air line between Indianapolis and Evansville; the maximum grade is but 39 feet to the mile. The line from Indianapolis to Union, 75 miles, is without a curve.

The estimated cost of the road fully equipped, with depots, shops, etc., is $23,202 per miles, cash. The means of the company now amount to $1,060,000, not including contractors' stock. Included in this amount are the bonds of the city of Evansville, $200,000, and Lamasco, $50,000. Of these bonds, $100,000 of the first and all of the latter, as well as an equal amount of the company bonds, will be offered for sale to raise the means for the purchase of iron for the road. The company bonds are secured by mortgage upon the lands of the company.

Evansville is the south-western city of Indiana, situated in the "pocket," with a population of some 10,000. It is 213 miles below Louisville, and 363 miles below Cincinnati, by river, while it is only 150 miles in a direct line from Indianapolis. It has no rival city to contend with, and will doubtless be much benefitted by the opening of this road. The Evansville and Illinois road, now open to Vincennes, has already caused a very sensible increase of property. When this road shall be completed and a direct connection with the central and northern portions of the State can be had, it will unquestionably become a heavy shipping point, as there is generally abundance of water in the river thence to the mouth of the Obio.

The President, O. H. Smith, Esq., and W. Carpenter, Esq., the Vice President, are untiring in their efforts to push the work to completion.

Communications.

THE GREAT PACIFIC RAILROAD TO OREGON.

The following communication, addressed to E. Gest, Esq., as President of the Fort Wayne, Lacon & Platte Valley Railroad company, has been sent us for publication. It contains views of the Pacific Railroad worthy the attention of the public. The subject is an exciting one, in which every citizen of the Union is interested, and any thing giving light upon the subject is acceptable.

Mr. Simpson speaks of a map of Oregon, by Col. John B. Preston, sent to us. This map, in conjunction with the Hydrographic maps of Col. Gilpin, will give the best possible view of the several routes of the proposed Pacific Roads. We are so fortunate as to have a set of these last named maps, which we shall be happy to show any of our friends.

We commend Mr. Simpson's communication to our readers:

—

E. Gest, Esq.,

President of the North Pacific Railroad Company:

Sir:—I have noticed with much pleasure and satisfaction, various reports of the union of all the great Eastern and Northern railroad interests in one main trunk line, commencing at Fort Wayne in Indiana, and terminating, for the present, on the Missouri river, opposite Council Bluffs, with the avowed intention of extending the same trunk road up the valley of the Platte river, and through the South Pass to the Pacific Ocean. This is the most formidable move towards the commencement of a great Continental Railroad yet set in motion, and from all the circumstances attending it, the conviction forces itself upon my mind that *this road will of necessity be built.* The only object I have in addressing you on the subject, is to direct your attention to the *final Pacific terminus.*

By continuing up the Sweet Water and following along the southern base of the Wind River Mountains, you reach the summit level of the continent on the dividing ridge between Utah Valley and the great lava plain of Oregon, where waters gush forth upon the same level and flow to both Oceans. From this point, the route is nearly a due west course; crossing Snake River at Fort Hall, it continues along the southern base of Salmon River Mountains to Fort Boise, where it re-crosses Snake River continuing westward, avoiding all the high and difficult mountains of the north, and strikes an excellent pass in the Cascade Mountains, opposite the head waters of the Willamette River. Entering this favorable pass, you are conducted through the great Sierra of the North and ushered into the beautiful park and floral valley of the Willamette, thence following it down to Salem, the present seat of the Territorial government, thence to Oregon City and Portland, the largest and most flourishing commercial towns now in the Territory, and thence down the Columbia river to Astoria, with a bifurcation from the mouth of the Cowlitz river to Steilacoom, on Puget Sound. This route contemplates the only natural water grade of of the North American continent, with an average grade to the mile, from the mouth of the Platte to the summit level of the dividing ridge between Utah Valley and the great plain, of about six feet, and from the summit of the dividing ridge to the mouth of the Columbia river, of about three and a half feet; terminating at the most central and natural commercial point on the Pacific sea-board, which also boasts of a harbor of unequalled capacity and beauty in the known world. It is also on a direct line from New York to Shanghae, in China, is four hundred and twenty-five miles nearer than from San Francisco, and over four thousand nearer than from the Isthmus of Darien, and is only one hundred miles further to the Sandwich Islands than from San Francisco. It is also at the base of the northern coast fisheries which no others in the world equal, and *it is the* GATE *to the entrance of the great whale fisheries of the North Pacific Ocean.*

Immense sources of national wealth also lie north of the Columbia river. Iron, copper and lead, in exhaustless stores, bituminous coal equal in quality to the best English coal, abounds in the vicinity of Puget Sound and on Vancouver Island. Extensive forests of fir, cedar, oak, and laurel, and the finest spar and ship timber in the world, abounds along the coast north of the Arctic Highlands, with inland harbors in an almost endless variety of form, and to an almost unlimited extent.

The mean temperature of the climate of Astoria is about equal to that of 38° on the Atlantic — the Isothermal zodiac, through which flows the world's commerce, bears north on the Pacific, nearing the southern coast of Asia; it then bears gradually south, passing through Shanghae and Canton, in China, thence onward to Bombay, in India, London, in England, New York and Astoria, in America, which shows the mouth of the Columbia river to be in the natural current of the commerce of the world.

Accompanying this letter is a map of Oregon, west of the Cascade Mountains, embracing the coast and harbors from the California line north to British Oregon; it is the most accurate map of that country ever published, most of which is sketched from positive surveys, the other parts being sketched from the most anthentic sources, viz: from information derived from those who have explored its various portions. Having traversed a large portion of it myself, I am able to speak from personal observation, which is also the case in regard to the route from this city to Fort Vancouver. The blue line marked on the map designates a route running west from Humboldt river to Goose Lake, thence in a northwesterly direction to Rogue River, Umpqua, Willamette, and the Columbia to its mouth; the red line designates a route running west from Forts Hall and Boise to the Central Pass in the Cascade Mountains, thence down the valleys of the Willamette and Columbia to Astoria. This latter runs through the great calcarious plain of Oregon, and with a slight divergence south from Fort Hall, it may strike Snake River at the great Sho-Shone Falls, the eighth wonder of the world. The fissure through which the river passes, is a rent in the solid rocks caused by volcanic action, and about a half a mile below the Falls, its walls, from the surface of the plain to the water below, are at least one thousand feet perpendicular. The shape of the Falls is similar to Niagara, being a crescent, with small and irregular columns of basaltic rock standing across the stream and between the main fall and the first break of the water above, through and among which the stream whirls and plunges till it takes its final leap and looses itself in the great abyss below. The entire fall is about 300 feet, and when near it the roar is most deafening. A vast column of spray continually rises to a hight of several hundred feet, exhibiting all the prismatic rays of the solar spectrum, which, in a bright sun, wreaths the spray column with rain-bow hues, and crowns it with a diadem of gems radiant with light. This wonderful natural curiosity has been visited but by few voyagers, and I am not aware that any authentic description of it is yet extant. It occupies very nearly a central position in the great calcarious plain; its direction bears slightly east of north from Rock Creek, on the emigrant trail, distant about five miles.

This interesting plain is nearly barren of vegetation, except the artimesia and greese bush, the small valleys skirting the banks of the streams, affording the only nourishment for animals. It appears to have been one vast volcanic crater of more than three hundred miles in extent, where entire ranges of mountains have literally been consumed, the cracks and fissures on the surface of whose hardened lava being the effect of subsequent volcanic action. Diamonds may be the product of its ashy soil. Nevertheless it interposes no obstacle to the construction of a railroad; on the other hand it offers the greatest inducements; except the canons, its surface is uniform, with rock ready broken for the construction of bridges at the crossing of streams.

Examine the route and estimate the importance of the mouth of the Columbia river, before locating the main trunk of your great road terminating it at San Francisco. I can do nothing more than call your attention, and through you the attention of the company over which you preside as its chief officer, to the infinite superiority of the mouth of the

Columbia river, in point of capacity of harbor, centrality, and national importance to that of San Francisco, and ask you to examine it on its merits. Do not overlook the coast and whale fisherica,and more especially the oceanic and Oriental commerce. The destiny of America, to a greater or less extent, depends on the proper direction of the Eastern commerce. This road will bring about a new order of things; it will change the current of the commerce of the world, and transfer its theater from the Baltic, Caspian and Mediterranean Seas, to the Pacific Ocean, where Russia, England, France and America must concentrate their naval forces. Again I say, the mouth of the Columbia is *the point*. Look to it before it be too late.

Very Respectfully,
GEO. B. SIMPSON.

Independence, Mo., March 25, 1854.

ANNUAL REPORT OF THE ENGINEER OF THE PHILADELPHIA GAS WORKS.

To the Trustees of the Philadelphia Gas Works.

GENTLEMEN: The Engineer respectfully presents to the Trustees of the Philadelphia Gas Works his Eighteenth Annual Report, detailing the operations of the Works for the year 1853.

In the quantity of gas manufactured, there is an increase of thirty-three million cubic feet.

Considerable difficulty has been experienced in obtaining a sufficient supply of coals, in consequence of which it has been found necessary to buy varieties of inferior productiveness at high prices, whereby the yield of gas to the pound of coal will be diminished, and its cost much increased. In other respects the results obtained are as favorable as usual.

There have been manufactured during the year, two hundred and forty-nine million four hundred and twenty-seven thousand cubic feet of gas; making an aggregate production from the works of sixteen hundred and sixty-four million three hundred and forty-four thousand cubic feet.

The product for the year has been distributed in the following proportions to the different municipal sections, supplied from our Works:

	Cubic feet.
District of Southwark	10,458,200
Do Moyamensing	5,810,700
Do West Philadelphia	2,765,720
City, including what is used at the Works and offices, and loss by leakage, and opening of mains for connections and service pipes	230,392,380
	249,427,090

The maximum product of gas in twenty-four hours, was one million one hundred and thirty-seven thousand cubic feet.

The maximum consumption, one million three hundred and eighteen thousand feet.

For the manufacture of gas, the materials used in a year, are as shown in the following statement:

Coal in store Jan. 1st, 1853	454,101	Bush.
" bought in 1853	635,991	"
	1,090,092	"
Coal carbonized in 1853	779,628	"
" in store Jan. 1st 1854	310,464	"
	1,090,092	"
Coke on hand Jan. 1st, 1853	123,000	"
" made in 1853	895,434	"
	1,018,434	"
Coke used under retorts	475,867	"
" at New Works	16,839	"
" in Office and Yard	7,140	"
" sold	513,588	"
Stock of coal on hand Jan. 1, 1854	5,000	"
	1,018,434	"
Rosin used	134,327	Lbs.
Lime used in purifiers	60,156	Bush.

In the department of distribution, the addition to the service pipes and meters, have again surpassed those of any former year, and the increase in number of lights is also greater than has been experienced. The main pipes laid in streets have been as follows: two inch pipes, seven thousand one hundred and fifty-two feet; three inch, three thousand seven hundred and forty-four feet; four inch, three thousand seven hundred and eighty feet; six inch, four hundred and fourteen feet; sixteen inch, seven hundred and twenty feet; twenty inch, seven thousand two hundred and fifty-seven feet; total, twenty-three thousand and sixty-seven feet. The entire length of street gas mains is now six hundred and twenty-seven thousand two hundred and thirty-three feet, or one hundred and eighteen and three-quarter miles.

There have been one thousand three hundred and sixty-four service pipes laid in new places, and the same number of new meters set; which, added to those before in use, make an aggregate of thirteen thousand and seventy-four services and meters.

Applications for gas have been registered to the number of three thousand two hundred and eighty, and the removals and discontinuances are one thousand nine hundred and fifty-four, leaving one thousand three hundred and twenty-six as the increase of consumers, and making the whole number of consumers at this time, twelve thousand nine hundred and eighty-nine. The lights added are twenty-five thousand four hundred and thirty-two private, and eighty-eight public; also, twenty-three in Independence Square. The directors of Southwark and Moyamensing, and West Philadelphia, report fifteen thousand six hundred and twenty-nine private, and four hundred and eighty-five public lights; which make a grand total of two hundred thousand eight hundred and forty-five supplied from our Works.

In one of the Western Public Squares, main pipes have been laid down by the direction of the Committee on City Property, but the gas has not yet been introduced.

By reason of the great increase of street mains and service pipes and meters the expenditures in this department have outrun the provisions heretofore made for it, to an extent that makes some further authoritative action a matter of imperative necessity. When in the year 1844 the Contingent Fund was devoted to the purpose of defraying the cost of the extensions of distribution, the number of services and meters required to meet the demands of new customers had averaged in the previous three or four years not quite three hundred and fifty per annum, and therefore the sum of thirty thousand dollars a year, to which the Contingent Fund was restricted, was deemed sufficient for this object. Since that period the annual applications for gas have become much more numerous, and particularly so since the recent large extension of the main pipes into all quarters of the City for the purpose of affording to every section the advantages of street lighting. The growth in this respect has exceeded all anticipations formed in regard to it, so that instead of the average of three hundred and fifty a year, on which the limitation of the contingent fund was based, the new services and meters furnished have increased to the large number of one thousand three hundred and sixty-four in the last year, and have averaged nearly one thousand two hundred and eighty the last three years. As a necessary consequence, the expenditures of this department have grown from the original estimate of thirty thousand dollars a year to over seventy-five thousand; and thus not only absorbed the whole of its own proper Fund, but have also encroached largely upon the resources designed for the enlargement of the Works and for Working Capital. All that can be derived from these sources is now exhausted, and the increase of street mains and service pipes and meters must therefore cease until funds are provided for their cost.

At the new Works in Passyunk, the principal structures are all roofed in and nearly completed; and as much progress has been made in fitting up the apparatus and its connections as circumstances allowed. Much delay has arisen in the prosecution of this work from the unusual scarcity of skilled laborers; and the difficulty from this cause was enhanced by the want of suitable dwellings for the accommodation of the workmen; in consequence of which it has been impossible to keep the desired force on the work; for in a season of unusual active employment, many workmen refuse to engage at a place so far distant from their residence; and it was found that skillful mechanics could be kept steadily employed, only by providing them with means of conveyance to and from their work, whereby much expense has been imposed on the Contractors and on the Gas Works.

The same difficulty of accommodations made it expedient to postpone the commencement of Gas Making Operations to the latest possible period; for the accomplishment of which it has been necessary to keep the apparatus at the old Works in the highest state of effieiency attainable by the most vigilant daily inspection, and the prompt renewal of the parts exposed to destructive agencies, without waiting for the degree of dilapidation ordinarily admissable. By these means the supply of gas has been thus far maintained without recourse to the New Works, and it is believed it may be carried through the present winter unless some unforeseen disaster should occur to diminish materially their effective condition.

Should the question of the erection of dwelling-houses for the workmen be left in its present unsettled state, in which no authority is granted to the Trustees and no incentive is offered to individuals to undertake their construction, very serious inconvenience and mueh useless expense will be the probable result.

Very respectfully submitted, by

JOHN C. CRESSON.

Engineer.

Philadelphia Gas Works, Jan. 13th, 1854.

—*Pa. Jour. Franklin Institute.*

Kentucky Union Railway Company.—A number or two since we noticed the chartering of this road by the Kentucky Legislature, and its proposed direction. We now give the following additional particulars from the Frankfort *Commonwealth*:

The 9th section of its charter reads as follows:

That the said Kentucky Union Railway Company, their President, Directors and agents are hereby vested with all the powers and rights necessary for surveying, locating, and constructing a railway from a point at or near Newport or Covington on the Ohio River, by the nearest practicable route to a point at or near the Cumberland Gap; and also a Railway from any point on said route to such a point on the southern boundary line of this state in a direction towards Knoxville, in the state of Tennessee as shall be necessary for a connection with any railway from that direction, and also for a branch or branches from said route eastwardly, if deemed desirable by the President and Directors of said company, through the mineral regions of Kentucky to the boundary line of the state of Virginia, etc., etc.

Among the incorporators, the names of the following gentlemen appear: James Hall, Edward D. Mansfield, Larz. Anderson, Stephen S. L'Hommedieu, John Kilgour, William Y. Gholson, and Rufus King of Cincinnati; J. M. Caldwell, George B. Hodge, and Thomas L. Jones, of Campbell; John W. Stephenson and John P. Winston, of Kenton; Daniel Breck, Addison White, Thomas Turner, Jr., John Speed Smith, and Henry T. Allison, of Madison; Garrett Davis and John Cunningham, of Bourbon; with others from the counties of Clarke, Laurel, Roekcastle, Knox, Estill and Owsley.

Capital stock, $5,000,000, with privilege of increasing to $10 000,000 if deemed expedient by stockholders.

Cincinnati, Union & Fort Wayne Railroad.—This road is an extension, virtually, of roads now in operation from Cincinnati and Dayton to Union, Indiana, to Fort Wayne, on the Wabash and Erie Canal. Being the commercial center of one of the best portions of the Wabash Valley. Fort Wayne is an important point, and one from which a railway connection with Cincinnati is very desirable.

The route, in passing nearly due south, to Union, will accommodate a section of the State which is now nearly deprived of railway facilities; but which, on account of its exceeding productiveness in grain and live stock, is adequate to the most ample support of the road proposed.

We are happy to be able to announce the prospect of a vigorous prosecution of the work on this line, from Union to Fort Wayne. The President of the company, Jeremiah Smith, Esq., has recently visited New York and Boston, to perfect arrangements for the iron necessary to complete the road, and there is now every prospect, we are assured, that it will be opened for business as soon as the track can be laid. As the management of this enterprise is entrusted to men of large experience, great prudence and unfaltering energy, we anticipate for it a speedy completion and highly remunerating business.—*Railroad Journal.*

Cairo and Fulton Railroad Company; Missouri Portion of the Line.—From the *Arkansas Traveler* we learn that this company has been organized, and the articles of association duly signed. John M. Johnson, Esq., is President.

The route has not yet been definitely settled. The estimated length of the line is about 85 miles, which entitles the company to 326,400 acres of government lands, already granted to the state for railroad purposes.—The quantity of "swamp lands," subject to county subscriptions, is estimated at 192,000 acres, the total value of *all* which is estimated at about $1,500,000.

The above estimates are based upon the supposition that, what is called the northern route be adopted. Should the southern route be selected, the proportion of government lands will be very small, as the line would be through *swamp lands* nearly all the way.

The county subscriptions offered are very liberal indeed; and there seems but little doubt that the road will be built in time to connect with the Arkansas portion of the line, thus opening a route from the mouth of the Ohio to the Gulf of Mexico, in Texas.

Hoosic Tunnel.—The question of submitting the Hoosic Tunnel Bill to the people, was decided in the Massachusetts House of Representatives on Saturnay, by a vote 171 in the negative, to 51 only in the affirmative. The bill has since beeome a law by the signature of the Governor.

A New Method of Firing Gunpowder under Water.—At a meeting of the Royal Institution, Jan. 20th, Prof. Faraday referred to the following experiment: Some copper wire had been covered with sulphuretted gutta percha, and after some months it was found that a film of sulphuret of copper had formed between the metal and the envelope. When half the gutta percha was cut away in any spot, and then the wire removed for about a quarter of an ineh, so that tbe only conducting medium was the thin film of of sulphuret adhering to the remaining gutta percha, it was found that an intense battery would cause this film to enter into intense ignition and fire gunpowder with the utmost ease. The experiment was shown in the lecture room of firing gunpowder at the end of eight miles of wire; and Mr. Faraday stated that he had seen it fired by this means through one hundred miles of covered wire immersed in a canal.

Belleville and Murphysboro' Railroad.—This road is surveyed to run from the city of Belleville, through Sparta in Randolph county, Murpbysboro, in Jackson county, to a point on the Illinois Central Railroad, about 40 miles above Cairo. The entire length of the road is about seventy-four miles, running tbrough a highly cultivated and excellent agricultural country, and traversing the rich and inexhaustible coal fields of "Big Muddy." A preliminary survey of the route has been made, which proves that the line is of an easy grade and favorable for construction. A competent corps of engineers, is immediately to be placed upon the line to make a thorough survey of the route and an estimate of its cost.

The following are the names of the present officers of the road: L. P. Sanger, President; H. L. Stewart, W. Truesdale, John A. Logan, John A. Wilson, Wm. Roseborough, A. J. Kuykendall, S. B. Cbandler, W. C. Kinney, W. W. Roman, J. W. Hughes, H. D. Bacon, John Cavender and Alexander Kaiser, Directors.

The Mississippi and Atlantic Railroad.—At a meeting of the stockholders of the Mississippi and Atlantic Railroad, at Vandalia, on the 25th ult., the following gentlemen were elected Directors, viz: Messrs. Winslow, Palmer, McMartin, Sandford, and Lanier, of NewYork; Brough, of Indiana; Archer, Young, Starkweather, Waschford, McCurdy, Walter and Allen, of Illinois.

Officers—John Brough, President; T. R. Young, Vice President; W. S. Waite, Treasurer; Edward King, Secretary.

It is stated that a corps of engineers is now on the line locating the road from Pocahontas to Illinoistown, and that the construction of the work is to commence immediately; but this same story has been reiterated for the last two years, and we place no more credit in it now than we did then. The truth is, the stock in the road is not yet subscribed, which is a serious difficulty in the way of its construction.—*Alton Telegraph.*

The City of Memphis, and the Memphis and Ohio, and Mississippi and Tennessee Railroads.—A resolution has been adopted by the Common Council of the city of Memphis, to hold an election in that city on the 6th of May next, to ascertain if the people of Memphis will authorize the city to subscribe the sum of one hundred thousand dollars to the Memphis and Ohio Railroad Company, and the sum of fifty thousand dollars to the Mississippi and Tennessee Railroad Company.

And, if a majority of the votes then cast be "for subscription," the Mayor is hereby authorized to subscribe the sum of one hundred thousand dollars to the Memphis and Ohio Railroad Company, and to sign and deliver to the President thereof, the bonds of the city, with coupons for that sum, in such amounts as he may desire; said bonds not having more than thirty years to run, and bearing interest at the rate of 6 per cent. per annum, payable semi-annually in New York or Philadelphia. But, before he can receive said city bonds, the President of the Memphis and Ohio Railroad Company shall file with the Mayor his written obligation, that the Company will pay the annual interest on said bonds until the railroad is finished to Brownsville, in Haywood county, Tennessee, and that they will locate the commercial depot for Memphis, between Main street on the west, the bayou on the east, Winchester street on the north, and Poplar street on the south, and grade and improve the streets around said depot. And the Mayor shall also subscribe the sum of $50,000 to the Mississippi and Tennessee Railroad Company, to be paid as provided for in the late amended charter of the city of Memphis; but before doing so, he shall require the President of said Company to give him his written obligation, that said Company will locate their commercial depot at some point in Memphis, between Beal street on the north, Hernando street on the east, Talbot street on the south, and Shelby on the west; and to grade and improve the streets adjoining thereto.

Cleveland and St. Louis Straight Line Railroad.—At the annual election of the stockholders of this Company, held at Lebanon, Indiana, on the 12th inst., the following Board was elected for the ensuing year, viz:

Directors—Erastus Hopkins, Massachusetts; Jos. A. Wright, Indianapolis; W. H. Harding, Indianapolis; A. J. Boone, Boone county; W. G. Coffin, Park county; Jesse Fordice, Putnam county; John Milligan, Montgomery county; Geo. W. Batcham, Jay county; J. W. Dodd, Grant county.

Officers—Erastus Hopkins, President; W. H. Harding, Vice President and Secretary; O. Bowen, Treasurer.

The report of the President was read; but we have no further particulars, than a rumor that the Ohio portion was under contract, and the contract ratified by the parties.

North Missouri Railroad—election of Directors.—The annual election of the Directors of the North Missouri Railroad, was held at the office of the Company, in St. Louis, on 3d inst. The following gentlemen were elected:

Col. John O'Fallon, Thomas T. January, Jas. T. Swearingen, E. G. Allen, A. Krekel, C. Case, Carlos S. Greely, Isaac H. Sturgeon, John D. Coalter, R. M. Renick, John Hartnett, Andrew Harper, Lewis Bissell.

The new Board of Directors of the North Missouri Railroad met recently, and organized. Col. John O'Fallon, late President of the Board, strenuously refused a re-election; whereupon the Board proceeded to ballot for a President. On the first ballot, Isaac H. Sturgeon Esq., of St. Louis, was elected, almost without opposition. Thomas T. January, of St. Louis county, was chosen Vice President, E. C. Willis, Esq., was re-elected Secretary and Treasurer.

The Board then adjourned to the 24th inst., on which day they will open and consider bids for the construction of their road.

Monongahela and Ravenswood R. R.—This Company was chartered by the Legislature of Virginia, at its recent session, with a capital of $4,000,000, for the purpose of constructing a railroad from the Pennsylvania line, at or near where the same crosses the Monongahela river, and from thence up the ravine of said river to the junction of Tygart's Valley and West Fork rivers; thence up the latter river to some suitable and convenient point at or near the mouth of Elk Creek, in the county of Harrison; and from thence up the most practicable route to the town of Ravenswood, in the county of Jackson, and to terminate at, or not more than fourteen miles from said town, in the county of Jackson; provided, that said railroad shall not enter or strike, or enter the ravine of the Ohio river between the mouth of the Little Kanawha river and the mouth of Sandy Creek, above the town of Ravenswood in Jackson county.

Thirty-three Guns for the Cincinnati, Wilmington and Zanesville Railroad.—The iron connection between this city and Cincinnati, was effected to-day. About three hundred of our citizens took a flying trip to Amanda this afternoon, where they met the locomotive Circleville, and a large delegation of Circlevillians, who were escorted to this city.

Thirty-three guns from Capt. Schleich's company announced the consummation of a result that is destined to revolutionize the entire business of this community, and develope a region of country that is unsurpassed in beauty and fertility, and destined at a future day, to attract and concentrate in our midst an amount of commerce and manufacture that will make Lancaster and the surrounding country one of the most desirable spots in the whole West.—*Lancaster Gazette, 6th.*

Railroad Consolidation.—A meeting of the Stockholders of the Cincinnati, Cambridge and Chicago, and the Cincinnati, New Castle and Michigan Railroad Companies, was held at New Castle, Indiana, on the 12th inst., to consider the propriety of consolidating the two Companies. A vote was taken upon the question, and over fourteen thousand votes were cast in favor of consolidation, and none against it. The consolidation was accordingly perfected, and the consolidated Company assumed the name of the "Cincinnati and Chicago Railroad Co."

The following Board of Directors was then elected: Col. H. Hanna, of Wabash county, Indiana; James Switzer, Grant county, Ind.; Judge W. March and T. J. Sample, Delaware county, Ind.; Judge M. L. Beurdy, Henry county, Ind.; S. Meredith, Wm. Butler, John Crum and Jesse Hiatt, Wayne county, Ind.; George M. Oualt, Indianapolis; Robert M. Moore, Richard M. Corwine and Caleb B. Smith, Cincinnati.

The officers elected were as follows: Caleb B. Smith, President; S. Meredith, Vice President; Thomas Newby, Secretary.

This road is a continuation of the Cincinnati Western Railroad, and part of the direct line between Cincinnati and Chicago. A large force is now at work, and the whole is progressing in a very satisfactory manner.—*Cincinnati Gazette.*

Lexington and Big Sandy Railroad.—We learn from the Lexington Statesman, that Mr. Apperson, President of the Big Sandy Railroad, last week obtained a subscription of $200,000 to the capital stock of that company. It is understood to be made by capitalists, who have purchased a site for a city four miles below Catlettsburgh, and on the condition that the road strike the river at that point.

Railroad Tax Decision.—The High Court of Mississippi has decided in favor of the legality of taxation for railroads. This is important to our interests, as a large amount of subscriptions to the Mississippi Central Railroad was involved in this decision, and the completion of this road, rendered certain by this decision, will contribute largely to the business and income of the great Northern road from this city.—*Miss. Ex.*

Cincinnati, Wilmington and Zanesville Railroad—Open to Lancaster.—On Tuesday of last week an opening celebration was had along this line to celebrate its completion to Lancaster. A numerous company was present on the occasion, toasts were drunk, speeches made, and the company reached home without accident.

Public Lands for Railroad Purposes.—The bill granting lands for railroads in Wisconsin, was lost in the House of Representatives on the 14th ult., which created some excitement among the members interested in land bills for similar purposes.

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

CORRECTED TO WEDNESDAY OF EACH WEEK.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'D.	ASK'D
Alabama and Tennessee	1st mortgage, convertible till 1872	7	1872	98	100
Baltimore and Ohio	Transferable. Taxed	6	1867	91	94¼
Do do	Coupons. Not Taxed	6	1875	86¼	87
Do do	" "	6	1880	96	98
Do do	"	7	1860	95¼	97
Do do		6	1885	88	90
Bellefontaine and Indiana	1st mortgage, convertible	6	1866	105	107
Buffalo and Penn. State Line	1st mortgage, not convertible	7	1866	100	102
Chicago and Rock Island	1st mortgage, convertible	7	1870	94	95
Chicago and Mississippi	1st " "	7	1862	92	95
Do do	2d " "	7	1874	89	90
Chicago and Aurora	1st " "	7	1866	90	92½
Cincinnati and Fort Wayne			....		
Cleveland, Columbus, and Cincinnati	1st mortgage, convertible	7	1859	128	130
Do do do	No mortgage, convertible	7	1855	124	127
Cleveland and Mahoning			....		
Cleveland, Painesville and Ashtabula	1st mortgage	7	1861	105	107
Do do	2d " not convertible	7	1861	99	100
Cleveland and Pittsburgh	1st " convertible	7	1860	104	109
Do do	Income "	7	1855	96	97
Cleveland, Zanesville, and Cincinnati			....		
Cincinnati, Hamilton and Dayton	1st mortgage " till 1855	7	1861	108	110
Cincinnati, New Castle and Michigan	1st mortgage, real estate, convertible	10	5 & 10 y's	96	100
Cincinnati Western	1st " " " "	10	5 & 10 y's	90	98
Cincinnati, Wilmington and Zanesville	1st "	7	1862	93	94
Cincinnati, Indianapolis and Chicago			....		
Columbus and Lake Erie			....		
Columbus, Piqua and Indiana	1st mortgage, convertible	7	1862	84	86
Do do do	2d "		1852	80	83
Columbus and Xenia	1st mortgage, convertible	7	1859	118	120
Covington and Lexington	1st " " till 1862	7	1862	90	95
Do do	2d " "	6	1862	85	90
Dayton and Michigan	1st " "	7	1867	94	97
Dayton and Western	1st " "	7	1862	90	95
Dayton, Xenia and Belpre			....		
Eaton and Hamilton	1st mortgage	7	1862	84	87
Eaton and Piqua			....		
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.	7	1862	93	96
Evansville and Illinois	1st Mortgage, convertible 1857	7	1862	85	87
Frankfort and Lexington	1st " "	6	....		
Franklin and Warren			....		
Galena and Chicago Union	Pledge of 2d section, convertible	10	1853-6	125	130
Do do do	" 3d " not convertible	6	1862	80	85
Greenville and Miami			....		
Illinois Central	1st mortgage, not convertible	7	1875	86¼	90
Illinois and Wisconsin		10	....		
Indiana Central	1st mortgage, convertible	7	1866	82	83
Do do	" "	10	1857	102	104
Indianapolis and Bellefontaine	1st " "	7	1860-1	101	103
Indianapolis and Lafayette	" "	7	1861	95	100
Jeffersonville	1st " not "	7	1861	90	94
Junction (Ohio)	1st " "	7	1867	106	108
Do do	2d " "	7	....	104	106
La Crosso and Milwaukie			....		
Lawrenceburg and Upper Mississippi	1st mortgage, convertible	7	1866	100	101
Lexington and Big Sandy			....		
Little Miami	No mortgage, convertible 1852-4	7	1858-61	114	116
Do	" " till 1855	7	1861	117	120
Louisville and Nashville			....		
Lyons', Iowa, Central	1st mortgage, convertible	7	1873	47¾	60
Mad River and Lake Erie	1st mortgage, convertible till 1855	7	1855-6	97½	100
Do do	2d " "	7	1866	87	90
Do do	Dividend	7	1860	78	83
Madison and Indianapolis	1st mortgage, convertible after 1853	6	1861	100	103
Marietta and Cincinnati	1st " convertible	7	1868	95	97
Maysville and Big Sandy			....		
Maysville and Lexington	1st mortgage, convertible	6	1870	88	90
Memphis and Charleston			....		
Michigan Central	No mortgage, convertible	8	1860	108	110
Do do	" "	8	1855-6	100	102
Do do	" not "	8	1857-8	105	106
Michigan Southern	1st " " "	7	1860	100	103
Milwaukie and Mississippi	1st " " 1857	8	1862	103	105
Nashville and Chattanooga			....	83	93
New Albany and Salem	mortgage on 1st section	10	1858-62	109	111
Do do	1st " on other sections, convert.	8	1864-75	99	100
New Castle and Richmond	1st " convertible	6	1873	87	90
New Orleans and Ohio, Ky	Guar. of McCracken Co		....	86	93
New York and Erie	1st mortgage, not convertible	7	1867	115	116
Do do	2d " convertible	7	1859	102	105
Do do	Income, not convertible	7	1855	96¼	98
Do do	Convertible till 1861	7	1871	88½	90
Do do	" " 1862	7	1862	92	95
Northern Indiana	1st mortgage, not convertible	7	1860	96	98
Do do	2d "	7	1863	83	85
Do do	1st mortgage Goshen line		....	92	95
Do do	Construction Bonds		....	105	110
Ohio Central	1st mortgage, convertible, west section.	7	1861	103	105
Do	1st " " east "	7	1864	103	105
Ohio and Indiana	1st " "	7	1867	97	99
Ohio and Pennsylvania	" "	7	1865-6	107	109
Do do	Income. No mortgage, convertible	7	1872	93	95
Ohio River and Wabash			....	95	98
Pacific, Mo			....		
Panama	1st mortgage, convertible	7	1866	103¾	105
Parkersburgh (or Northwestern Va.)	" Guar. City of Baltimore	7	....	99	100
Pennsylvania	1st mortgage, convertible till 1860	6	1880	107	109
Peru and Indianapolis	1st " convertible	7	....	78	83
Rock River Valley Union	1st " convertible	7	1872	98	100
Sandusky and Mansfield	1st "	7	1860	82	85
Do do	2d "	10	1853-7	102	104
Scioto and Hocking Valley	1st " conv. coupons	7	1865	70	73
Southwestern, Tennessee			....		
Springfield and Columbus			....		
Steubenville and Indiana	1st mortgage, convertible	7	1865		94½
Terre Haute and Alton	1st " convertible		1862-72		
Do do	2d " do	8	1865		
Terre Haute and Richmond	1st mortgage, convertible	6	1866	99	100
Toledo, Norwalk and Cleveland	1st "		1861	92	95
Do do do	2d "		....	90	95
Do do do	" Guar of C. C. & C.		1883	90	95

TABLES OF RAILROAD SHARES.

☞ The following quotations are not PER SHARE, but upon the HUNDRED DOLLARS.

	shares.	off'd.	ask'd.
Baltimore and Ohio	100	69	70
Bellefontaine and Delaware	50	40	50
Bellefontaine and Indiana	50	97	99
Belleville and Illinoistown			
Buffalo and Penusylvania State Line		125	130
Central Military Tract			
Central Ohio	50	90	95
Chicago and Rock Island		97	99
Chicago & Miss., (Alton & Springf'd,)			
Cincinnati, Cambridge and Chicago		30	35
Cincinnati and Fort Wayne			
Cincinnati Hamilton and Dayton	100	101	102
Cincinnati, Indianapolis and Chicago			
Cincinnati, Logansport and Chicago	50		90
Cincinnati Western	50	38	45
Cin. Wilmington and Zanesville	50	75	80
Clevelaud, Columbus and Cin	100	114	118
Cleveland, Medina and Tuscarawas			
Cleveland, Painesville and Ashtabula	100	110	111
Cleveland and Pittsburgh	50	80	85
Cleveland and Mahoning			
Cleveland and Toledo	50	88	90
Cleveland, Zanesville, and Cincinnatt.			
Clinton Line			
Columbus and Lake Erie	50	50	70
Columbus, Piqua and Indiana	50	51¼	65
Columbus and Xenia	50	108	110
Covington and Lexington	50	60	65
Covington and Ohio, Va			
Dayton and Michigan	50	60	65
Dayton and Western	50	73¼	80
Dayton Short Line	50		
Dayton, Xenia and Belpre			
Detroit and Pontiac			
Eaton and Hamilton	25	58	60
Eaton and Piqua			
Erie and Nortbeast		112	120
Erie and Kalamazoo		95	100
Evansville and Crawfordsville			
Fort Wayne and Mississippi	50		
Fort Wayne and Southern	25		
Franklin and Warren			
Galena and Chicago Union	100	123	124
Greenville and Miami	50	70	75
Haunibal and St. Josepb			
Hempfield			
Henderson and Nashville			
Hillsboro' and Cincinnati	50	60	65
Illinois Central	100	129	130
Illiuois and Wisconsiu			
Indiana Central	50	80	85
Do do 10 per cent	50	81	85
Indianapolis and Bellefontaine	25	90	95
Indianapolis and Cincinnati	50	70	75
Indianapolis and Lafayette	50	76	80
Jeffersonville and Indianapolis	50	72	78
Junction (Ohio)	50	90	95
La Crosse and Milwaukie	100		
Lake Erie, Wabasb and St. Louis			
Lawrenceburg and Upper Mississippi	50	70	75
Lexington and Frankfort			
Lexington and Dauville			
Little Miami	50	109½	110
Logansport and Pacific			
Logansport and Marion			
Louisville and Frankfort	50	62	70
Louisville and Nashville	100		
Macon, Georgia	10	103	104
Mad River and Lake Erie	50	76	80
Madison and Indiauapolis	50	56	75
Madison, Indianapolis and Peru	50	71	72
Marietta and Cincinuati	50	50	65
Mariou and Mississinewa Valley			
Maysville and Lexington	50	50	60
Maysville and Big Sandy			
Memphis and Charleston			
Michigan Central		103	105
Michigan Southern		118	120
Milwaukie and Mississippi		77	82
Mobile and Ohio			
Nashville and Chattanooga			
New Albany and Salem	50	46	50
New Orleans and Ohio			
New York Central		105	107
New York and Erie	100	68¾	70
Northern Indiana		116	120
Ohio and Indiana		76	80
Ohio and Mississippi	50	80	90
Ohio and Pennsylvania	50	92	98
Ohio River and Wabash			
Owl Creek Valley			
Pacific, Mo			
Panama		106	110
Parkersburg, or Northwestern Va			
Pennsylvauia	50	97	98
Peru and Indianapolis	25	71	75
Sandusky and Mansfield	50	55	60
Sandusky, Mansfield, and Newark	50		
Sangamon & Morgan, or Great West'n,			
Scioto and Hocking Valley	50	55	60
Southwestern Indiana			
Southwestern, Tenn			
Springfiled Mt. Vernon and Pittsb'gh.	50	75	80
Springfield and Columbus			
Steubenville and Indiana			
Terre Haute and Alton			
Terre Haute and Richmond		100	102
Toledo and Illinois			
Toledo, Norwalk and Cleveland	50	95	100

STOCK TABLE.

CORRECTED WEEKLY.

Government Securities.

	INT.	DUE.	OFF'N.	ASK'D.
U. S. Loan	6	1850	107⅜	107½
Do	6	1862	117	117⅛
Do	6	1867	122	122½
Do	6	1868	122	122½
Do (int. ceased July 1).	5	1853	101⅝	102
Do Coupons		1862	117½	118
Do "	6	1868	122	123
Do "		1853	100	101

State.

Alabama	5	....	90	95
Do	6	....	102	104
Arkansas	6	....	95	100
Georgia	6	....	107	108
Do	7	....		
Illinois Canal Bonds		1860	96	98
Do do registered		1860	110	110½
Do do		1847	92	95
Do do registered		1847	90	96
Do do Internal Impt.		1847	92	95
Do Interest do		....	62	64
Indiana	5	....	98	100
Do	2½	....	63	64
Do Canal Loan	6	....	92	94
Do do preferred	5	....	54	55
Do do deferred	5	....	30	32
Do special preferred	5	....	28	30
Do do deferred.	5	....	10	11
Kentucky, 30 years	6	1871	101	102
Do 15 years	6	....	107	108
Do large bonds	6	....	107	108
Do	5	....	92½	93½
Michigan	6	....	94½	96
Ohio	6	1856	104	105
Do	6	1860	106	108
Do	6	1870	115	116
Do	6	1873	116	116½
Do	5	1853	102	103
Do	5	1864	105	107
Pennsylvania	6	....	103	105
Do	5	1870	89	90
Tennessee, new loan	6	1890	105	106
Do	5	....	87	88
Virginia Coupons	6	1886	106	107

City Securities.

Albany	6	1867–9	106	107
Allegheny	6	1873	84	85
Baltimore	6	1870–90	104	105
Do	5	1865	87	89
Boston Bonds	4½	1860	101	102
Chicago	6	1876–7	99	100
Covington	6	1881	93	95
Cincinnati	6	1860	102	103
Do	6	1897	104	104½
Do	5	1884	86	87
Do W. W	6	1865	102	103
Jeffersonville, Indiana	7	1872–82	85	88
Lawrenceburgh, In	7	....	80	90
Louisville	6	1880	86	87
Memphis	6	1882	90	92
New York	7	1857	101	103
Do	5	1858–60	97	98
Do	5	1870–5	102	103
Do	5	1890	105	107
Philadelphia	6	1876–90	97	95
Pittsburgh	6	1869–71	92	98
Do coupons	6	1883		85
Richmond	6	1882	93	94
St. Louis	6	1870	89	90
Wheeling	6	1872	105	106

County Bonds.

Bourbon, Ky	6	1881	89½	90
Darke, O	7	....	92	95
Fairfield, O	7	1862	90	92
Fayette, Ky	6	1881–2	89½	90
Guernsey, O	7	1862	97	99
Mason, Ky	6	1881	90	92
McCraken co. Ky., endorsed by New Orleans and Ohio R.R.			86	93
St. Louis	6	1866	98	100
Do	7	1871	107	108

Banks.

OHIO.

Ohio Life Insurance and Trust Co	102	102½
Lafayette, Cincinnati, (closing)	113	115
Franklin do		
Commercial do		
Mech. & Traders do		
State Branches		

KENTUCKY.

Bank of Kentucky and Branches	108¾	110
Northern, and Branches	115	118
Southern, and Branches	103	106
Bank of Louisville	111	112
Kentucky Trust Co	99	100
Farmers' Bank of Kentucky	107	110
Newport Safety Fund Bank	98	100
Commercial Bank of Kentucky		

INDIANA.

State Bank and Branches		

TENNESSEE.

State Bank and Branches		
Union	94	100
Planters'	97¾	100

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g.
On New York	Sight	1	1¼ prem.
Boston	Sight	1	1¼ prem.
Philadelphia	Sight	1	1¼ prem.
Baltimore	Sight	1	1¼ prem.
New Orleans	Sight	¼	¾ prem.
England		110½	112½.

SPECIE.

GOLD.

California, ℔ oz	$17 50	@	$17 65
Spanish Doubloons	16 50	@	16 60
Patriot Doubloons	15 60	@	15 80
Sovereigns	4 85	@	4 88
Guineas	5 00	@	5 00
American, new	1 00½	@	1 01
American, old	1 04	@	1 06
Portuguese	1 00	@	1 01

SILVER.

American Dollars	1 02	@	1 04
American, halves	1 02	@	1 04
Spanish Dollars	1 05	@	1 07
Spanish Quarters	1 02	@	1 03
Mexican Dollars	1 03	@	1 04
Five Franc pieces	95	@	96

LAND WARRANTS.

	Off'd.	Ask'd
160 acre warrants	$185	$190
80 acre warrants	95	98
40 acre warrants	46½	47¾

Reported for the Railroad Record.

CINCINNATI STOCK SALES.

AT THE STOCK BOARD,

MERCHANTS' EXCHANGE

And at Private Sale.

ISAAC OSBORN DAVIS, AUCTIONEER.

BY HEWSON & HOLMES,

For the week ending Wednesday, April 19th, 1854

THE SALES WERE AS FOLLOWS:

134 Shares	Indianapolis & Cincinnati Railroad		$70	00
10 "	Cin., Ham. and Dayton,	"	100	00
20 "	" "	"	101	00
34 "	" "	"	100	00
26 "	Cin. Wil. and Zanesville	"	75	00
25 "	Ohio and Miss.	"	80	25
40 "	" "	"	80	00
44 "	Indiana Central	"	80	00
30 "	Cov. and Lex. (new)	"	60	00
15 "	Little Miami	"	110	00
20 "	" "	"	109	50
10 "	Dayton and Western	"	72	50

Money rates on Stock Collaterals at 2 per cent. per month.

OUR RAILROAD MAP---NEW EDITION.

We have now ready a new and revised edition of our RAILROAD MAP, containing corrections and additions from reliable sources, making it as reliable as it is possiblo to make such a map.

We are prepared to print maps for Railroad Companies to illustrate their reports, either from the stone as it now is, or make any alterations to suit parties. Railroad Companies will find this much more economical than getting up maps especially for their roads.

Price of maps as follows:

Plain, sized,	40 cents.
Colored in outline,	50 "
Colored in States,	75 "

A liberal discount where a number are taken.

LAGRANGE & ATLANTA RAILROAD.—This road has at last been completed to West Point. This was long wished for by the traveling public. Travelers can now go from Montgomery to New York entirely by rail.

MONETARY.

From our last advices from the East, it would seem that the decline in monetary affairs, mentioned in our last, still continues, with no perceptible signs of alleviation. The Banks are discounting to the extent of their ability, and street accommodations are pressed to the utmost. Number one paper rates from 10 @ 12 per cent. at 60 and 90 days; Railroad securities from 15 @ 18 per cent.

In the Stock Market we note a decline in leading stocks, though the earnings for the month of March shew a large increase.

Foreign exchange is unsettled, the best names command 109 @ 109¼.

The redemption of United States Stocks at the Treasury Department, continues large, mostly from abroad, the remittances for which are in specie.

Sales by A. H. Nicolay, 10th inst.:

$8,000	Bonds	City of Sacramento, 10s, 1869....	$80 00
2,000	"	" " 8s, 1863....	68 00
7,000	"	Nor. Indiana, 7s, 1863.....	83 00
10,000	"	Peru & Indianap., conv. 7s, '64,	80 50
12,000	"	Scioto & Hock. Val. conv. 7s, '65,	70 00
20	Shares	Ohio and Indiana R. R.....	76 00
20	"	do. do. do.	75 75
100	"	Paterson and Ramapo R. R.....	70 50
50	"	do. do. do.	69 75
50	"	do. do. do.	69 50
24	"	Danbury and Norwalk R. R.....	86 00
15	"	Third Av. (N. Y. City) R. R.....	60 00

By same, on 13th instant:

$3,000	Bonds	Panama R. R. Co., 7s, con. '68,	103 75
6,000	"	Lyons', Iowa, Cen., 7s, conv. '73,	58 50
1,000	"	do. do. do. do.	56 50
1,000	"	do. do. do. do.	55 25
1,000	"	do. do. do. do.	55 00
2,000	"	Chicago & Rock Isl'd 7s, con. '70,	93 00
2,000	"	do. do. do. do.	92 75
50	Shares	Third Av. (N. Y City) R. R. Co.	59 50
10	"	do. do. do. do.	60 25
10	"	Sixth Av. do. do. do.	87 00
10	"	Danbury and Norwalk R. R. Co.	79 75
50	"	do. do.	78 25
53	"	Cleveland & Pittsburgh do.	80 75
15	"	Erie and North East do.	101 00

At the West we have to note no new feature in monetary affairs; the stringency in the market having reached its acme, matters are not likely to change for the worse, while there is but slight hope of any immediate relief. The war movement in Europe is just now the exciting topic, and until this excitement subsides, we cannot look for much change for the better. We commend our leading article, in this number, to the perusal of our patrons, as giving a common sense view of the ultimate effect of the war upon the United States.

The leading rates for money out of doors, are 1½ @ 2 per cent. per month; number one paper is a slight shade better. The stringency in money matters is not so much the effect of scarcity of capital, as the want of confidence. We feel assured that when the effect of the war in Europe becomes evident, and our capitalists discover that there is no real cause for doubt, money will be plenty.

The Stock Market is depressed, in consequence of the scarcity of money, and our leading roads have felt the effect, though we trust the decrease in value will be but temporary.

Exchange remains at our former quotations, and quite firm.

THE STOCK AND EXCHANGE BOARD, of this city, has been organized; the following are the officers—

T. S. Goodman,.....President.
E. M. Gregory,.....Vice President.
Peter Outcalt,.....Treasurer.
Charles C. Brown,.....Secretary.

IRON RAILROAD.—Officers elected for the ensuing year as follows: President, S. W. Dempsey; Directors, Jno. Campbell, R. B. Hamilton, Jno. Peters, Jno Ellison, J. O. Willard, Jno. Culbertson; Secretary, S. Richards; Treasurer, J. O. Willard.

Locomotive Works, Cincinnati.

THE undersigned having had considerable experience in the construction of Locomotives, are prepared to furnish them equal in efficiency and durability, to the best Eastern manufacture.

MOORE & RICHARDSON,
oc13-tf Successors to Harkness, Moore & Co

Advertisements.

TO ENGINEERS.

THE Nashville and North-Western Railroad Company wishes to employ an Engineer-in-Chief. Early applications are solicited. Applicants are requested to furnish refereuces and testimonials of their qualifications.

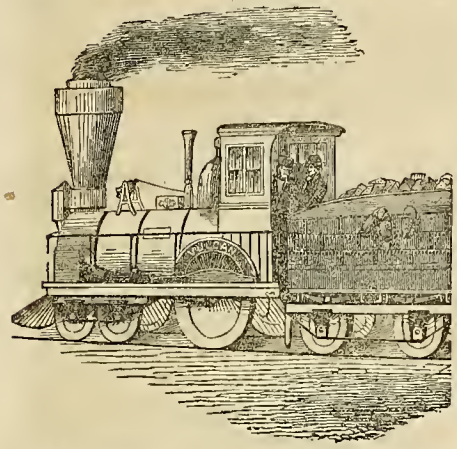
JNO. A. GARDNER, Pres't,
Nashville, Tenn., Apr. 13, '54. N. & N. W. RR. Co.

Office Dayton & Cincinnati RR. Co.
CINCINNATI, April 7th, 1854.

NOTICE is hereby given to the Stockholders of this Company, that the eighth instalment of five dollars per share is required to be paid on the first day of May next. By order of the Board of Directors.

JOHN C. THORPE,
Apr. 13-tt. Sec'y.

Cincinnati Locomotive Works!



THE undersigned are prepared to furnish Locomotives equal in efficiency and durability to the best Eastern manufacture. Also, Shaping and Slotting Machines suitable for railroad shops. Also, all kinds of heavy forging and casting done at short notice. Also, bolts for bridges cut with dispatch.

ap. 20 MOORE & RICHARDSON.

THE SHORTEST ROUTE TO CHICAGO.

Ohio & Missippi Railroad

THREE regular passenger Trains daily, (except Sundays.) On Monday, April 17th, and until further notice,

Leave Cincinnati at 6.15 A. M., 2.15 P. M., and 4.40 P. M. Connecting at Lawrenceburg, at 7.30 A. M., and 3.30 P. M. with Train for Indianapolis, Terre Haute, Lafayette and Chicago.

AND RETURNING,

Leave Aurora at 6.40 A. M., 4.20 P. M., and 8.20 P. M. connecting at Lawrenceburgh, at 4.30 P. M. and at 8.30 P. M. with the Trains that leave Indianapolis at 12 A. M. and 4 P. M., uniting at that point with all the Trains from the North and West.

☞ Tickets may be procured at the office on Fourth street, near Vine.

☞ Omnibusses will run to and from the cars in the customary maunor.

S. S. POST,
Chief Engineer and Superintendent.
Cincinnati, April 14, 1854.

ENGINEERS' & SURVEYORS' INSTRUMENTS!

JAMES FOSTER, Jr.,

MATHEMATICAL AND PHILOSOPHICAL

INSTRUMENT MAKER!

HAVING removed from his old stand to south-west corner of Fifth and Race street, and increased his facilities for making instruments, is now ready to supply Levels, Transits, Theodolites, the Dumpy or Gravatt Level, Circular Protractors of Troughton & Simms model, Surveyors Compasses, Pocket Compasses with and without sights, in great variety. All kinds of Land Chains; Ivory and Box wood Scales of all kinds and grades; Drawing instruments of all kinds; brass and German silver Measuring tapes of all kinds, Magnets, Magnifyers, Barometers, Spy Glasses, &c., &c. Repairing promptly attended to. ap.6-6t.

Office Cincinnati, Hamilton and Dayton Railroad,
Cincinnati, April 4th, 1854.

THE Annual Meeting of the Stockholders of this company will be held at the Office of the Company, in Cincinnati, on Monday. the first proximo, at 9 o'clock, A. M. The annual election, for the choice of Directors to serve the ensuing year, will be held at the same place and on the same day, between the hours of 2 and 3 o'clock, P. M.

FRANK. S. BOND,
ap. 6-tt. Secretary.

BANK NOTE ENGRAVING.

DANFORTH, WRIGHT & Co.,
No. 25 West Third Street, Cincinnati.
Bank Notes, Drafts, Bills of Exchange,
RAILROAD BONDS, & CERTIFICATES
†mr3] Engraved in a style unsurpassed.

Rawdon, Wright, Hatch & Edson,

Bank Note Engravers and Printers.

Also, engraved in a style corresponding in excellence with that of Bank Notes—

RAIL ROAD, STATE, AND COUNTY BONDS,
BILLS OF EXCHANGE, CHECKS,
Drafts, Certificates of Stock and Deposit, Promissory Notes, Bill and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, &c., &c.

Constantly on hand, Bank Note Paper, made to order of a superior quality.

The above office is under the supervision of
GEORGE T. JONES.
South-East corner of Main and Fourth Sts., Cin.
†mr3

ISAAC OSBORN DAVIS, AUCTIONEER.

HEWSON & HOLMES,

Auctioneers & Commission Merchants.

Stores Nos. 83 and 85 Walnut Street,
CINCINNATI, OHIO.

Bank, Insurance, & Railroad Stock Sales
At the Merchant's Exchange every Wednesday and Saturday.

Have regular sales of
GROCERIES EVERY TUESDAY & FRIDAY
at their Sales Rooms.

Hewson & Holmes have always on hand a
Large Stock of Groceries,
Which they will sell at private sale.

Are agents for the sale of the SUPERIOR SHEETINGS manufactured at the Anchor Mills, Pittsburgh.

Also, agents of
DURYEE & FORSYTH, Rochester, N. Y.
Manufacturers of Fire Proof Safes, Scales of all sizes, Trucks, and Letter Presses.

HEWSON & HOLMES will also attend to the purchase and sale of Merchandise, Produce, and Real Estate, and the forwarding of Goods.

Will make liberal CASH ADVANCES on consignments to their address. †mr24

Change of Time on Cincinnati, Hamilton, Eaton & Richmond Railroad.

ON and after TUESDAY, April 4th, 1854. the Morning Train for Richmond and Indianapolis, will leave Depot, foot of Sixth street, at 6 o'clock, A. M.

Passengers by this Train connect at Indianapolis with the 1 o'clock, P. M. Train on Lafayette and Indianapolis Railroad for Lafayette and Chicago; arriving at Chicago by 9 o'clock, P. M., of same day, being 9 hours less time than by any other railroad route leaving Cincinnati.

Also, connect at Indianapolis with 1.15 P. M. Train for Terre Haute.

Trains for St. Louis leave Chicago at 11 o'clock P. M., after the arrival of 1 P. M. Train from Indianapolis in the morning, making this the quickest route by far between Cincinnati and St. Louis.

Evening Train will leave as usual, at 3.30 P. M. connecting at Richmond with 7 P. M. Train for Indianapolis; arriving at Indianapolis at 10.30 P. M.

Chicago and Lafayette passengers, by this Train, sleep at Indianapolis, and resume at 6, A. M. next morning,

FARE—Cincinnati to Richmond..... $1 75
Cincinnati to Indianapolis..... 3 00
Cincinnati to Chicago..... 9 00

ap. 6 D. M. MORROW, Sup't.

STEREOTYPE FOUNDRY,

AND AGENCY OF
L. JOHNSON & Co.'s TYPE FOUNDRY.

C. F. O'DRISCOLL, (Successor to A. C. JAMES.) is prepared to execute in the best manner all kinds of

STEREOTYPING,

including Books, Pamphlets, Music, and Jobs of every description. He will keep on hand an assortment of

Card and Job Type, Cuts, Rules, &c. &c.

from the foundry of L. JOHNSON & CO., of Philadelphia, and will furnish to order PRINTING MATERIALS OF EVERY KIND,

AT THE FOUNDRY PRICES.

C. F. O'DRISCOLL,
No. 167 Walnut Street,
Cincinnati, O.

OFFICE OF THE AGENCY OF THE

Indianapolis and Cincinnati Junction Railroad Company.

No. 23 West 6th St., between Main and Walnut
CINCINNATI.

THE following Directors of the above Company re-elected on the 20th inst., at Connersville, Ia., o serve for one year, viz:

JOHN WOODS, President.
John D. Jones, Cincinnati,
Johnathan M. Ridenour, College Corner.
Samuel W. Parker, Connersville.
George Hibben, Rushville,
James Blake, Indianapolis.
Wm. M. Smith, Connersville.

This road connects with the Cincinnati, Hamilton and Dayton Railroad at Hamilton, thence to Oxford, College Corner, Liberty, Brownsville, Connersville, Rushville, Burlington, Morristown, Palestine and Indianapolis, passing through five of the best counties in the State of Indiana, viz :—Union, Fayette, Rush, Hancock and Marioc.

M. JONES, Ag't.
Junction Railroad Co.
January 7th, 1854. jan. 12–tf

BANKERS AND BROKERS.

GEORGE MILNE. GEO. M. REED.

GEORGE MILNE & CO.

BANKERS, EXCHANGE AND BILL BROKERS.
No. 19 West Third Street,
CINCINNATI, O.

T. S. GOODMAN & Co.,

No. 101 Main St. west side, bet. 3d and 4th Sts.
CINCINNATI.
Dealers in Exchange, Bank Notes, Merchants' Pape &c. &c.

ELLIS & STURGES,

BANKERS & EXCHANGE BROKERS.
N. E. Corner Third and Walnut Sts.
CINCINNATI.

ADRIAN H. MULLER & CO.,

AUCTIONEERS
Of the City of New York.

Hold their regular Auction Sales of Stocks, Bonds and other Securities every Wednesday at 12½ o'clock, at the Merchants' Exchange. They would respectfully tender their services in the negotiation of the same, either at private or public sale.

Office, No. 2, Pine Street, corner of Broadway, Metropolitan Bank Building.

REFERENCES BY PERMISSION:

Moses Taylor, Esq.; W. W. DeForest, Esq.; Geo. S. Robins, Esq.; Dow D. Williamson, Esq., Pres. Farmers' Loan and Trust Co.; Wm. F. Hayemeyer, Esq., Pres. Bank North America; Edward Whitehouse, Esq.; Messrs. Camman & Co.; Messrs. Carpenter & Vermilye; Messrs. Fisher, Denuy & Co.; Messrs. Wm. & Jno. O'Brien; Messrs. Week, & Co. mh96*

ALBERT H. NICOLAY,

AUCTIONEER.

Holds his regular auction sales of Stocks, Bonds and other securities, every Monday and Thursday, at 12½ o'clock, at the Merchants' Exchange. First class Stocks and Bonds, at private sale.

Office No. 4 Broad street, New York.

MATHEMATICAL INSTRUMENTS.



T. F. RANDOLPH & BRO,

N. W. Corner Fifth and Walnut sts.,
No. 1, 2D STORY APOLLO BUILDING,
CINCINNATI, O.,

MANUFACTURERS OF

Surveyors' and Engineers' Instruments, Theodolites, Transits, Levels, &c.

REPAIRING AND ADJUSTING INSTRUMENTS DONE TO ORDER.

Orders promptly attended to.

ENGINEERING!!

The undersigned is prepared to furnish SPECIFICATIONS, ESTIMATES, AND PLANS, In general or detail of all kinds of

Steam Vessels, Engines, Boilers, Mill Work, &c.

Particular attention given to the superintending of

LOCOMOTIVES, TENDERS, CARS,

And Railway Machinery of every Description,

While under construction.

AGENT FOR THE PURCHASE of, on commission, all articles required for Railroads, Steam Vessels, Locomotives, Engines, Boilers, Machinery, &c.

General Agent for

ASHCROFT'S STEAM GAUGE, ALLEN AND NOYES' METALIC SELF ADJUSTING CONICAL PACKING, DUDGEON'S HYDRAULIC JACK.

Also, of Water Gauges, Indicators, Steam Whistles, &c., &c.

CHAS. W. COPELAND,
Consulting Engineer,
64 Broadway, N. Y.
v5-tf

TOPPAN, CARPENTER, CASILEAR & Co., Bank Note Engravers & Printers.

Also, of Drafts, Notes, Certificates of Stock and Deposit; Bonds for U. S. Government, State Governments, Railroad and other Corporations, &c., New York, Philadelphia, Boston and Cincinnati.

All the best securities against counterfeiting and alterations are combined in the Notes and other instruments executed by this establishment for every State in the Union, and for the General Government; for Canada and other countries. Their means of supplying the demands of business with *new Designs* and Ornamental Die-work are unsurpassed.

Bank Note Paper of a superior quality, manufactured with particular regards to streugth and durabllity, constautly on hand.

Cincinnati Office, corner of Third and Walnut Streets. [†mr3] CHAS. A. JEWETT, Ag't.

ENGINEERS' MATERIALS.

EGGERS & CO.,

WHOLESALE DEALERS IN

PAPER & STATIONERY,

Since first January,

No. 127 Walnut St., bet. Third and Fourth.

CINCINNATI,

Keep the most complete stock in the West of every thing used by Engineers. On application, a catalogue with prices will be forwarded. jy21

Lithography and Engraving.

RAILROAD BONDS,

CERTIFICATES AND MAPS,

BUSINESS AND SHOW CARDS,

Views of Buildings, Diplomas, and Portraits,

And all kinds of

Lithographic Engraving,

DESIGNING AND PRINTING,

Executed in the finest style.

MIDDLETON & WALLACE,
No. 115 Walnut Street, Odd Fellow's Building,
†mr3 Cincinnati, Ohio.

To Draughtsmen.

A FINE ASSORTMENT OF

DRAWING INSTRUMENTS

JUST RECEIVED, OF THE VERY BEST

SWISS, FRENCH, AND ENGLISH MAKE,

Either in cases of every size, or in the single piece, Draughtsmen in want of a fine instrument, will find among the stock, Accurate Scales of various materials, Ivory, Glass, Box, Paper, and Horn; Beam Compasses of different capacities, Bow Do., Pocket Do., Curves, Squares, Dividers, in German Silver and Brass, &c., &c.

For sale by E. MENDENHALL,
At his MAP ESTABLISHMENT,
nov17 3 College Hall, Walnut St

Railroad Car Findings.

BRIDGES & BROTHER,

64 Courtlandt Street, New York.

Wheels & Axles, Jaws, Boxes, and Castings Fitted

Wrought Nuts, Bolts, & Washers,

Engine and Car Screw Bolts, all sizes; Coach Lag and Telegraph Screws,

LOCOMOTIVE ENGINE LANTERNS,

From the best Manufacturers, and at their prices. Car Hand, and Signal Lanterns.

Cotton Duck for Car Covering,

Of any required width to 124 inches.

ENAMELLED HEAD LININGS,

Plush and Curled Hair.

Hand Cars and Baggage Barrows. Passenger, Freight-Car, and Switch Locks, Door Knobs and Butts. Brass and Iron Wood Screws. Brass and Silver Plated Trimmings for Windows and Seats. Varnish, Coach Japan, and Glue; Paints, Varnish and Glue Brushes.

Silver Plated and White Metal Letters. Engine and Signal Bells, anti-friction or Babbitt Metal.

Portable Forges and Jack Screws.

Hemp Packing,, American, Russia, and Italian. Conductors' Badges and Baggage Cheeks. Iron, Bronzed and Brass Hat Hooks. Ventilators and White Metal Rings. And all other Articles pertaining to Cars.

ALBERT BRIDGES,
Late Davenport & Bridges, Car Manufacturers, Cambridgeport, Mass.
ALFRED BRIDGES,
Late Davenport, Bridges & Co., Fitchburg, Mass.
†oc6

HARDWARE.

MEAD, SELDEN & CO.,

No. 15 PEARL STREET,

INVITE the attention of Merchants, Contractors of Public Works, and Dealers in Pump Fixtures. to their assorted stock of heavy and Shelf Hardware, Cutlery, Mechanics' Tools, &c. In part as follows.

Anvils,	Shovels,	Scives,
Vices,	Spike Mails,	Knives and Forks,
Axes,	Smith's Bellows,	Pocket Knives,
Ball Drills,	Stock and Dies,	Razors,
Brass Kettles,	Cast Steel,	Sheers and Scissors.
Crow Bars,	Hinges,	
Chains,	Curry Combs,	Braces and Bitts,
Hames,	Locks and Latches,	Files,
Mattocks & Picks,	Screws,	Hatchets,
Masons and Sledge Hammers,	Steelyards, Spoons,	Nail Hammers, Drawing Knives,
Cut, Wrought and Floor Nails,	Cabinet Brass Goods,	Rules, Squares,
Cotton and Manilla Rope,	Looking Glasses, Japan Ware,	Saws, Coopers' Tools and
Spectacles, &c.	Razor Strops,	Planes.

PUMP FIXTURES,

Including Reel's Galvanic Chain, Pine, Poplar and Zinc Tubing, Wood and Iron Curbs. †je2c

WASON'S

CAR MANUFACTORY,

Near the Pittsburgh R. R. Shops,

CLEVELAND, OHIO.

Passenger, Baggage, Freight, Dumpers, Hand Cars, &c.,

Of the best quality in all respects, style, workmanship, and material, made to order with promptness.

Orders respectfully solicited, with the assurance that no pains will be spared to give entire satisfaction in all cases.

CHARLES WASON,
Late of the firm of T. & E. Wason, Springfield,
†oc20 Massachusetts.

Maysville Car Factory.

THE undersigned are prepared to manufacture for Railroad Companies, Passenger, Baggage, Cattle, Freight, Gravel and Hand Cars; also Baggage Barrows and Warehouse Trucks.

We are agents for the Portsmouth Powder Mills, and Toy, Bickford & Co's safety fuse. Contractors and dealers supplied at manufacturers prices.

F. HUNGERFORD & CO.
Maysville, Ky., Feb. 16, 1854. 2**

S. C. THOMSON & CO.,

MANUFACTURERS OF

PATENT PAD LOCKS,

For Railroad Switches, Merchandise Cars, Stores, Cemeteries, Iron Safes, &c.,

Cor. Railroad Avenue and Market st.,
jan.12† NEWARK, N. J.

TYLER DAVIDSON & CO.,

Agents for the

BOSTON BELTING COMPANY.

India Rubber Machine Belting in any quantity, from 2 to 20 inches.

India Rubber Steam Packing;

Mixed	do	do	1-32 to ¼ inch thick.
Plain	do	do	1-32 to 1 inch thick.
Pure	do	do	

Pipe and Manhole Rings, all sizes;
Square or Rope Packing, do.

HOSE.

India Rubber, Hydrant, Conducting, Fire Engine, and Locomotive, of all sizes, manufactured from the best of Vulcanized Rubber, and for sale only by the agents.

Car Springs, and all other kinds of Vulcanized India Rubber used for Mechanical and Manufacturing purposes.

The undersigned, having been appointed Agents of the Boston Belting Company, beg leave to advise Dealers and Consumers that they are now prepared to supply the above goods in any quantities, on the most favorable terms. On hand and for sale,

50,000 Feet Vulcanized India Rubber Machine Beltings, from 2 inch to 20 inches, 3 and 4 ply.

TO STEAMBOATS AND RAILROADS.

India Rubber Hose, for Pavements, Streets, Gardens, Locomotives, Engines, etc.

40,000 feet Hose, 3, 4, 5, 6, and 7 plys, suitable for pavements, streets, gardens, locomotives, fire engines, etc., 1 to 3 inch, warranted extra quality. Also,

THE vulcanized India Rubber Break Springs now in use by all the Eastern Railroads, and posessing decided advantage over the Steel Springs now in use, for the following reasons:

1st, They are much easier put on.

2d, They are a great deal cheaper.

3d, They are much more durable than steel, and no time lost in making them, the weather having no effect on them.

ALSO—Large 6 inch hose for water stations.—This is a new and important inveution. The coldest weather will have no effect on them whatever They are warranted to remain as pliable, in the COLDEST of weather, as they are in 150 Fabrenheit heat.

Armitage Anvils,—10 casks, assorted weights, now in store.

Allen's Revolvers and Self-Cocking Pistols.—Now in store, a large assortment of the above, 3, 4, and 5 inch Revolvers; 3, 4, 5, and 6 inch Pocket Pistols. Also, Dueling Pistols.

Leland's Superior C. S. Car and Auger Bitts.—All sizes.

Brass Kettles, and Sheet Brass, &c.—Brass Kettles, assorted from 6 to 30; Sheet Brass assorted from No. 0 to 30; Brass Wire, do do do.

Star Breast Chains.—Four casks of those superior double-linked Chains, just received.

Walker's Trace Chains.—70 casks of those superior goods, warranted full length and sizes, 8 to 20 links, straight and twisted, now in store.

American Anvils.—Eagle brand, faced with with cast steel, and warranted by the manufacturers equal to Armitage's Mousehole.

Plated Spoons.—Plain, tipped, and threaded heavy plate, on best quality of German Silver.

Premium Gimlet Screws.—10,000 gross just received.

Mill Saws. Hoe & Co.'s C. S. Wm. Rowland's, and W. H. Rowland's 6, 6½, 7, 7½, and 8 ft.

Cross Cut Saws.—Hoe & Co.'s C. S., John ockerell's C. S. and G. S., Wm. Rowland's and W. & H. Rowland's 5, 5½, 6, 6½, 7, 7½, and 8 feet. Also, 4 and 4½ feet Tennon Saws.

Axes.—1000 doz. Axes, assorted Yankee and Kentucky patterns, first, second, and third quality

Nails.—4000 kegs Shoenberger's and Wheeling Nails, now in store.

For sale by TYLER DAVIDSON & CO.,
mr 3 140 and 142 Main street.

RAILROAD COMPANIES, ENGINEERS AND OTHERS,

Are respectfully requested to note the following as FACTS, and to remember that the facilities of the establishment for manufacturing are UNSURPASSED.

PAGED

BLANK BOOKS,

OF THE

First Qualities made to Order;

AND

STATIONERY

OF ALL KINDS SOLD LOW BY

MOORE, ANDERSON, WILSTACH & KEYS,

Corner of Main and Fourth Streets,

CINCINNATI. jan12-†

MEMPHIS & OHIO RAILROAD.

SEALED proposals will be received at the office of the Memphis and Ohio Railroad Company, at Memphis, Tenn., until the 15th day of April next, for the grubbing, clearing, graduation and masonry of the first 65 miles, from Memphis to Cherryville.

Contractors must give the most undoubted security for the completion of the work, at the time, and in the manner specified, and contracts will be let in sections, or for the entire work, as may be deemed best by the director.

The directory reserve the right of rejecting all bids, should none prove satisfactory; and it is desireable that all propositions should be submitted with the view of preparing the whole work for the iron as soon as possible. Bids of that character and otherwise equally favorable, will have preference.

Maps plans, and specifications may be seen at the office of the company, after the 1st of April.

mar.16-1† E. PEABODY, Eng. in charge.

Sales of Stocks and Bonds at Auction,

THE UNDERSIGNED have adopted the mode for the conducting of Sales of

STOCKS AND BONDS AT AUCTION,

Similar to that now in use in the CITY OF CINCINNATI. They are convinced that, by pursuing a method which will satisfy the Public, that all Stocks and Bonds struck off by them at auction as sales, are bona fide such, a business honorable in its character and satisfactory to both buyer and seller, can be conducted, and which will not only meet with the approbation, but also with the support of the public. The undersigned pledge themselves strictly to adhere to the following plan in conducting their sales at auction of Stocks and Bonds:

The vender will give his confidential instructions to the Auctioneers as to the lowest price at which he will allow his Stocks or Bonds to be sold. They will be offered by Catalogue, as heretofore, but instead of the seller being allowed to make, as they now do, small advance bids on bona fide bidders, the Auctioneers will reserve to themselves the right of making one bid for the protection of and on behalf of the seller, pledging themselves that but ONE BID shall be made; and in all cases where the Stocks or Bonds shall be struck down on their reserved bid, the fact will be publicly announced that no sale was made.

Reporters for the Press will by this method not only be enabled to report real sales, but also the prices offered for such as are not sold.

ADRIAN H. MULLER & CO., Auct'rs.

OFFICE—No. 2 Pine street, cor. of Broadway,

NEW YORK, } Metropolitan Bank Buildings.

March 1st, 1854. }

☞ Stocks, Bonds and Securities received for private Sale, and to the negotiation of which particular attention will be paid. mar9-3*

NOTICE TO CONTRACTORS.

PACIFIC R.R. OF MISSOURI, 3d and 4th DIVISIONS.

IT is intended to make contract for the 2d and 4th divisions of this road, extending from the Missouri river at Jefferson City, passing near Georgetown and Warrensburgh, to the Missouri river, near Independence, about 160 miles, so soon after the first of May next as satisfactory proposals shall be made.

Contract will be made for the whole now offered, or such parts as particular contractors may select in form and quantity to suit the interests of the Company. Proposals are asked for by the cubic yard, with cash payments; but contractors may if they desire, accompany their offer with proposals for two-thirds cash, and one-third in county and railroad mortage bonds ,or other securities.

Profiles of maps of approximate location can be seen after the 1st of April next at Pacific Railroad Office, in St. Louis, and any information will be given on application to the Engineer.

The first division of this road is now in operation; the second division to Jefferson City under present course of construction.

The third and fourth divisions now offered pass over a high, rolling mixed prairie and timbered country, and for healthfulness and supply of provisions will compare favorably with any part of the West.

THOS. ALLEN, President.

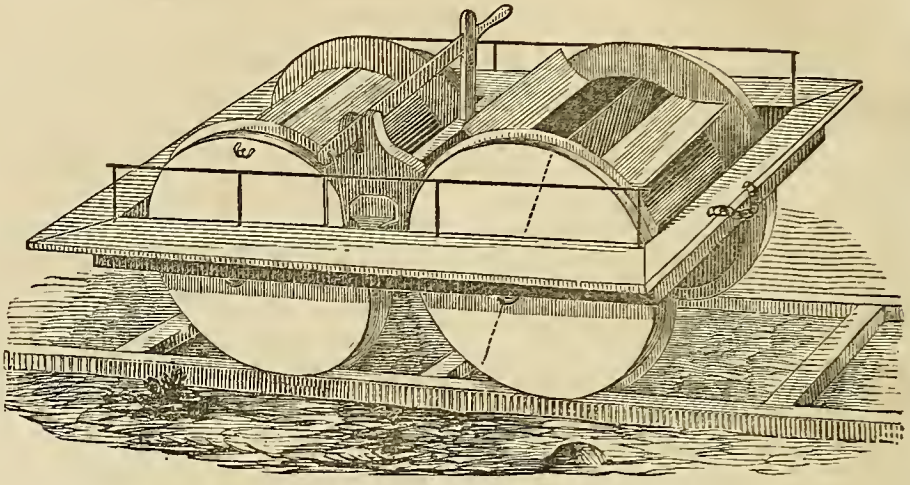
THOS. S. O'SULLIVAN, Chief Engineer.

Pacific Railroad Office, }

St. Louis, Feb., 1854. } mar9 7t.

MYERS' PATENT CAR,

FOR COAL, GRAIN, &c., &c.



FOR PARTICULARS OF COST, RIGHT OF USE, &c, ADDRESS,

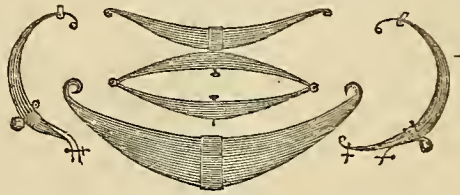
C. TIERS MYERS,

No. 33 WALNUT STREET,

dec15-3* PHILADELPHIA.

McDANEL & HORNER,

LOCO-MOTIVE AND CAR SPRING



MANUFACTURERS, WILMINGTON, DEL.

Locomotive and Car Springs of all descriptions manufactured on the most reasonable terms, made of the best STEEL, which we have manufactured to order from the BEST SWEDE IRON. Orders from any part of the United States will be thankfully received and promptly attended to.

McDANEL & HORNER.

All Springs ordered from a distance will be delivered on shipboard at *Philadelphia* free of charge

References.

NORRIS BROTHERS, Locomotive Builders, Philad.
A. C. GRAY, Pres't New Castle Manuf. Co.
U. WELLS, R. R. Car Manuf. Petersburg, Va.
I. R. TRIMBLE, Supt. Philad. R. R. Co.
†May 19.

M. B. MILLEN, Gen. Supt. C. R. R. Savannah, Ga.
EMERSON FOOTE, Supt. M. & W. R. R. Macon, Ga
THOMAS DOUGHERTY, Master Mach. do.
THOS. SHARP, Supt. R. F. & P. R. R. Richmond, Va.

R. M. SHOEMAKER, J. P. SHOEMAKER, A. T. LEVIS, H. Y. SLAYMAKER.

COPARTNERSHIP.

SHOEMAKER, LEVIS & CO.,

SUCCESSORS TO

MORRELL, SHOEMAKER & CO.

MANUFACTURERS OF

Boiler Iron, Railway Chairs & Spikes.

WORKS—Covington, Ky.

STORE, No. 64 EAST COLUMBIA St.

CINCINNATI, O.

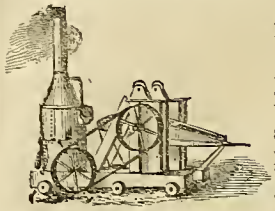
January 5, 1854 jan.12-6*

GLENDON LOCOMOTIVE TIRES.

TIRES of every diameter, for sale

†mr17] GEO. GARDNER & CO., Boston, Mass.

"GARDNER'S ROCK DRILL."



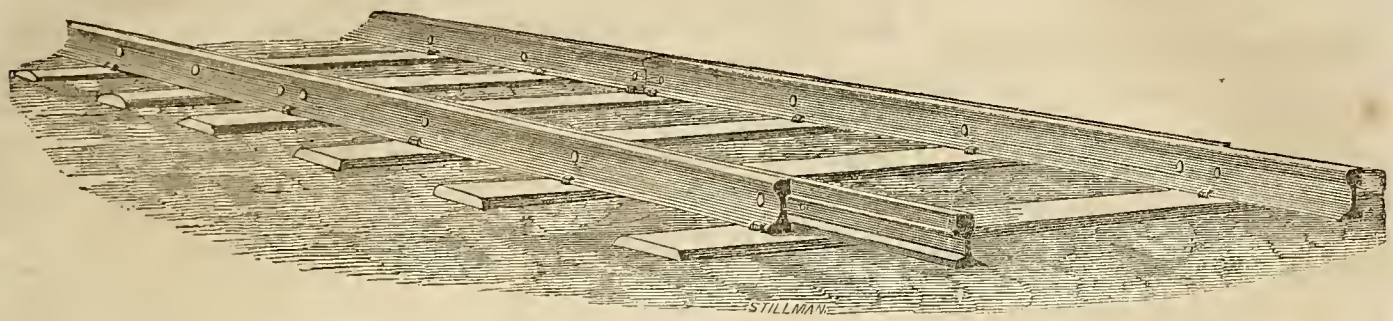
DESIGNED for Mining, Tunneling, Quarry Use, and Rock Excavations of all descriptions, by the use of which a saving of 50 to 75 per cent. is made. This drill can be operated by hand, horse, or steam power. A Machine is now in operation at the Crystal Palace.

Applications for Territorial Rights and Machines must be made to the Patentee.

G. ARTHUR GARDNER,

nov17† Trinity Building, New York

WINSLOW'S PATENT COMPOUND RAIL.



THIS RAIL, which is represented by the above, has now been in use on several Roads for upwards of three years; during which time it has become established among Railroad Managers as realizing the advantages of a THEORETICALLY PERFECT RAIL.

Its advantages over the common form of "T" Rail are,—a saving in the wear and tear of Machinery—it saves to a great extent in the repairs of track—it secures a high rate of speed with the same power, and what is certainly of equal importance, complete protection against some of the accidents to which roads are liable. Being practically a continuous Rail for the entire length of the Road, without break at the ends of bars the jarring motion communicated thereby in passing over the common "T" Rail is avoided, as is also its effect upon cars and machinery. The comfort of travelers must of course be greatly increased.

This Rail is now manufactured at HANGING ROCK IRON WORKS, upon the Ohio River, and at MT. SAVAGE IRON WORKS, Maryland. Specimen of the Rail and patterns of same will be gladly shown, as well as all information in relation thereto, given by application to

A. S. WINSLOW, Nos. 9 & 11 West Second St., bet. Main and Walnut Sts. CINCINNATI.

J. F. WINSLOW, Troy, New York
ERASTUS CORNING & CO., Albany, N. Y.

ap7tf

LIGHTNER'S
PATENT AXLE BOXES
FOR RAILWAY CARS.

THE attention of Railway Managers and others is respectfully called to this great improvement in

AXLE BOXES,

As possessing numerous advantages over all others now in use. Some of which are:

1st.—The first cost and "fitting up" is much less.

2d.—It saves seventy-five per cent. in oil.

3d.—The journals and oil are perfectly secure from dust.

4th.—It prevents all possibility of "*heating.*"

5th.—Cars furnished with them run much easier, and require less power to move them.

6th.—Its construction is simple—not liable to become loose by service, and allows a free inspection of the journals and boxes.

7th,—The composition bearings of an eight-wheel LOADED car, can be removed from the journals while under the car, and returned in twenty minutes, by ONE man.

8th.—The trucks and wheels are free from oil and dirt usually seen on Railway cars.

The following testimonials are submitted :—

OFFICE BOSTON AND PROVIDENCE R. R.
Boston, January 1st. 1853.

MR. JOHN LIGHTNER:

Sir:—It affords me pleasure to say, that after three years trial of your boxes, I am fully and entirely satisfied of their superiority over any other pattern we have used. This superiority consists in economy of oil and freedom from "heating."—I have tried every pattern of box in use, of any note, and do not hesitate to say, that you have devised one which in every respect combines greater advantages than any other within my knowledge; these advantages are so manifest, that I am fitting up all our cars with your boxes, as fast as practicable. Very respectfully yours,

W. RAYMOND LEE, Supt.

The Subscriber begs leave to suggest to all Railroad Corporations (new or old) the importance of an EARLY application of this valuable improvement, to their NEW CARS, WHILE IN PROCESS OF CONSTRUCTION; as thereby much detention of cars, and great expense will be avoided.

Models and testimony of the above Boxes, may be examined, and arrangements may be made for the right to use the same with the subscriber.

WM. SHERBURNE,
PRINCIPAL AGENT,
decl Office, No. 167 Broadway, New York.

GUNPOWDER,
MANUFACTURED BY
The Hazard Powder Company,
HAZARDVILLE, CONN.

H. G. HAZARD, President.
A. E. DOUGLASS, Secretary.

The undersigned are always prepared to furnish Mining and Blasting Powder to any extent, delivered at any point on the lines of railroads, or other places of public improvements in the West or South, at the very lowest rates. Also, SAFETY FUSE of the best Eastern manufacture.

We would respectfully urge all contractors and consumers to call upon or correspond with either of us before arranging for their supplies elsewhere.

To the trade generally we would offer all the brands of Sporting and Rifle Powder manfactured by the above concern.

M. D. W. LOOMIS,
Southeast corner Main and Second Sts.,
Cincinnati, O.
S. H. LOOMIS,
Nashville, Tenn.

August 16, 1853.—au18†

TO RAILROAD COMPANIES.

THE subscriber, manufacturer and agent for manufacturers of railroad materials, would solicit from railroad managers in the West their orders for

RAILROAD SPIKES, CAR AXLES, RUBBER SPRINGS, RUBBER HOSE, LOCOMOTIVE TIRES, SPRING STEEL, CAST STEEL, NUTS AND WASHERS, LOCOMOTIVE LANTERNS, ETC.

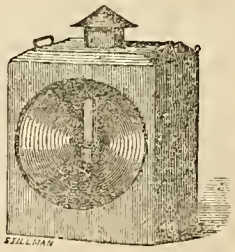
A. S. WINSLOW,
9 and 11 West Second St.,
Between Main and Walnut St., Cincinnati
†mr24

Locomotive Tires and Car Axles.

THE undersigned is prepared to supply Railroad Companies and Builders with Tires and Axles of superior quality and finish, made from faggoted charcoal iron, formed and finished entirely under the hammer. For the character of the manufacture he refers to builders and companies who have used them in the West.

A. S. WINSLOW,
†mr24 9 and 11 West SecondSt., Cincinnati.

LOCOMOTIVE LANTERNS.



I AM manufacturing Locomotive Lanterns of the most approved form, with true parabolic Silver-plated reflectors, Copper Cases, and in every way equal to the best manufactured in the country. Orders from Railroad Companies in the West are solicited.

A. S. WINSLOW,
†mr24] 9 and 11 West Second St., Cincinnati

Norris' Locomotive Works,
PHILADELPHIA.

ENGAGED for many years in manufacturing Locomotives, offer to Railroad Companies to construct of any plan or size,

LOCOMOTIVES OF SUPERIOR QUALITY.

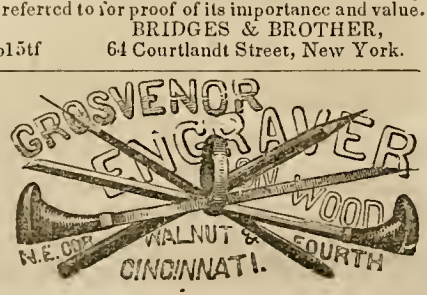
Our facilities for doing work have been largely increased this year, and orders can be executed with despatch.

Jy7 RICHARD NORRIS & SON.

ASHCROFT'S
METALIC STEAM GAUGE.
(BOURDEN'S PATENT.)

THE subscribers offer for sale this valuable Steam Gauge. It is adapted to Locomotive and other steam boilers, indicating with accuracy the continual variations of steam within the boiler, enabling the engineer to maintain a uniform and safe pressure. Any of the Eastern Railroads may be referred to for proof of its importance and value.

BRIDGES & BROTHER,
sep15tf 64 Courtlandt Street, New York.



CAR MANUFACTORY,
Dayton, Ohio.

E. THRESHER & Co., having enlarged their shops, are prepared to contract on favorable terms, for building every variety of Railroad Cars, in any quantity and at short notice, made of the best materials, and of the most approved workmanship.

They are prepared also to furnish jaws and boxes; the Washburn wheel, thirty and thirty-three inch, adapted to inside or outside bearing; cast iron frogs steel plated; and switches of the most approved patterns.

They also manufacture blacksmith tuyeres, Harris' patent; portable bolt forges; bolt heading and bolt cutting machines; upright drills, wheel presses; wood planers; tenoning and mortising machines; &c.

They respectfully invite the attention of railroad directors and superintendents to their establishment.

Dayton, January 24th, 1853. jan 25-†

South-Western Car Shops,
Madison, Indiana.

THE Subscriber is prepared to execute orders at short notice, for all kinds of Passenger, Freight and other descriptions of Railroad Cars.

Work delivered at any point accessible by railroad, or by the Ohio and Mississippi rivers.

Facilities for transportation, enable the subscriber to afford peculiar advantages to Companies requiring work delivered in the South and West.

W. CLOUGH.

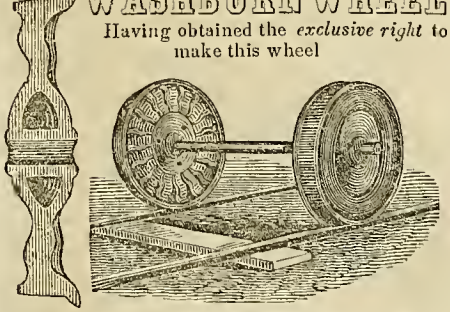
REFER TO

JNO. BROUGH, Esq. WINSLOW, LANIER & CO.

jan. 19-1**

FULTON CAR WORKS.
CINCINNATI, OHIO.

THE Proprietors of this establishment would respectfully call the attention of Railroad Companies in the West and South to their establishment at Cincinnati. Their facilities for manufacturing are extensive, and the means of transportation to different points speedy and economical.—They are prepared to execute to order, on short notice, eight-wheeled Passenger Cars of the most superior description. Four or eight-wheeled Baggage, Cattle, Freight and Gravel Cars. Also, Crank and Lever Hand Cars, Trucks, Wheels, and Axles fitted.



in Cincinnati, Covington, and Newport, they are now prepared to furnish Railroad Companies with that celebrated Wheel, with or without Axles.—Also, Journal Oil Boxes of any pattern, and Castings for Cars fitted to order at the shortest notice.

Address KECK & HUBBARD,
Fulton Car Works, Cincinnati, Ohio.
jap.14. Office 62 East Second street

FORGINGS.

AXLES, Shafting, and other Forgings, from the Gleadon Forges, for sale by
jan 17 GEO. GARDNER & CO., Boston, Mass.

MUSKINGUM WORKS,
ZANESVILLE, OHIO.

DOUGLASS, SMITH & CO.

WOULD respectfully call the attention of Railroad Companies to their establishment at Zanesville.

They are prepared to execute orders, on short notice, for

Passenger Cars of the most superior description,

Second Class Passenger, Mail Express, and Baggage Cars; Freight, Cattle, four or eight wheeled Gravel Cars.

We manufacture a superior

CAR WHEEL,

Over 2500 of which are now running on the Central Ohio Railroad, and many of these have been in use on the road over two years, having in that time only three to crack, and two to be renewed in consequence of the wearing of the Chill. We have also commenced the manufacture of the celebrated

WASHBURN WHEEL,

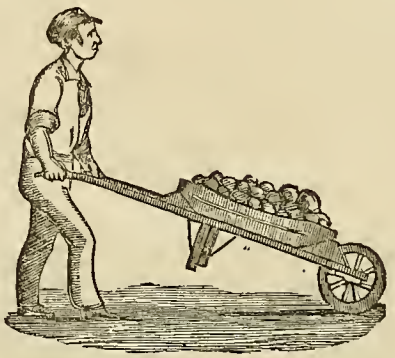
And are prepared to furnish this wheel, with or without axles. Also, castings for Cars fitted to order at the shortest notice.

BOLLMAN'S PATENT IRON & WOOD BRIDGE.

We are also agents and builders of the above celebrated Bridge. Are now placing upon the piers an iron bridge on this plan over the Muskingum river at Zanesville. We are ready to contract with companies for the construction of this Bridge. All orders addressed

DOUGLASS, SMITH & CO.,
au4tf. Muskingum Works, Zanesville, O.

WHEELBARROWS!



ON hand, Wheelbarrows, of my own manufacture, suitable for Railroad, Turnpike, Canaling, &c., in lots, to suit purchasers. Orders filled for any reasonable amount

HENRY ROCKEY,
No. 21 East Front street

J. DAVENPORT.... M. D. WELLMAN.... C. M. RUSSELL

DAVENPORT, RUSSEL & CO.,
Railway Car Manufacturers,
MASSILON, OHIO.

THE subscriber, late of the firm of Davenport, Bridges & Co., Fitchburg, Mass., having associated himself with Messrs. Wellman and Russell, under the above name, would respectfully solicit calls for any kind of Passenger, Baggage, Post Office, Freight, Coal, Gravel, or Hand Cars.

Having had fifteen years experience in the business and having secured the best of workmen from the Car Factory in Cambridge, Mass., I feel confident, that perfect satisfaction can be given in all work entrusted to our care

We have now on hand the best of dry White-Oak with which we think we can build Cars as cheap and as well as any other establishment in the States. JOSEPH DAVENPORT.

Feb. 16†*

James' Railroad & Route Book,
NEW EDITION:

Containing a list of all the Western and Southern Roads, with distances, fares, connections, etc., etc. Price, 15 cents. J. A. & U. P. JAMES,
Publishers, 167, Walnut st., Cincinnati, O.

Indianapolis and Cincinnati Railroad, via. Lawrenceburgh.

NEW Route to Indianapolis, Terre Haute, Lafayette, and the West.

Through from Cincinnati to Indianapolis in six hours.

Shortest route between Cincinnati, Indianapolis, Terre Haute, Lafayette and Chicago.

Passengers for this line will leave Cincinnati, from the foot of Main street, at 6 o'clock, A. M., by steamer Forest Queen, every day, (Sunday's excepted,) and arrive at Indianapolis at 12 o'clock, M., in ample time to get dinner, and take any of the trains West or North.

Baggage checked through and baggage master accompanies the same.

Fare between Cincinnati and Indianapolis $3

At Shelbyville passengers may take the Jeffersonville, Rushville and Knightstown cars.

Returning, leave Indianapolis at 12 o'clock, M.

GEO. HAVEN, Superintendent.

Through tickets may be procured on board the boat, or at the ticket office, corner of Water street and landing (foot of Main street.)

jan 12-† C. S. RUSSELL, Ag't.

Covington and Lexington Railroad Open to Falmouth.

ON and after Monday, the 7th of Nov., and until further notice, Cars will leave Covington daily (except Sundays) at 7 o'clock. A. M., for Falmouth,—stopping at DeCoursey, Culbertson, Grant's Bend, New Philadelphia, Canton, Benton, Morning Side, Demossville, Butler and Irving.

Returning, will leave Falmouth at 1 P. M., stopping at all of the above stations.

☞ For freight and passage apply to C. CARPENTER, Freight Agent, Covington Depot.

R. M. SHOEMAKER Superintendent.

Office Cov. and Lex. R. R. Co., Nov. 5th.

dc22

COLUMBUS
Railroad Chair Manufactory.

THE subscriber having enlarged his works, is prepared to fill orders for wrought iron

RAILROAD CHAIRS,

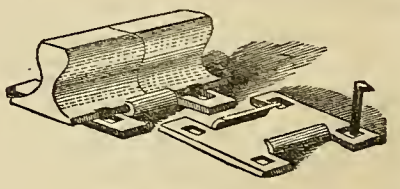
on short notice. He would call the attention of Railroad Companies to his patent Thick Lip Chair. Chairs made to any pattern and of any size which may be required, and warranted of superior quality of iron and workmanship.

P. HAYDEN can be found at 219 Pearl street, New York, where also specimens of the chairs can be seen.

P. HAYDEN.

Columbus, August 11, 1853.—au18-6*

RAILROAD SPIKES,



WROUGHT IRON

Chairs and Fastenings.

THE subscriber continues to manufacture with increased facilities, Hook and Flat Head Railroad Spikes, and Wrought Iron Chairs of any pattern, either punched or plain. The best quality of Iron is used, and the articles are guaranteed to give satisfaction in every respect. We are prepared to fill orders for any quantity with despatch, and at the lowest market prices.

Also, Boat Spikes, Bolts, and Boiler Rivets, superior quality.

All communications addressed to us will meet with prompt attention.

SMITH & TYSON,
No. 25 South Charles Street, Baltimore

Railroad Line.

Cincinnati, Dayton and Sandusky Route.

To New York via Lake Steamers, by Sandusky, in 36 hours. To Boston in 41 hours. To Chicago in 21½ hours, via Cincinnati, Hamilton and Dayton Railway.

Five Daily Trains.

First Train—Indianapolis Express.....at 5.30o'clk, A.M.
Second Train—Lightning Express, ...8.20 " A. M.
Third Train—Accommodation,.....2 " P. M.
Fourth Train—Eaton and Richmond.....3.30 " P. M.
Fifth Train—Evening Express,.....5 " P. M.

New York, Boston, and Montreal.

First Train—Indianapolis Express—leaves Cincinnati at 5 A. M.; for Indianapolis and Chicago.

Second Train—Lightning Express—leavos Cincinnati at 8.20 o'clock, A. M., connecting at Sandusky with the new and magnificent low pressure Steamers Mississippi, Captain Hazard, St. Lawrence, Captain Hollister; connecting at Buffalo with the 6 A. M. trains Buffalo and Albany, and New York City, and 9 A. M. Trains Niagara Falls Railroad, for New York, Boston, Niagara Falls, Ogdensburgh, Montreal, &c.

Toledo and Chicago.

Second Train—Lightning Express—leaves Cincinnati at 8.20 o'clock A. M., connecting at Clyde with Railroad to Toledo, connecting at Toledo with Evening Express Train Michigan Southern Railroad to Chicago, direct.

Detroit and Chicago.

Second Train—Lightning Express—leaves Cincinnati at 8.20 o'clock A. M., connecting at Sandusky with the low pressure Steamer Bay City, Captain Atwood, connecting at Detroit with Morning Express Train Michigan Central Railroad to Chicago. From Cincinnati direct.

Indianapolis, Terre Haute and Lafayette.

First Train—At 5 A. M., leaves Cincinnati for Indianapolis, Terre Haute, Lafayette and Chicago same day.

Eaton, Richmond, and Centerville.

First Train—Indianapolis Express—at 5 A. M., connects at Hamilton to Eaton and Richmond.

Fourth Train—3 P. M. Through to Eaton and Richmond without change of cars. Connecting at Richmond with Western Railroad to Centervilie.

Troy, Piqua, &c.

Second Train—Lightning Express—at 8.20 o'clock, A. M., and Third Train—Accommodation—at 2 P. M., connecting at Dayton with Railroad to Troy, connecting with Doyle's Omnibus and Canal Packets to Piqua, St. Mary's, and all points on Miami and Wabash Canals.

Fifth Train — Evening Express—at 5.00 o'clock P. M., connecting at Dayton with Railroad to Troy, connecting with Doyle's Omnibus Lines to Piqua.

Oxford and Connersville.

Second Train—Lightning Express at 8.20 o'clock A. M., and Third Train—Accommodation Express—at 5 P. M. Passengers by these Train take Western Stage Company's Lines at Hamilton, for Oxford, Connersville, &c.

Fifth Train — Evening Express at 5.00 P. M. Passengers by this Train take the Western Stage Company's Lines at Hamilton to Oxford.

FARE.

From Cincinnati to New York via Lake steamers to Buffalo, and Railroad by either route $15 00
From Cincinnati to New York via Lake steamers to Buffalo, Railroad to Albany, and Hudson river steamer to New York 14 00
From Cincinnati to Boston via Lake steamers to Buffalo, and New York city and New York and Erie Railroad 19 00
From Cincinnati to Boston, via Lake steamers to Buffalo, Albany and Western Railroads 18 00
An additional charge of 50c. via Niagara Falls and above routes.
From Cincinnati to Montreal via Lake steamers.. 17 00
From Cincinnati to Boston via Lake steamers and Ogdensburg 17 00
From Cincinnati to New York via Lake steamers and Ogdensburg 15 75
From Cincinnati to Buffalo via Lake steamers..... 8 00
Do do Detroit 6 75
Do do Chicago via Detroit..... 11 50
Do do Toledo 5 75
Do do Chicago via Toledo..... 11 50
Do do Chicago via Indianapolis..... 9 00
Do do Sandusky 5 00
Do do Clyde ..... ——
Do do Terre Haute..... 5 50
Do do Lafayette..... 5 50
Do do Indianapolis..... 3 00
Do do Greenville 2 50
Do do Troy 2 50
Do do Dayton 1 50
Do do Richmond..... 1 60
Do do Eaton 1 25
Do do Hamilton..... 60
Do do Springfield..... 2 00

For all information and through Tickets, please apply at office, southeast corner of Broadway and Front sts., Cincinnati. W. A. LATHAM, Ticket Agent.
au25 P. W. STRADER, Gen'l Agent

Railroad Line.

CINCIN'I, COLUMBUS & CLEVELAND ROUTE.

To New York, via Railway, in ..... 30 hours.
To N. Y., by Lake Steamers via Cleveland.. 39 "
To Pittsburgh in..... 14 "
To Boston in ..... 34½ "
To Philadelphia in ..... 38 "
To Baltimore in..... 38 "
To Wheeling in..... 18 "

VIA LITTLE MIAMI RAILWAY.

FOUR DAILY TRAINS.

First Train—Lightning Express—at ...6 o'clock, A. M.
Second Train—Accommodation Ex....7.45 " "
Third Train—Hillsborough Train.....3.10 " P. M
Fourth Train—Even'g Accommoda...5 " "

The roads of this route are laid throughout with heavy T rail.

New York, Boston, and Montreal.

First Train—Lightning Express leaves Cincinnati at 6 o'clock A. M., connecting at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo; connecting at Dunkirk with New York and Erie Railroad, and at Buffalo with Buffalo and Albany Railroad to New York and Boston.

Second Train—Accommodation Express, at 7.45 o'clock, A. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad, at Buffalo with Buffalo and Albany and New York City Railroads, and at Buffalo with Niagara Falls Railroad, to New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

—ALSO—

Connects at Cleveland with the new and magnificent low pressure steamers QUEEN OF THE WEST, Capt. McBride; CRESCENT CITY, Capt. Pease; connecting at Buffalo with the Buffalo and Albany, New York City, and Niagara Falls Railroads, for New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

Fourth Train—Evening Express, at 5 o'clock P. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad; connecting at Buffalo with New York City, Buffalo and Albany, and Niagara Falls Railroads, to New York, Boston, and Niagara Falls.

Pittsburgh, Philadelphia, and Baltimore.

First Train—Lightning Express, leaves Cincinnati at 6 o'clock A. M., connecting at Crestline with Ohio and Pennsylvania Railroad to Pittsburgh, connecting with Ponnsylvania Railroad to Philadelphia and Baltimore.

Through from Cincinnati to Philadelphia and Baltimore direct.

Zanesville, Wheeling, Baltimore, &c.

First Train—Lightning Express, at 6 o'clock A. M., and second Train, Accommodation Express, at 7.45 o'clock A. M., connect at Columbus with Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Lines, via National road, to Wheeling, connecting with Baltimore and Ohio Railroad to Baltimore, Philadelphia, Washington, etc.

Fourth Train — Evening Express, at 5 o'clock P. M. Passengers by this Train sleep at Columbus and resume by Morning Train, via Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Line to Wheeling.

Hillsborough.

Third Train—Leaves Cincinnati at 3 P. M., connecting at Hillsborough with Ohio Stage Co.'s Lines to Chillicothe, Piketon, etc.

FARE.

From Cincinnati to New York via Railroad, either route $16 00
From Cincinnati to New York via Railroad to Albany, and Hudson river steamer 15 00
From Cincinnati to New York via Lake Steamers to Buffalo, and Railroad to New York..... 15 00
From Cincinnati to New York via Lake Steamers to Buffalo, Railroad to Albany, and Hudson river steamer to New York..... 14 00
From Cincinnati to Boston via Lake Shore, New York and Erie, and New York City Roads..... 20 00
From Cincinnati to Boston via Lake Steamers and New York City and Erie Roads 19 00
From Cincinnati to Boston via Lake Shore, Buffalo, Albany, and Western Roads..... 19 00
From Cincinnati to Boston via Lake Steamer, Buffalo, Albany, and Western Roads 18 00
An additional charge of fifty cents via Niagara Falls and above routes.
From Cincinnati to Montreal via Lake Shore Road, 18 00
From Cincinnati to Montreal via Lake steamer... 17 00
From Cincinnati to Boston via Lake Shore Road and Ogdensburg 18 00
From Cincinnati to Boston via Lake Steamer and Ogdensburg 17 00
From Cincinnati to New York via Lake Shore Road and Ogdensburg..... 16 75
From Cincinnati to New York via Lake Steamer and Ogdensburgh 15 75
From Cincinnati to Buffalo via Lake Shore Road. 9 00
From Cincinnati to Buffalo via Lake Steamer.... 8 00
From Cincinnati to Philadelphia or Baltimore via Crestline and Pittsburgh..... 15 00
From Cincinnati to Philadelphia or Baltimore via Cleveland and Pittsburgh..... 15 50
From Cincinnati to Pittsburgh via Crestline..... 7 75
From Cincinnati to Pittsburgh via Cleveland..... 9 00
From Cincinnati to Baltimore via Wheeling..... 14 65
From Cincinnati to Washington via Wheeling.... 15 95
From Cincinnati to Philadelphia via Wheeling... 15 95
From Cincinnati to Wheeling..... 7 15
From Cincinnati to Cleveland 6 00
From Cincinnati to Zanesville 4 80
From Cincinnati to Columbus 3 00
From Cincinnati to Springfield 2 00

For all information and Through Tickets, please apply at office, southeast corner of Broadway and Front sts., Cincinnati. W. A. LATHAM, Ticket Agent.
au25 P. W. STRADER, Gen'l Agent.

Cincinnati, Wilmington and Zanesville Railroad.

OPEN TO CIRCLEVILLE.—Two daily Trains, (Sundays excepted) between Washington and Cincinnati, and one daily train between Circleville and Cincinnati. On and after Tuesday, March 14th, 1854, until further notice, trains will run as follows:

Upward train for Circleville, leaves Cincinnati 7:45 A. M., and arrives at Circleville, at 2:40 P. M.

Upward train for Washington, leaves Cincinnati at 3:10 P. M., and arrives at Washington at 8:05 P. M.

Downward train leaves Circleville at 12:15 P. M., and arrives at Cincinnati at 7:45 P. M.

Downward train from Washington, leaves at 6:30 A. M., and arrives at Cincinnati at 11:25 A. M.

Trains will stop for passengers as follows: At Williamsport, Four Corners, New Holland, Washington, Rattle-Snake, Sabina, Cross Roads, Wilmington, Sligo, Clarksville and Morrow; and on the Little Miami Road at Deerfield, Butterworth's Water Station, Loveland, Miamiville, Milford and Plainville, and on proper signal by flag, or to the Conductor, at Branch Hill and Linwood, at Turnpike.

The downward Trains connect at Morrow with the Trains on the Little Miami Road for Columbus.

Lines of Omnibusses will run between Circleville, Chillicothe and Lancaster, connecting with the morning train from and evening train to Cincinnati.

Fare from Cincinnati to Washington.....$2 25
" " " " Circleville..... 3 00

For other information and Tickets, apply at Ticket office, corner of Broadway and Front sts, and at the Little Miami Depot, or to the Station Agents on the line.

E. W. WOODWARD,
Engineer and Superintendent.

The Omnibus Line will call for and deliver passengers to and from the trains to any part of the City.

J. HOWELL, Conductor.

The Company will not be responsible for baggage exceeding $50 in value, unless the same be returned to the Conductor or Agent, and freight paid at the rate of a passage for every $500 in value above that amount.

mar. 23

COLUMBUS PIQUA, AND INDIANA RAILROAD.

New route from Columbus, West and from Urbana, East.

On and after Monday September 19, 1853, two trains per day, (Sunday excepted) each way, will run on this Road, between COLUMBUS and URBANA. Will leave Columbus at 4.50 a.m., and 3.30 p.m.—arriving at Urbana at 8.12 a.m., and 6.14 p.m. Returning—will leave Urbana, for Columbus, at 9.15 a.m., and 3.00 p.m.—arriving at 12.05 and 6.55 p.m.

The 4.50 a.m. train, from Columbus, will connect with the night Express train from Cleveland and arrivo at Urbana in time for the morning train north for Sandusky and intermediate points. Persons arriving by the morning Cleveland and Zanesville trains can have a few hours at Columbus and leave by the 3.30 p.m. train—arriving at Urbana in time to get supper and take the 5.35 p.m. train for Dayton and Cincinnati.

The 9.15 a.m. train from Urbana connects with the morning train from Cincinnati and Dayton that arrives at Urbana 8.40 a.m.—arriving at Columbus at 12.05 p.m in time for the 1 p.m. train for Cleveland, connecting with the Buffalo and Dunkirk boats. The 3.00 p.m. train will leave Urbana on the arrival of the Sandusky train—reaching Urbana at 2.45 p.m.—and arrive in Columbus in time for the various night trains.

A line of Omnibuses will connect with the trains at Urbana for the conveyence of passengers to and from Piqua and Greenville over a good Macadamized road.

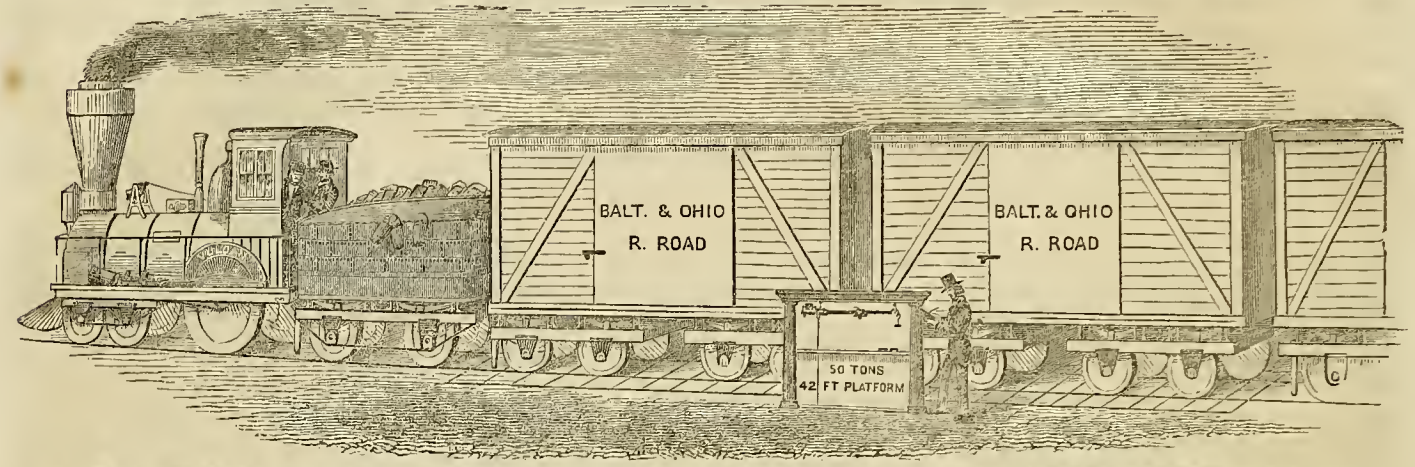
A. G CONOVER, Supt

Piqua, Sept. 13, 1853. s29-tf.

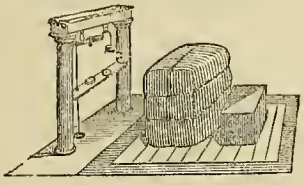
OFFICE OF THE
Cincinnati and Portsmouth R. R. Co.,
Felicity, Clermont County.

Communications addressed to T. H. WHETSTONE President, and left with Messrs. JOHN F. DAIS & Co. Cincinnati, will receive prompt attention. s29-tf

FAIRBANKS' SCALES.



Railroad Track Scale---50 Tons.



DEPOT SCALES 12,000 LBS.

FAIRBANKS & CO'S

PLATFORM SCALES,

Long known—Severely tested—Always right—
The acknowledged standard—Adapted to
every required operation of weighing, as

Railroad Track and Depot Scales,

In use on nearly all the principal Railroads in the United States and Great Britain.

WAREHOUSE SCALES,
Dormant and Portable.

HEAVY PORTABLE SCALES,
On Wheels,
For Foundries, Rolling Mills, Iron Houses, &c.,

STORE SCALES,
Various Modifications.

COUNTER SCALES, &c.,

HAY & COAL DEALERS' SCALES,
Made entirely of Iron and Steel.

GENERAL AGENTS:

FAIRBANKS & CO., 89 Water Street, New York.
TRABER & AUBERY, Cincinnati.
L. F. BURGESS, Cleveland.
BROWNING & MAYER, Indianapolis.
C. L. HARMON, & CO., 197 South Water St. Chicago.
S. M. EDGELL & CO., 20 Pine St., St. Louis.
W. B. BELKNAP & CO., Louisville.
M. P. HUTCHINS, Detroit.
J. & F. DAWSON, Charleston, S, C.
GEO. C. EWING, 21 South Charles St., Baltimore.

MANUFACTURERS:

E. & T. FAIRBANKS & CO.,

ST. JOHNSBURY, VT.

TESTIMONIALS:

OFFICE OF THE G. & C. U. RAILROAD CO.,
CHICAGO, FEB. 20TH, 1854.

MESSRS. E. & T. FAIRBANKS & CO.,

GENTLEMEN:—All of the principal station buildings on this road are furnished with your Depot and Platform Scales, with the exceptions of two scales. Your Scales were adopted after trial with those of other makers, and I take pleasure in now saying, that after more than four years trial, they have given entire satisfaction to us, and the public doing business with the Company.

I am not aware of a dollar's expense being incurred from wear or defect of materials in any part of the scales. The Track Scale, with suspended platform, which you have recently put into our principal depot at this place, judging from present appearance and the use to which it has been put, will, I doubt not, answer the purpose desired, and be equally satisfactory.

JOHN B. TURNER,
Pres't and Sup't.

CENTRAL RAILROAD CO.
SAVANNAH, JAN. 6TH, 1853.

MESSRS. E. & T. FAIRBANKS & CO.,
St. Johnsbury, Vt.

DEAR SIRS:—Your Scales, which we have used for many years, gave so much satisfaction, that we ordered from your House, all the Scales necessary for our large new Warehouse. Your agent has just finished putting up twenty-two of your No. 1 and No. 2 Depot Scales and a large Road Scale, and I am pleased with the manner in which the job has been done. I trust and believe that this work will do credit to your establishment.

Respectfully, your obedient servant,
R. R. CUYLER, Pres't.

PORT RICHMOND, PA. MARCH 2D, 1852.

MESSRS. E. & T. FAIRBANKS & CO.,
St. Johnsbury, Vt.,

GENTLEMEN:—There are now in the Richmond Wharves at the terminus of the Reading Railroad, Twenty-six of your ten ton Track Scales, which have been in constant use for more than six years. The least quantity of Coal weigbed annually upon any one wharf has been 400,000 tons. The aggregate quantity weighed upon the twenty-six scales, has been more than one million two hundred thousand tons per annum.

During the time since they have been in use, they have always retained their adjustment without any expense for repairs. They have been tested every year by the Sealer of Weights for the county of Philadelphia, and always found correct, and at the present time their operation is apparently as perfect and as sensitive as when first built.

JOHN E. HOBERT,
Superintendent of Wharves.

STATE OF NEW YORK,
CANAL COMMISSIONERS OFFICE,
ALBANY, JUNE 21, 1852.

MESSRS. E. & T. FAIRBANKS & CO.,

GENTLEMEN:—Your favor of the 10th, asking my views of the Weigh Lock Scales, manufactured by you, and introduced upon the Erie Canal, is received.

I have no hesitation in saying, that they have fully answered your recommendation in every particular. Their capacity for strength is fully equal to sustain the required burthen. They are not liable to get out of adjustment or repair. The arrangement of the Weighing Beam is admirably adapted to obtain rapid results. I know of no Scale superior to them, in this or any other country.

In great haste, Yours truly,
JOHN C. MATHER,
Canal Commissioner.



PORTABLE SCALES.

The following Railroads have been furnished exclusively, or nearly so, with FAIRBANKS' SCALES:

Alabama & Tennessee.	Huron & Oxford.
Allegheny Valley.	Illinois Central.
Androscoggin & Kennebec	Indiana Central.
Ashuelot.	Indianapolis & Bellefontaine
Atlantic & St. Lawrence.	Iron.
Baltimore & Ohio.	Jeffersonville.
Baltimore & Susquehanna.	Kennebec & Portland.
Belvidere, Delaware.	Knightstown & Shelbyville.
Boston, Concord & Montreal	Macon & Western.
Boston & Maine.	Mad River & Lake Erie.
Boston & Providence.	Manchester & Lawrence.
Buffalo, Brantford & Goder'h	Memphis & Charlestou.
Buffalo, Corning & N. York.	Michigan & Southern.
Buffalo & New York City.	Milwaukee & Mississippi.
Buffalo & State Line.	Naugatuck.
Canandaigua & Elmira.	New Albany & Salem.
Central, (Ga.)	Newburyport.
Central, (Va.)	New Haven & New London.
Champlain & St. Lawrence.	New Haven & Northampton.
Charlotte & South Carolina.	New Jersey Central.
Cheshire.	New York Central.
Clevelaud, Columbus & Cin-cinuati,	New York & Erie.
Cincinnati, Hamilton & Day-ton.	New York & New Haven.
Cincinnati, Logansport & Chicago.	Norfolk County.
Cincinnati, Wilmington & Zanesville.	Northern, (N. H.)
Cleveland & Erie.	Northern, (N. Y.)
Cleveland & Pittsburgh,	Norwich & Worcester.
Cocheco.	Old Colony.
Columbus, Piqua & Indiana	Orange & Alexandria.
Columbus & Xenia.	Oswego & Syracuse.
Concord,	Petersburg.
Concord & Claremeut.	Philadelphia & Reading.
Connecticut River.	Pittsfield & North Adams.
Coun. & Passumpsic River.	Plattsburg & Montreal.
Dayton & Michigan.	Portland, Saco & Portsmouth
Eastern.	Providence & Worcester.
Essex.	Rensselaer & Saratoga.
East Tennessee & Georgia.	Richmond & Danville.
Evansville & Crawfordsville	Richmond & Petersburg.
Fitchburgh.	Rome, (Ga.)
Galena & Chicago Union.	Rome & Watertown.
Georgia.	Rutland & Washington.
Grand Trunk, (Canada.)	Rutland & Burlington.
Great Western, do.	Sandusky, Mansfield & Newark.
Great Western, (Ill.)	Scioto & Hocking Valley.
Greenville & Columbia.	South Reading Branch.
Greenville & Miami.	South Side.
Hartford, Providence & Fish-kill.	South Western.
Housatouic.	Springfield, Mt. Vernon Pittsburgh.
Hud on River.	St. Charles Branch.
Hudson & Berkshire.	Steubenville, & Indiana.
	St. Lawrence & Atlantic.
	Stony Brook.

RAILROAD RECORD.

AND

Journal of Commerce, Banking, Manufactures, and Statistics.

Vol. 2.---No. 9. CINCINNATI, THURSDAY, APRIL 27, 1854. Whole No. 61.

Railroad Record

IS PUBLISHED EVERY THURSDAY MORNING,

By J. A. & U. P. JAMES,

At No. 167 Walnut Street, Cincinnati.

E. D. MANSFIELD, Editor.

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J. A. & U. P. JAMES,

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167 Walnut st., Cincinnati.

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PUBLIC WORKS OF PENNSYLVANIA.—In the Pennsylvania State Senate, the bill providing for the sale of the public works, has finally passed. The price is fixed at $10,000,000. The purchasers are authorized to construct a railroad from Columbia to the Ohio river. It will have to go back to the House for concurrence.

CARDS.

ALBERT M. LEA,
CIVIL ENGINEER,
KNOXVILLE, TENN.
†oc27

E. GEST,
CIVIL ENGINEER,
Room No. 7 Hart's Building,
South side of Fourth st. bet. Main and Sycamore sts,
CINCINNATI.

OFFICE OF THE
Marietta & Cincinnati Railroad Co.
No. 37 Manchester Buildings,
CORNER THIRD AND SYCAMORE STS.
CINCINNATI.
Principal Office at
CHILLICOTHE, OHIO.
W. P. Cutler, President.....S. W. Ely, Secretary.

OFFICE OF THE
Ohio & Mississippi Railroad Co.,
No. 97 Fourth street, south side, west of Vine.
James C. Hall, President....S. S. Pond, Sup't & C. E.

OFFICE OF THE
Dayton & Cincinnati (Short Line) Railroad Co.,
No. 8 Hart's Building, south side of Fourth street, between Main and Sycamore streets.
Peter Odlin, Pres't, Dayton.....John C. Thorpe, Sec'y.

Cincinnati, Logansport & Chicago Railroad Company.
OFFICE AT NO. 169 WALNUT STREET,
CINCINNATI,
ALSO,
NEW CASTLE, IA.
J. T. Elliot, Pres't.....J. W. Grubbs, Sec'y,

Richmond & Indiana Railroad Co.
OFFICE AT
RICHMOND, IA.
John W. Hutton.....President.

Indiana Central Railroad Co.
OFFICE AT
CENTERVILLE, IA.
Jno. S. Newman, Pres't.....Jas. M. Smith, Sup't.

Hamilton & Eaton Railroad Co.
OFFICE AT
EATON, OHIO.
David Barnet, Pres't.....D. M. Morrow, Sup't.

Cincinnati, Indianapolis & Chicago Railroad Company.
Office in Gregory's Building, south side of Third street, west of Main street
CINCINNATI.
E. M. Gregory.....President.

PROFITS AND VALUE OF WESTERN RAILWAYS.

There is an effort making in some quarters to check the progress of Western railways, by representing in the first place, that they cost more than they really do; and secondly, that their profits will be reduced by competing lines. These representations are, of course, made by parties who think their interests will be affected by the construction of new lines. They, therefore, wish to stop the new lines, not because they are likely to be unprofitable, but because they may possibly diminish the heavy receipts on other lines. This view, however, is entirely incorrect; for the extent, population, production and fertility of the West are amply sufficient to insure large profits, not only to all the works now constructed, but to all that are commenced. The great receipts on each new line that comes into operation, and the enormous annual increase on those that have been more than a year working, are sufficient proof to those who understand the resources of the West.

We are certainly not among those who wish to encourage hazardous speculations in railways. Such a course is hazardous to the true interests of railways, and should be discouraged for their sake, if for no other. But that is a very different thing from proceeding steadily on to supply the vacant places with the advantages of the railway system, and also improving old lines by making them more direct, and furnishing them with double tracks.

There is also another idea afloat among some Eastern men who have the conceit to imagine that *they* only are the financiers of the world; that the Western country is wholly dependent upon foreign or Eastern capital.—The absurdity of this idea may be learned by referring, for example, to the *relative* indebtedness of New York and Ohio railroads. By way of example, we may give the following table of cost and indebtedness of the New York and Ohio railroads, as far as we have the means of comparison:

	Capital.	Funded Debt.
New York Railroads	$58,215,000	$53,000,000
Ohio Railroads	19,180,000	10,327,400
New York—miles constructed		2,332
Ohio— " "		1,411
New York, cost per mile		$47,600
Ohio, " "		20,700

Now, here is an instructive table in every sense, on the real value of Eastern and Western railways. It appears that in New York,

the proportion of debt to capital is as 44 to 56 per cent, while in Ohio the debt is to capital only as 36 to 74 per cent. The Ohio roads, therefore, *owe less and have far more capital in proportion* than those of New York. Again it is shown by comparing the present debt with the original debts of the companies, that a large portion of the indebtedness, that is bonds of the Ohio roads, has been *converted into stock*. In other words the stock of the Ohio roads, at least most of them, is actually *worth more than their bonds*. This reminds us that two or three of the Western roads are at this moment offering their stockholders *stock*, instead of putting their bonds in market, the latter being difficult to sell, but the former will sell readily enough.

Lastly, the *reason* why Ohio railroad stock is worth more than that of New York, is shown in the fact that *they cost not one half as much*. As long as these facts shall remain as they are, it will be in vain to threaten Western companies that their roads shall not be built. That is not in the power of Wall street, or State street, or Threadneedle street to prevent. The Western people have outgrown their leading strings, and they have the power, as well as the will, to act independently. Cotton may fall, and Bankers fail, but the soil of the West is a bank that never fails, and its people have an energy and industry which are far more valuable, than banks or cotton.

The following tables we have prepared from all the reports in our possession, of the cost, length, receipts, expenses and profits of Western railways:

	Length.	Cost.	Cost per mile.
Little Miami.....	84	$3,191,000	$37,000
Cin., Ham. & Dayton...	60	2,659,653	44,327
Xenia & Columbus.....	54	1,310,700	24,300
Cleveland & Columbus.	135	3,870,467	24,300
Ham., Eaton & Richm'd	41	1,044,979	25,500
Mad River & Lake Erie.	167	3,110,148	24,000
Mansfield & Sandusky..	56	1,855,000	33,100
Mad., Ind. & Peru.....	159	4,889,000	24,500
Terre Haute & Richm'd	72	1,435,525	20,000
Galena and Chicago....	92	2,500,000	26,800
Michigan Southern.....	315	7,276,616	22,780
Michigan Central.....	282	8,018,505	30,500
Cleveland & Pittsburgh.	99	3,279,908	31,100
Greenville & Miami....	34	500,000	15,000
Columbus & Lake Erie.	61	1,170,000	20,000
15 roads.....	1,713	$41,811,501	$403,207
Average cost per mile.....			$23,500

We next come to the yield of these roads, which is presented in the following table:

	Receipts.	Expenses.	Profits.
Little Miami.....	$667,558	$315,426	$352,132
Cin., Ham. & Dayton.	321,793	120,836	200,956
Xenia & Columbus...	314,434	145,821	168,611
Cleveland & Col....	1,191,873	580,776	611,097
Eaton & Hamilton...	89,855	38,671	51,184
Mad Riv. & Lake Erie	540,518	427,117	113,601
Mad., Ind. & Peru...	516,414	248,339	268,075
Terre Haute & Rich'd	177,975	66,331	111,644
Galena & Chicago...	473,548	187,396	286,152
Mich. So. & Nor. Ind.	1,200,922	613,993	586,929
Michigan Central...	1,145,598	562,782	582,816
Cleveland & Pittsb'g	432,688	165,410	267,278
Aggregate	$7,089,173	$3,429,898	$3,599,275

Net profits on the above twelve railroads, nine and one-third per cent. There are no other roads finished and long enough in operation to give us full returns for one year.—As the receipts of all of these are rapidly increasing, it is quite certain that the net profits in the coming year will be more than 10 per cent.

The new roads just commencing, all promise to be equally productive. No country can produce anything like this, in the productiveness of capital, on so large a scale. Except the agriculture of the West, there is nothing in the United States equals it. Some of the older and longer lines show results much beyond that exhibited in this average. The Cleveland and Columbus road paid 28 per cent. dividends in 26 months. The Michigan Southern, made dividends of 17 per cent. in one year. The Little Miami made 11 per cent. The Xenia and Columbus made 12 per cent. The Galena and Chicago made 11 per cent.

The above tables and examples are enough to illustrate the general principle, that Western railways are exceedingly productive, and that the yield to capital thus invested, is enough to justify the efforts made to complete the various lines commenced, and pay foreign as well as domestic stockholders, an ample compensation for their investments.

The amount of capital necessary to complete the two thousand miles of unfinished railway in Ohio, will be about $40,000,000; which divided among five years, is $8,000,000 per annum. If it were necessary that this should be raised in Ohio, we believe it could be easily done. It would be but six dollars a head annually—an amount absolutely insignificant, when we consider the wealth aud prosperity of the people.

PEORIA AND BUREAU VALLEY RAILROAD EXTENSION TO HANNIBAL.—The citizens of counties along the proposed line of this road, are aroused as to the feasibility of its construction, and are doing their utmost in the way of individual and county subscriptions to aid the undertaking. The Michigan Southern and the Rock Island roads are interested in the connections offered by this line, and have, we understand, promised effectual assistance. Mr. Farnum, one of the contractors upon the Rock Island and the Bureau Valley roads, has offered to take the entire contract and complete the road within two years from Peoria to Hannibal. Surveying parties are already on a portion of the line, and subscriptions are coming in very liberally.

This will open up a connection for the Hannibal and St. Joseph road with Chicago and the North, in addition to the proposed direct eastern one through Pike county, Ills.

The city of Hannibal will take some $50,000 in this road.

GOLD PENS.—To such of our friends as need a *good* gold pen, we would commend a trial of those on sale by Messrs. MOORE, ANDERSON & Co., No. 28 Fourth Street, who keep a large and varied assortment of the best manufacture, and to suit all hands. Try them.

NASHVILLE AND NORTH-WESTERN RAILROAD, TENN.—The following is a list of the Board Directors of this company:

John A. Gardner, President; H. L. Claiborne, Secretary and Treasurer. Directors: Jos. H. McEwin, Michael Burns, John B. Johnston, R. C. McNairy, W. F. Cooper, Davidson county, Jas. L. Bell, Dickson county; Thos. Wyly, Humphreys county; Wm. Fitzgerald, John W. Blanton, Henry county; Jeptha Terrel, W. W. Gleeson, Weakley county; Geo. H. Carey, Wm. Wyatt, Wm. B. Isler, Obion county.

The line of this road commences at Madrid Bend, on the Ohio, in Obion county, passing eastwardly, and crossing the Mobile and Ohio road, in the same county, thence, via Dresden and Reynoldsburg to Nashville. The charter was obtained in Jan. 1852, and valuable amendments have been made to it, giving the company ample privileges. The company has the advantage of "state-aid" in conjunction with other roads. The line will shortly be under contract, a portion of it in July.

By reference to our advertising columns it will be seen that this company is in want of a competent Engineer-in-Chief. This is an opening worthy the attention of engineers.

SOUTHERN RAILROAD, ALA.—This road, says the New Orleans *Bulletin*, is now fairly under way, and we may look for its completion from Brandon to the Alabama line in two years. By that time the connection will be made between the Alabama line and Montgomery, which will open a continuous railroad connection from Vicksburg to the Atlantic. In the meantime the Shreveport and Vicksburg road will have been progressing rapidly in a westward direction, and will not be far from the Texas boundary. This constitutes a valuable, profitable and magnificent line of railroad communication, which is destined to contribute largely to the commercial prosperity of New Orleans.

Messrs. Cameron, Snodgrass & Co., are contractors for the entire line, from Brandon to the Alabama state line. H. Haupt, C. E. is the consulting engineer.

Mr. Snodgrass, one of the contractors, has been appointed general superintendent.

FORT WAYNE AND SOUTHERN RAILROAD.—At a recent meeting of the Directors of the Fort Wayne and Southern Railroad, held at Jeffersonville, the disagreement between the Board and the City Council of Jeffersonville, relative to the $200,000 in bonds of that city, was satisfactorily adjusted. The company take the bonds and are to sell them at not less than 80 cents. The company are not to establish their depot south of New Market street, but in the event of the construction of a bridge or a tunnel across the river they have the privilege of continuing it over the river.

Railroad Earnings.

March, 1853--4.

EASTERN:

Name of Roads.	Miles.	1854.	1853.	Increase.	Per Cent.
Pennsylvania Central, - -	357	$486,184 08	$310,955 82	$175,228 26	56.35
New York and Erie, - -	460	476,816 07	371,499 84	105,316 23	28.35
New York Central - - -	320	416,487 81	324,511 70	91,976 11	25.26
Baltimore & Ohio, main stem,	380	356,880 45	227,267 37	129,613 08	57.02
" " Wash. Br.	40	32,417 10	54,000 00	Decrease.	
Hudson River, - - - -	150	174,240 47	119,803 99	54,436 48	45.44
New York and New Haven, -	76	68,130 30	60,555 41	7,574 89	12.34
Nashua and Worcester, - -	45	26,800 00	24,118 88	2,681 12	11.11
Norwich and Worcester, - -	66	26,400 54	25,436 12	964 42	3.79
Stonington, - - - - - -	50	23,183 00	20,034 00	3,149 00	15.21
Third Avenue, (N. Y. City,)		24,971 79	New		
Sixth " "		18,478 84			
Eighth " "		22,414 26			
Del. and Lackawanna*	50	17,042 00	10,153 00	6,889 00	67.85
Oswego and Syracuse*	35	4,759 78	3,544 46	1,205 02	34.28

WESTERN:

Name of Roads.	Miles.	1854.	1853.	Increase.	Per Cent.
Michigan So. & Nor. Ind. -	247	$149,395 00	$87,144 00	$62,251 00	71.43
" Central, - - - -	278	96,528 19	59,469 05	37,059 14	62.28
Ohio and Pennsylvania, - -	187	81,150 41	38,743 68	42,406 73	109.45
Little Miami, - - - - - -	84	80,522 58	72,790 42	7,721 96	10.47
Cleveland and Toledo, - -	172	70,782 00	44,485 00	26,297 00	59.11
Cin., Hamilton & Dayton, -	60	41,445 54	35,364 68	6,080 86	17.19
Cleveland and Pittsburgh, - -	99	37,790 21	31,670 02	6,120 19	19.32
San., Mansfield and Newark,	117	24,865 99	18,497 53	6,368 46	34.42
Madison and Indianapolis, - -	86	23,135 00	21,167 00	1,968 00	9.03
Milwaukee and Mississispi, -	88	20,698 61	8,143 35	12,555 26	154.18
Louisville and Frankfort, - -	65	22,504 42	16,989 36	5,515 06	32.46
Macon and Western, - - -	101	34,356 98	26,592 71	7,764 27	29.19
Chicago and Rock Island, -	181	74,684 70	New.		
Indianapolis and Cincinnati, -	90	26,248 60	"		
Muscogee* - - - - -	100	13,555 00	3,061 00	10,494 00	342 82

*Added after the table was made up.

From the foregoing table it is evident that the traffic upon the railroads of the country is rapidly increasing. The "Washington Branch," though showing a much greater amount of receipts than last month, has nevertheless fallen short of the same month last year, which decrease is readily accounted for when we remember that last year the travel of visitors, office seekers and others, over this road, to attend the inauguration of our present Chief Magistrate, was far greater than any previous similar occasion.

We find the increase of receipts for the month, over the same month of last year, to have been as follows:

1904 miles Eastern roads..... 254.87 per cent.
Or, per mile..... 13.38 "
1584 miles Western roads..... 608.53 "
Or, per mile..... 38.42 "

It is gratifying at this time, when monetary affairs are so tight, to find that our Western roads are increasing their receipts so steadily and uniformly.

Says a cotemporary, the Mobile *Register*—

"We are surprised that, with railroad statistics before men's eyes, with their wonderful results daily astonishing their senses, there should be found any at this day to throw obstacles in the way of these great fertilizing and civilizing engines of the age.

"Railroads seem to possess a magical power of creating business traffic and travel; and as the multiplication of the water rills which pour into a river swell the volume of its stream, so, the more rills of trade and travel you open to a city, the greater will be the contributions to the great reservoir of its commerce.

This has been the experience everywhere throughout the West. The effect of railroads upon our cities and towns, has been magical indeed; and we can readily conceive how those persons at the East and elsewhere, not conversant with the peculiarities of this growing country, form such erroneous opinions of its capabilities. Among a certain class, at the East especially, the constant cry is "you are building too many roads; they can never pay. We will not supply you means," and such like expressions of distrust and discouragement, and the explosion of the "railway bubble" in England a short time since, is held up to us as a warning.

It may be that more roads are proposed than will pay at first, but this, like all other business transactions, will find its proper balance. There is not at this time, a single road in operation in the West, that we know of, whose earnings are not steadily upon the increase, and the building of other main lines, so far from injuring those already in operation, will only serve to add to their traffic. The "railway bubble" of England presents not the slightest affinity to the state of railroad affairs in this country. There, shares in railroads not even surveyed, were eagerly sought after at high premiums. Such is not the case with us. There, the amount of traffic, especially freight, is comparatively limited; with us there can be no bounds put to the extent of passenger traffic, while our entire territory teems with tons upon tons of freight now lying unproductive in the soil, all of which will be rapidly developed just so soon as facilities for transportation to market can be had to draw it forth.

With these facts before us, and the figures showing that railroads do stimulate improvements, settlements, and enterprise wherever they are built; and that every mile of rail laid adds to the wealth of the country through which it passes, does it not behoove us to cherish and protect the railroad interest, the croakings of "old fogies" to the contrary, notwithstanding?

The RECORD has been taken to task for its advocacy of *Western Railroads*. It has been said that its statements were incorrect, and not sustained by facts, when it has been demonstrated by figures that Western roads do pay better, and will continue to pay better dividends than Eastern roads. Our regular monthly statements of Earnings show this thus far, and we doubt not, will continue to show it, for all time to come.

The deductions from our present table show that the increase upon Western roads has been 287.10 per cent. greater than on Eastern roads, though several of the former are quite new, and some of them yet unfinished.

ANOTHER NEW RAILROAD PROJECT.—A company has been formed and books have been opened for subscription of stock, to build a railroad from Lima, Ohio, through Marion, Kokomo and Burlington, to Lafayette. The engineers will be upon the line in about two weeks.

A reference to the map will show this to be a very direct line; but whether the country through which it is proposed to build it can raise the means, is the question upon which its fate will hinge. If the money can be raised at home, the road will go on; but if it cannot, it must of necessity be postponed, as it is impossible to raise money for new projects at this time.

We do not mean to be understood as opposing the construction of this line, which will pass through a section, as yet unoccupied, which would undoubtedly pay for a road after a time, but at present it is not advisable to bring any new projects forward, with any hope of aid from abroad.

CLEVELAND AND ST. LOUIS RAILROAD.—The Cleveland *Leader* says that this road has been put under contract (in Ohio) to Messrs. A. DeGraff, E. C. Frost & Co., of Dayton, at $24,000 per mile, including a large equipment. $100,000 worth of station buildings, and all the masonry to be constructed for double track. They are to take 65 per cent., in the stock and bonds of the company.

MINES AND MINERALS AND MANUFACTURING IN EAST TENNESSEE.

We clip the following from the Knoxville *Register* of the 12th, from which it will be readily perceived that the present course of the Legislature of the state of Tennessee, in granting aid to railroads will tend to the early development of these latent resources, and make that state one of the wealthiest and most prosperous of the Union.

Much has been said of the copper mines of Polk county, and from what we hear as daily occurring in that region, we are constrained to believe that their value has not been as yet half developed. But recently, we are told, the miners have reached the yellow sulphuret of copper, which we understand is an infallible indication of the inexhaustible extent of the mines, and also their incomparable richness. The fever which has hitherto prevailed in that quarter of East Tennessee seems not yet to have attained its highest pitch, as new discoveries are being made, new mines opened and large transactions transpiring.—But last week, we are informed, there were sales of two or three quarter sections of land at about $1,250,000. About five thousand tons of ore are now being taken from the mines monthly, and this of such richness as to be worth net one hundred dollars per ton, thus making the products of the mines even now half a million of dollars per month. What it will be when the shafts that are being sunk all penetrate the rich sulphuret, no one can conjecture, and what discoveries are yet to be made in the intervening spaces between the Polk county mines and those recently discovered in Carroll county, Virginia, "no man can know"—that the two developments are but the outcropping of the same continuous vein, which extends along our eastern border, we think there cannot be the shadow of a doubt, as the Virginia and Polk county veins have the same direction, north-east and south-west have the same dip—the same surface indications and are in the same chain of mountains. Besides this, the formation of the intervening country indicates as certainly the presence of copper beneath the surface, as do the masses of once molten matter which are to be seen where the copper has been found.

But these copper developments are not the one tenth part of the indications of the unprecedented value which is some day, and that now not very far distant, to be attached to mineral lands in East Tennessee. To say nothing of our zinc, lead, marble, &c. &c., and the immense amount of capital which we have no doubt will be some day employed in bringing these treasures out of the earth, we can point to our *mountains of iron and coal* as being of more value, ultimately, than all the copper mines of the world, no matter how productive they may be.

It is strange, indeed, that all the capital which is now being invested in mineral lands in East Tennessee, should be controlled by this copper mania. There are immense fields of coal, unsurpassed in their extent or in the quality of the coal, by any that has ever been discovered, in immediate proximity to the best iron ore in the world, and that too so abundant that we verily believe, with the fuel so near, and other facilities which may be had, together with the modern improvements in the art of making iron, the pig iron may be made at a cost of little more than *five dollars per ton.* And yet thousands of acres of land in East Tennessee, where this coal and iron so much abound, might now be purchased for less than *fifty cents per acre;* and that, too, in view of the fact that there are so soon to be radiating from Knoxville, railways to the north, south, east and west, over which the iron may be transported with profit to any market in the United States. To Charleston, for instance, the time will soon be when it may be transported for eight dollars per ton, thence to New York for two and a half dollars; to Cincinnati and Louisville for from four to five dollars; making the actual cost of the iron in New York less than $20 per ton, in Charleston less than $15, and in Cincinnati less than $10! To our distant readers, who are familiar with prices for pig iron ranging from $20 to $50, these suggestions may seem to be visionary, but they will not so think when we tell them that iron is now made in East Tennessee, after the fashion in which "our fathers" made it, and that too with *charcoal,* at $10 per ton, and that the iron men of East Tennessee have always realised good profits in the Ohio river markets, though their only access to them heretofore has been by a transportation of near *three thousand miles,* (*via* the Tennessee and Ohio rivers.) Here then is the place to "put money"—in the coal and iron lands; not that there are not large profits to be realised from a more complete development of our marble quarries, zinc and lead mines, but iron has ever been and must continue to be an article absolutely indispensable, in some form or other, to every family in this and every other land.

Cleveland & Pittsburgh, and Ohio & Pennsylvania Railroads.—The Beaver *Argus* says that a "bill has been presented to the Legislature of Pennsylvania, asking that body to transfer the rights and privileges of the Pittsburgh and Erie Railroad Company to the Ohio and Pennsylvania Railroad Company. That is, giving the right to the Ohio and Pennsylvania Railroad company to construct, if they see proper, or if the business of their road require it, that portion of the Pittsburgh and Erie road lying between Beaver and Pittsburgh. Our citizens are probably not aware of the unfairness of this move. The facts of the case, as we understand them, are briefly these: The Ohio and Pennsylvania Railroad Company wishes to monopolize the entire ground between Beaver and Pittsburgh, for the purpose of forever preventing any but their own road getting to Pittsburgh—it being impossible for a third road to be made, unless constructed for two-thirds the way in the Ohio river. What, then, will be the consequence of the passage of this bill! That portion of the Pittsburgh and Cleveland road between Wellsville and Beaver will, in all probability be abandoned. They cannot get to Pittsburgh—are at the mercy of the Ohio and Pennsylvania Company, who can carry their passengers and freight or not, as they see proper. To cross the Ohio at this point, would cost not less than a million and a half dollars; and it seems to be the determination to prevent them from going to Pittsburgh, or if they do get there, to make it cost an immense sum of money."—*Cleveland Herald.*

MATHEMATICAL INSTRUMENTS.—Such of our readers as may be in need of mathematical instruments, we would refer to E. Mendenhall's advertisement in our columns. He has a large assortment of the finest and best articles for draughting and like purposes to be found in our city, of English, French and German manufacture, and withal, he offers them at very low rates. We commend him to our friends.

LOUISVILLE AND MEMPHIS RAILROAD.—On Monday, 7th inst., the Commissioners of the Louisville and Memphis railroad met at the Merchants' Exchange, in Louisville. Stock books were distributed and the necessary steps taken for the organization of the company at an early date. We understand the best feeling prevailed at the meeting, and that the Commissioners believe that the company will be fully organized before the first Monday in June next. The deepest interest is felt in the enterprise along the line, and some stock was taken before the Commissioners met. About eighty thousand dollars has been already subscribed, one county, (Muhlenberg) having subscribed forty-six thousand dollars. No effort has yet been made in the city to obtain subscriptions, but the books are now open, and the Commissioners expect the citizens to resound liberally to the call, and they will not permit the enterprise to flag along the line by an exhibition of a want of interest here.—*Louisville Journal.*

COVINGTON AND OHIO RAILROAD.—"We understand that at the last (April) meeting of the Board of Public Works, Mr. Fisk, the engineer of the Covington and Ohio Railroad, communicated the fact that the grade of the road had been reduced to 29½ feet to the mile, thereby rendering it by far the best route for a railroad between the West and the East that can be found in the United States.

This fact, taken in connection with the experience of the Baltimore and Ohio Railroad, ought to satisfy the most skeptical that the Covington and Ohio Railroad, when built, will in a few years pay the whole cost of construction. The earnings of the Baltimore and Ohio Railroad last month, over grades of 116 feet to the mile, were $400,000. When we compare the grades of the two roads and consider the results that have been produced by the completion of one, we are irresistably compelled to the conclusion that the completion of the other would be productive of far more gratifying results."—*Richmond Enquirer.*

PEORIA AND HANNIBAL RAILROAD.—The following gentlemen have been elected officers in the Hannibal and Peoria Railroad Company:

Directors—W. R. Johnson, of Vermont; L. D. Erwin, of Rushville; J. F. Hawkins, of Hannibal; Hiram Phelps, of Lewistown; A. D. Reed, of Farmington. Hiram Phelps, President; George Phelps, of Lewistown, Treasurer; T. Hamer, of Vermont, Secretary; L. W. Ross, of Lewistown, Attorney.

The Board thus organized, went into session, and appointed Commissioners to procure the right of way. Engineers are now on the supposed route, and the whole road will be put under contract in less than three months.

☞ The Board of Aldermen of New Orleans has passed an ordinance providing for the subscription by the city of $2,000,000 stock to the New Orleans, Jackson and Great Northern Railroad. An ordinance providing for the subscription of $1,000,000 stock to the New Orleans, Opelousas and Great Western Railroad was also adopted.

PROGRESS OF IRON MANUFACTURE IN THE UNITED STATES.

We take the following from the United States *Mining Journal*, being a reply of Judge NASH, of Gallipolis, to an article which appeared in that paper, some time last month, purporting to be a reply to the Judge's article upon "Iron Manufacture" in Ohio, as it appeared in the *Record* a short time previous:

"Those who have watched the rapid development of the Iron manufacture in the Union, which is exhibited by the erection of furnaces, and by the multiplication of Iron Companies, headed by energetic and practical men, need not the hourly confirmation of our views.

So rapid is this progress, that the more prudent of the British iron-masters have refused to countenance any further advance in the prices of iron, well knowing that every shilling per ton increase in the value of this staple, is but another nail in the coffin of their monopoly.

The day has already dawned which shall emancipate us from the thraldom of bringing from Europe that metal which lies in inexhaustible masses at our doors! Already Missouri and Lake Superior iron has been shipped to Sheffield, converted into steel there, and returned to us, in cutlery of the finest quality.

Ere long, not only shall we dispense with British iron, but the superior properties of our iron will drive the Russian and Swedish steel iron from the British markets.

The following very interesting letter, from the Hon. Judge NASH, is worthy of an attentive perusal, not only on this side, but on the other side of the Atlantic:"

GALLIPOLIS, Ohio, April 11, 1854.

To the Editors of the U. S. Mining Journal.

I received a copy of your Journal of 8th March last, some weeks since, but the constant pressure of judicial duties has precluded an earlier notice of the article dated *Ironton*, Ohio, and signed "*An Iron Manufacturer.*"

The writer of that article, if I mistake not, is deeply interested in the iron manufacture, and I understand is now deriving an annual income of over $100,000 from it. Hence he is deeply interested in suppressing all information as to the true profits now being realized in the manufacture of Pig Iron; because, if known, capital will inevitably seek that investment, and production run up so as to bring down the price of iron within reasonable bounds, which is not the case at present. My object in writing the article, from which you extracted, was simply to demonstrate that there must be a large increase in the manufacture of iron in the United States; and that a large portion of that increase would take place along the line of certain railroads running through the southern portion of Ohio, and hence contribute to their business and profits. I did not undertake, therefore, to be precise in my calculations, but simply labored to show that the iron manufacture was now paying large profits, and that the cost of making it was such as to exclude in the West all fear of foreign competition. That such is the fact no well informed iron manufacturer will question.

"An Iron Manufacturer" seems to question my facts and estimates, and yet in conclusion does not vary much from my conclusions. I put down the cost of pigs at $20 per ton; he thinks the cost is $25, subject to a deduction for any profits made on the sale of merchandize. Now, since seeing his article, I have conversed with iron masters just as intelligent as this writer, and manufacturers, too, who claimed I had represented matters too favorably, but who admitted that the average cost of a ton of pig was not over $21. Now it is well known that just at this time the cost of making iron is increased above what it must be as a permanent rate. The large increase in furnaces, the great profits being realized, and the high price of provisions, have at this time raised the cost of producing iron above its usual and permanent level. I say again, that as a regular rate, $20 per ton will cover the cost of producing a ton of pig among the furnaces in Southeastern Ohio.

Now for a few facts in addition to former ones. I have seen the balance sheet of a furnace for the last year's business, showing an item of profits to the amount of $46,000.—This furnace cost six years since, less than $50,000. *Here then is a furnace paying for itself in a singte year!* Six years ago it was thought that from $2 to $6 per acre was as much as the business would justify one in paying for furnace lands; now prices averaging $13 per acre are being given for lands no richer in ore, and not as well timbered. And at these and lower prices some ten new furnaces are being erected on a line running from the northwest corner of Lawrence county along the eastern border of Jackson and Vinton counties, and up to the edge of Athens. And what is more, none are so eager to engage in these new adventures, as men already deeply involved in the business. This business is now paying greater profits than any other, *unreasonable* profits, profits however, incident to the unwise legislation of Congress. And were it not for the rise of prices of labor in Europe, the value of iron would again run down below the cost of production here; but England cannot again afford to sink prices as low as in 1850, and hence I consider the business in the West as affording a certain assurance of living profits. Whatever influence foreign importation may have upon the Eastern manufacture, the cost of inland transportation, must ever forbid the use of foreign pigs in the West. Western iron can only be effected by destroying the market for its use, through large importations of the manufacture of iron.

What then are the profits of this business? Pig iron has been selling at from $46 to $50 per ton for the last year and more. It costs, says an iron manufacturer, $25 per ton; here is a profit at the lowest of $21 per ton. A furnace will turn out from eight to ten tons per day, and some as high as twelve, giving a clear profit of from $168 to $189 per day, while in blast. According then to the admissions of "An Iron Manufacturer," what business pays as well as this! Iron, however, must go down as the production comes up gradually to the consumption; and I would not be surprised that in two years or less, the price should run down to $35 per ton; but if it even goes down to $30 per ton, it will still be, when closely managed, not a losing, but a paying business. *I submit then, whether capital can find a more inviting field for investment, whether viewed in its present or future aspects?*

I have now said enough to justify the article from which you extracted.

Yours in haste,

SIMEON NASH.

LYONS, IOWA, CENTRAL RAILROAD.

We have been kindly permitted the perusa- of several letters received by James H. Gower, Esq., of this city, from gentlemen who are prominent in the Lyons, Iowa, Central Railroad company. From statements gathered from them, we learn that the company has already expended about $200,000 in grading and bridging, and $276,000 in iron, chairs, spikes, locomotives, etc. In regard to their Bonds, $300,000 have been issued by Mr. H. P. Adams, and $500,000 more are in the hands of the Executive committee for negotiation. But as they intend publishing forthwith such an exhibit of their financial affairs as the public are justly entitled to, we shall say no more now.

The Chicago and Galena Road now owning the Dixon and Fulton line, which is to be completed this summer, will stand by the Lyons enterprise, and we have no doubt whatever, that by the time the cars shall run to Fulton, about the last of August, at least 40 miles of the road will be in running order in this state.

From the letter of Mr. H. P. Adams, from New York City, we make the following brief extract:

"Mr. Davis, our President, is here; also two of the Western Directors.

We intend to buy the iron for fifty miles of the road before we leave. I have started one locomotive on the way, and we have two others building at Patterson, N. J., to be completed in June. I shall leave for Iowa about the 12th or 15th of April; will be at Iowa City about the 1st of May. Mr. Davis and others of our party will accompany me, and go on to Fort Des Moines, etc.

Our prospects for finishing the road to Iowa City this year are good, and it will undoubtedly be done if we have no sickness on the line among the men."—*Iowa Cap. Rep.*

SAVANNAH AND GULF RAILROAD.—The Savannah *Courier* says:

We are gratified to announce, that the Board of Directors of the Savannah and Gulf Railroad company, have engaged the services of E. L. Herriot, Esq., as Chief Engineer; vice F. P. Holcombe, resigned. Mr. Herriot is now in this city and ready to enter upon his duties. A native of South Carolina, and a graduate of one of her best institutions; he has spent nearly eight years on the Georgia improvements, in the employment of Messrs. Holcombe, Foote, Reynolds and others, all of whom unite in awarding him the highest testimonials, as to both competency and attainment. As the principal surveys, on the first fifty miles of the road have already been completed, and as all the other impediments hitherto in the way of the progress of the enterprise are likely soon to be removed, we have no doubt the work will be prosecuted with energy, the moment that suitable proposals are received from contractors.

Since the above was in type, we learn that the President of this company has been authorized to make a contract with Robert Collins for grading the road from Savannah to the west bank of the Ogeechee river.

RAILROAD ACCIDENTS.

REPORT OF THE NEW YORK HERALD.

The New York *Herald* recently published a statement of accidents upon railroads and steamboats in the United States, for the past year or so, and particularizes a single road as follows:

Travelers will thank us for distinguishing the roads which have distinguished themselves by their sanguinary track. The Baltimore and Ohio road stands first on the list, with a catalogue of eleven accidents in twelve months, causing fourteen deaths and forty-six casualties.

In the same paper of the 16th inst., we find a communication from an "Officer of Baltimore and Ohio Railroad," which gives quite a different view of the matter, and no doubt a correct one. In justice to that company we copy a portion of the communication as follows:

"The alleged facts from which your inference is drawn are partly destitute of foundation and partly susceptible of explanation, which should, in my judgment, exonorate the company from the unfavorable "distinguishing" mark implied by the imputation of negligence or recklessness. The reader will observe that the majority of accidents reported occurred in the tonnage department, by which the safety of passengers was in no degree jeopardised. In those which happened to passenger trains, passengers were the sufferers only in two instances.

I proceed to examine your series:—

"March 27th, 1353, killed 8; wounded 24." At the period mentioned the community of our city and state, and I may add of the Union, were startled with surprise by the intelligence that after so many years of successful traffic and an unusual exemption from similar calamity, the first accident fatal to the life of a passenger had occurred on the Baltimore and Ohio Railroad. This melancholy disaster, which I am neither desirous to extenuate nor interested to obscure, occurred to a passenger train in descending eastwardly a grade to Cheat River, 76 miles west of Cumberland. It was attributable to a method of running the engines on the heavier grades, which has since that date been entirely abandoned. No defect in the construction of the road or of the machinery in use, no failure in sedulous attention on the part of officials employed either on the train or on the track, was ever imputed in this case by the parties most interested and best informed. It was recognized as really (in reference both to the past and to the probable future) an isolated occurrence, arising exclusively from an exceptional cause never in subsequent operation. It must of course ever remain a source of deep regret, and an additional stimulus to vigilance and caution on the part of the company; but it has not, so far at least as the local public are concerned, diminished in the minutest degree the well established confidence reposed in this corporation.

"June 25, wounded, 4."—Three persons only, all employed upon an express train, were injured on this occasion, two of them so slightly that no interruption to their daily business ensued. The third was confined for a few days by bruises. The accident was caused by running over a cow, near Thornton, Va.

"August 18, wounded 4,"—Your date, in this instance, is erroneous, the accident to which reference is probably intended, having occurred at Cameron, twenty-seven miles from Wheeling, on the 11th of August, when four passengers sustained slight injuries in consequence of a train running partially off the track. It appeared, from judicial investigation, that a switch had been unlocked by unauthorized persons and from malicious motives. Resolutions relieving the company from any imputations were passed by the passengers.

"October 7, wounded, 12."—For this report of an accident there existed no basis of fact, nor was even a rumor to that effect circulated in this city, or noticed by our local journals. But a fabricated statement, the product of a mendacious imagination, was imposed upon the Louisville *Journal*, and promptly disavowed and corrected by its editor on the representation of an officer of this company. The record should, therefore, have been accompanied by the refutation.

"November 18, killed, 2 "—The only foundation for this statement. consists in the fact that one individual, an insane man, was run over and killed on the 17th of November.

"November 23, wounded, 1."—The engineer of a tonnage train was somewhat hurt at Martinsburg.

"1854, January 23, killed, 1,"—The engineer of a passenger train was killed near Cumberland, by a collision in the night with a car maliciously taken from a switch and placed on the track.

"February 7, killed, 1."

"February 9, killed, 1."

About this time a tonnage conductor was killed, and a tonnage engineer injured, five miles west of Cameron.

"March 6, killed, 1",—The brakeman of a tonnage train was killed, in consequence of imprudence on his part, in sleeping at his post.

"March 7, wounded, 1."—The fireman of a coal train sustained some severe bruises in jumping from his stand on the engine.

The analysis of the above exhibits the following:

Accidents to passenger trains, 4; do. to tonnage trains, 5; do. to man on the track, 1. Total, 10.

Killed, 8 passengers, 3 officers and hands, 1 stranger—Total, 12.

Wounded, 25 passengers, 9 officers and hands—Total, 34.

Trusting that your sense of justice will induce you to give this due publicity,

I remain, sir, respectfully yours.

AN OFFICER B. & O. RR. CO.

CINCINNATI ABERDEEN AND OHIO RIVER RAILROAD.—A meeting of the friends of this enterprise was held at the Burnet House, in this city, on Thursday last, 20th inst., Judge J. Burgoyne, of Cincinnati, was called to the chair, and C. Baird, Esq., of Ripley was appointed Secretary.

A profile of the line of the road, with estimates, and report of the engineer, were laid before the meeting. Addresses were delivered by A. Liggett, Esq., of Ripley, H. L. Penn, Esq., of Georgetown, Judge Burgoyne, Mr. Broadwell and others. Committees were appointed to procure the right of way, and prepare an address to the puhlic. The best of feelings in favor of the proposed measure prevailed, and the meeting adjourned.

JUNCTION, INDIANA RAILROAD.

In the Connersville Times we find a communication from which we take the following items of this road:

The Junction Railroad, extending from Indianapolis by way of Rushville, Connersville, Liberty and Oxford to Hamilton, where it connects with the Cincinnati, Hamilton and Dayton Railroad, has been under contract and in process of construction for more than a year past. It was originally incorporated by the Legislature of Indiana in February, 1848. In March, 1849, the Legislature of Ohio granted the right of way to the company to extend its road to Hamilton, and granted to the company all the rights and privileges conferred by the general law of Ohio, passed in February, 1848. In February, 1853, the road was extended from Rushville to Indianapolis under the general railroad law of Indiana; and in March, 1853, the Legislature of Indiana conferred upon the company additional special privileges. The charter of this company is of the most liberal character. It is not restricted by individual liability, or any other illiberal provisions, which must destroy the value of the stock in any road organized under the new constitution of Ohio. A portion of the Junction road was put under contract in January, 1853; and at a subsequent period, the residue of the road from Indianapolis to Hamilton was placed under contract. There is now a large force upon every division of the road, and work to the amount of more than $300.000 has been done by the contractors.

The citizens of Cincinnati have taken more than six hundred thousand dollars of stock in the Junction road, a considerable portion of it in cash subscriptions; and the citizens of Indianapolis have about one hundred thousand dollars of stock in the road.

The Junction railroad from Hamilton to Indianapolis, less than one hundred miles in length, will cost, when finished in complete running order, $2,130,000. There are no tunnels, sharp curves, or high grades upon this road. Eighty-five miles between Hamilton and Indianapolis are straight lines.

The local business of the road, passing as it does through flourishing towns surrounded by a rich and highly cultivated country, cannot certainly be exceeded by any other road between Cincinnati and Indianapolis. The contract of the company with the Cincinnati, Hamilton and Dayton road, secures the conveyance of passengers and freight between Indianapolis and Cincinnati without change of cars or delay.

The whole amount of stock subscribed to the Junction Railroad is now more than two millions of dollars, of which the stock taken by the contractors, and the cash subscriptions amount to six hundred thousand dollars. The right of way has been obtained upon nearly the whole line, and the work is progressing so as to give assurance that it will be completed at an early day.

GREAT WESTERN, ILL., RAILROAD.—The cars now come into Decatur on the Great Western Railroad from Springfield. They are laying track on the Illinois Central at this place south; and the work of grading is commenced on the Indiana and Illinois Central road to Indianapolis; also on the exteusion of the Great Western Railroad to Danville, in the direction of Fort Wayne, Ia.

Comparative Cost of Wooden and Iron built Ships.

In a recently issued circular by Mr. James Hodgsdon, consulting engineer, of Liverpool, we find the following comparative annual cost of the working of a wooden and iron ship of 1,000 tons each:—"Suppose a wooden ship of 1,000 tons to cost £16,500, or £16 10s. per ton; then suppose an iron ship to cost £13,500, or £13 10s. per ton, both fitted for the East, we have the following result:—Wood—£16,500 at 3 per cent for insurance, £495; ditto at 5 per cent. for depreciation, £825; ditto at 5 per cent. for interest, £825—£2,145 deducted £1,350—795. Iron—£13,500 at 3 per cent. for insurance, £405; ditto at 2 per cent. for depreciation, £270; ditto at 5 per cent. for interest, £675—1,350; difference in favor of iron, £795 A wooden ship 1,000 tons trading to the East, will not carry more than 1,500 tons, which, at £5 per ton, for the voyage out and home, will give £7,500, while an iron ship of 1,000 tons, built from the same external lines, will carry 1,800 tons, which, at £5 per ton, will give 9,000; deduct £7,500 and the difference will be £1,500, making a total in favor of an iron ship of 1,000 tons of £2,295. In the above statement, it will be seen that I have taken the lowest estimated cost for a wooden ship, and also the lowest depreciation of the same, and as regards the iron ship, I have now under my superintendance three large ships for one gentleman, of nearly 1,500 tons each, (exclusive of others,) one of which is 2,700 tons, o. m., which will be less than £13 per ton, so that the above case is under, rather than over rated in favor of iron ships." The above estimates are especially important at this juncture, when the interest attached to iron ships is on the increase. Mr. Hodgsdon is the builder of the iron bark "Richard Cobden," which has made ten rapid voyages to the East Indies, as well as of the "Sarah Sands," the first iron screw steamer that ever ran between New York and Liverpool, and of the "Antelope," the first iron screw steamer that ran between the Brazils and Liverpool.

Oakland and Ottawa Railroad.—We learn from A. H. Hansoom, Esq., that the contracts have been entered into for the completion of this important route by the 13th of June, 1855. One year from this date the road is to be completed from Detroit to Grand Rapids.

The work is in the hands of contractors principally from New England, who are men of unquestioned ability to carry forward this great work. This route is destined to become one of the greatest thoroughfares between the East and the West.—*Milwaukee News.*

Aid to Ralroads.—Mr. Rusk's Senate bill, now pending, proposes that all railroad companies which shall contract with the United States to carry the mails and munitions of war, &c., free, and allow the Postmaster General to regulate the manner and times of transportation, shall be allowed to import free of duty all the iron required for the use of such roads; and all the double track roads which shall contract as aforesaid, shall be granted six sections of public land for each mile of said road.

BALTIMORE AND OHIO RAILROAD---STATEMENT OF REVENUE, ETC.

The following important papers were laid before the First Branch of the City Council, last evening, by J. I. Atkinson, Esq., Treasurer of the Baltimore and Ohio Railroad Company. We yesterday gave a partial abstract of the resolutions relative to a cash dividend, adopted by the Board, but the entire resolves, in connection with the accompanying statement and estimate, will command general attention.—*Baltimore American.*

Office of Balt. and Ohio R. R. Co.,
April 20, 1854.

To the President of the First Branch of the City Council:—Sir:—I have the honor to hand you herewith, an extract from the minutes of the Board of Directors of this Company, at their meeting held yesterday, accompanied by a statement of the revenue and expenses of the Baltimore and Ohio Railroad, for the six months ending the 31st of March last, and also, a statement of the estimated receipts and expenses of the coming six months, to the 1st of October next, in compliance with the request contained in the preamble and resolutions adopted by the First Branch of the City Council, on the 4th inst.

I am, sir, very respectfully,
Your obedient servant,
J. I. Atkinson, Sec'y.

Extract from the Minutes of the Board of the Baltimore and Ohio Railroad Company, April 19, 1854.

Whereas, The time has now arrived, when this Company should declare to the Stockholders what their future policy in regard to paying dividends, will be:

Resolved, That it will hereafter be the policy of this Company to declare, semi-annually, beginning on the 1st of October next, such dividends in cash as the net earnings of the road will justify, after placing to the sinking fund the amount heretofore stipulated, and reserving such surplus as the Board may deem prudent and expedient.

Resolved, That this Company are impressed with the importance of practicing a rigid economy in all its departments, and will act upon that policy; but they feel the necessity, founded upon the resolution of the City Council. the act of the Legislature, and the public expectation, of constructing the double track, heretofore spoken of, as early as it may be done, without impairing the means of the Company to accomplish other indispensable objects.

I hereby certify the above to be a true copy. J. I. Atkinson, Secretary.

Statement of the Revenue and Expenses of the Main Stem of the Baltimore and Ohio Railroad, for the year ending on the 1st April, 1854.

Gross receipts of the main stem, including dividend from the Washington Branch..		$1,774,959.11
Deduct expenses.....	$934,188 68	
Interest, ground rent, &c.....	385,401.34	1,319,590.02
Net earning, which has been used in the payment of debt contracted for machinery to earn the revenue.....		455,369.09

Estimated Revenue and Expenses for the Six Months ending 1st October, 1854.

Estimated receipts for the ensuing six months, being summer months, including Washington Branch Dividend.....		$1,530,000.00
Expenses at 60 per cent.....	$900,000.00	
Interest, ground rent, &c	385,401.34	1,285,401.34
Estimated net earnings.....		$224,598.66

Treasurer's office of the Baltimore and Ohio Railroad Company, 20th April, 1854.

J. I. Atkinson, Treasurer.

The Rabun Gap Railroad in Tennsesee. The last Knoxville *Register* says:—

"The County Court of Knox, on Monday last, by a *unanimous vote*, ordered the subscription of one hundred thousand dollars to the capital stock of the Knoxville and Charleston Railroad company. The bonds of the county are to issue to the company, are to mature in thirty years, to bear interest at the rate of six per cent per annum and are to be delivered to the company upon the application of its President."

On the same day, the *Register* states, that the County Court of Blount directed a subscription of the like amount for the same object.

The Cincinnati and Cleveland Short Line Railroad.—We learn from the Xenia *Torch-Light*, that at a recent meeting of the Board of Directors that portion of this road, extending from Xenia to Delaware, was put under contract on very favorable terms to the Company, to be finished within two years from the 1st of May next. The contractors are Messrs. Goodhue & Co., of Cincinnati, a wealthy and enterprising firm, and their contract embraces not only the entire equipment of the road, but also the erection of the necessary depot and other buildings. It is understood they will commence operations with a large force immediately.

The New Orleans and Jackson Railroad, carried in the first cotton (6 bales) to New Orleans, on the 3d. From the *Delta*, we learn that the iron is now being laid on the fifty-ninth mile from New Orleans, which leaves twenty-eight miles to complete the road to the Mississippi State line. This is greater progress than we supposed had been made in the building of the road.—*Memphis Eagle.*

ACKNOWLEDGMENTS.

Journal of Franklin Institute of Pennsylvania.—The April number of this valuable monthly came duly to hand. The contents are unusually valuable and interesting, embracing a continuation of a communication from J. C. Trautwine, C. E., upon the Inter-Oceanic Canal at the Isthmus, illustrated with cuts and maps, together with articles upon other subjects of science and the arts.

Hunt's Merchants' Magazine.—The April number of this Journal is also on our table. We find it filled with an immense amount of valuable statistical information for the merchant and others, worthy of being thus collated and preserved. We are indebted to this magazine for the high compliments its editor pays the Record in speaking of the articles copied into that journal from it.

We are indebted to the Hon. S. P. Chase for Congressional documents.

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

CORRECTED TO WEDNESDAY OF EACH WEEK.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'D.	ASK'D
Alabama and Tennessee	1st mortgage, convertible till 1872	7	1872	98	100
Baltimore and Ohio	Transferable. Taxed	6	1867	91	94¼
Do do	Coupons. Not Taxed	6	1875	89	98
Do do	" "	6	1880	96	90
Do do	"	7	1860		87
Do do		6	1885	85	90
Bellefontaine and Indiana	1st mortgage, convertible	6	1866	103	104
Buffalo and Penn. State Line	1st mortgage, not convertible	7	1866	100	101
Chicago and Rock Island	1st mortgage, convertible	7	1870	94	95
Chicago and Mississippi	1st " "	7	1862	90	92
Do do	2d " "	7	1874	80	90
Chicago and Aurora	1st " "	7	1866	90	92½
Cincinnati and Fort Wayne					
Cleveland, Columbus, and Cincinnati	1st mortgage, convertible	7	1859	128	130
Do do do	No mortgage, convertible	7	1855	124	127
Cleveland and Mahoning					
Cleveland, Painesville and Ashtabula	1st mortgage	7	1861	95	96
Do do	2d " not convertible	7	1861	99	100
Cleveland and Pittsburgh	1st " convertible	7	1860	95	96
Do do	Income "	7	1855	89	90
Cleveland, Zanesville, and Cincinnati					
Cincinnati, Hamilton and Dayton	1st mortgage " till 1855	7	1861	108	110
Cincinnati, New Castle and Michigan	1st mortgage, real estate, convertible	10	5 & 10 y's	96	100
Cincinnati Western	1st " " " "	10	5 & 10 y's	90	98
Cincinnati, Wilmington and Zanesville	1st "	7	1862	94½	95½
Cincinnati, Indianapolis and Chicago					
Columbus and Lake Erie					
Columbus, Piqua and Indiana	1st mortgage, convertible	7	1862	84	86
Do do do	2d "		1852	80	83
Columbus and Xenia	1st mortgage, convertible	7	1859	118	120
Covington and Lexington	1st " " till 1862	7	1883	90	95
Do do	2d " "	6	1862	85	90
Dayton and Michigan	1st " "	7	1867	94	97
Dayton and Western	1st " "	7	1862	90	97
Dayton, Xenia and Belpre					
Eaton and Hamilton	1st mortgage	7	1862	84	87
Eaton and Piqua					
Erie and Kalamazoo	1st notc, guaranty Mich. So. R. R.	7	1862	93	96
Evansville and Illinois	1st Mortgage, convertible 1857	7	1862	85	87
Frankfort and Lexington	1st " "	6			
Franklin and Warren					
Galena and Chicago Union	Pledge of 2d section, convertible	10	1853-6	125	130
Do do do	" 3d " not convertible	6	1862	80	85
Greenville and Miami					
Illinois Central	1st mortgage, not convertible	7	1875	85¼	90
Illinois and Wisconsin		10			
Indiana Central	1st mortgage, convertible	7	1866	95	97
Do do	" "	10	1857	99	100
Indianapolis and Bellefontaine	1st " "	7	1860-1	101	103
Indianapolis and Lafayette	" "	7	1861	95	100
Jeffersonville	1st " not "	7	1861	90	94
Junction (Ohio)	1st " "	7	1867	106	108
Do do	2d " "	7		104	106
La Crosse and Milwaukie					
Lawrenceburg and Upper Mississippi	1st mortgage, convertible	7	1866	100	101
Lexington and Big Sandy					
Little Miami	No mortgage, convertible 1852-4	7	1858-61	114	116
Do	" " till 1855	7	1861	117	120
Louisville and Nashville					
Lyons', Iowa, Central	1st mortgage, convertible	7	1873	47¾	60
Mad River and Lake Erie	1st mortgage, convertible till 1855	7	1855-6	97½	100
Do do	2d " "	7	1866	87	90
Do do	Dividend	7	1860	78	83
Madison and Indianapolis	1st mortgage, convertible after 1853	6	1861	100	103
Marietta and Cincinnati	1st " convertible	7	1868	89	90
Maysville and Big Sandy					
Maysville and Lexington	1st mortgage, convertible	6	1873	49	70
Memphis and Charleston					
Michigan Central	No mortgage, convertible	8	1860	108	110
Do do	" "	8	1855-6	100	102
Do do	" not "	8	1857-8	105	106
Michigan Southern	1st " " "	7	1860	100	103
Milwaukie and Mississippi	1st " " 1857	8	1862	100	101
Nashville and Chattanooga				83	93
New Albany and Salem	mortgage on 1st section	10	1858-62	109	111
Do do	1st " on other sections, convert.	8	1864-75	91	92
New Castle and Richmond	1st " convertible	6	1873	87	90
New Orleans and Ohio, Ky	Guar. of McCracken Co			86	93
New York and Erie	1st mortgage, not convertible	7	1867	115	116
Do do	2d " convertible	7	1859	102	105
Do do	Income, not convertible	7	1855	96¼	98
Do do	Convertible till 1861	7	1871	88¾	90
Do do	" " 1862	7	1862	92	95
Northern Indiana	1st mortgage, not convertible	7	1860	95	98
Do do	2d "	7	1863	83	85
Do do	1st mortgage Goshen line			92	95
Do do	Construction Bonds			104	110
Ohio Central	1st mortgage, convertible, west section	7	1861	103	105
Do	1st " " east "	7	1864	103	105
Ohio and Indiana	1st " "	7	1867	97	99
Ohio and Pennsylvania	" "	7	1865-6	107	109
Do do	Income. No mortgage, convertible	7	1872	93	95
Ohio River and Wabash				95	98
Pacific, Mo					
Panama	1st mortgage, convertible	7	1866	103¾	105
Parkersburgh (or Northwestern Va.)	" Guar. City of Baltimore	7	1873	99	100
Pennsylvania	1st mortgage, convertible till 1860	6	1880	107	109
Peru and Indianapolis	1st " convertible	7		78	83
Rock River Valley Union	1st " convertible	7	1872	98	100
Sandusky and Mansfield	1st "	7	1860	82	85
Do do	2d "	10	1853-7	102	104
Scioto and Hocking Valley	1st " conv. coupons	7	1861	90	87
Southwestern, Tennessee					
Springfield and Columbus					
Steubenville and Indiana	1st mortgage, convertible	7	1865		94½
Terre Haute and Alton	1st " convertible		1862-72		
Do do	2d " do	8	1865		
Terre Haute and Richmond	1st mortgage, convertible	6	1866	103	105
Toledo, Norwalk and Cleveland	1st "		1861	92	95
Do do do	2d "			90	95
Do do do	" Guar of C. C. & C.		1883	90	95

TABLES OF RAILROAD SHARES.

☞ The following quotations are not PER SHARE, but upon the HUNDRED DOLLARS.

	shares.	off'd.	ask'd.
Baltimore and Ohio	100	69	70
Bellefontaine and Delaware	50	40	50
Bellefontaine and Indiana	50	90	95
Belleville and Illinoistown			
Buffalo and Pennsylvania State Line		125	130
Central Military Tract			
Central Ohio	50	80	95
Chicago and Rock Island		97	99
Chicago & Miss., (Alton & Springf'd.)			
Cincinnati, Cambridge and Chicago		30	35
Cincinnati and Fort Wayne			
Cincinnati Hamilton and Dayton	100	101	102
Cincinnati, Indianapolis and Chicago			
Cincinnati, Logansport and Chicago	50		90
Cincinnati Western	50	38	45
Cin. Wilmington and Zanesville	50	75	80
Cleveland, Columbus and Cin	100	115½	118
Cleveland, Medina and Tuscarawas			
Cleveland, Painesville and Ashtabula	100	110	111
Cleveland and Pittsburgh	50	80½	85
Cleveland and Mahoning			
Cleveland and Toledo	50	89½	90
Cleveland, Zanesville, and Cincinnatt.			
Clinton Line			
Columbus and Lake Erie	50	50	70
Columbus, Piqua and Indiana	50	51¼	65
Columbus and Xenia	50	107½	110
Covington and Lexington	50	60	65
Covington and Ohio, Va			
Dayton and Michigan	50	60	65
Dayton and Western	50	73½	80
Dayton Short Line	50		
Dayton, Xenia and Belpre			
Detroit and Pontiac			
Eaton and Hamilton	25	58	60
Eaton and Piqua			
Erie and Northeast		112	120
Erie and Kalamazoo		95	100
Evansville and Crawfordsville			
Fort Wayne and Mississippi	50		
Fort Wayne and Southern	25		
Franklin and Warren			
Galena and Chicago Union	100	130	131
Greenville and Miami	50	70	75
Hannibal and St. Joseph			
Hempfield			
Henderson and Nashville			
Hillsboro' and Cincinnati	50	60	65
Illinois Central	100	129	130
Illinois and Wisconsin			
Indiana Central	50	80	85
Do do 10 per cent	50	81	85
Indianapolis and Bellefontaine	25	90	95
Indianapolis and Cincinnati	50	70	75
Indianapolis and Lafayette	50	76	80
Jeffersonville and Indianapolis	50	72	78
Junction (Ohio)	50	90	95
La Crosse and Milwaukie	100		
Lake Erie, Wabash and St. Louis			
Lawrenceburg and Upper Mississippi	50	70	75
Lexington and Frankfort			
Lexington and Danville			
Little Miami	50	109½	110
Logansport and Pacific			
Logansport and Mariou			
Louisville and Frankfort	50	62	70
Louisville and Nashville	100		
Macon, Georgia	10	103	104
Mad River and Lake Erie	50	70	80
Madison and Indianapolis	50	56	75
Madison, Indianapolis and Peru	50	71	72
Marietta and Cincinnati	50	50	65
Marion and Mississinewa Valley			
Maysville and Lexington	50	50	60
Maysville and Big Sandy			
Memphis and Charleston			
Michigan Central		106	108
Michigan Southern		116½	118
Milwaukie and Mississippi		77	82
Mobile and Ohio			
Nashville and Chattanooga			
New Albany and Salem	50	46	50
New Orleans and Ohio			
New York Central		105	107
New York and Erie	100	68¾	70
Northern Indiana		116	120
Ohio and Indiana		76	80
Ohio and Mississippi	50	80	90
Ohio and Pennsylvania	50	92	98
Ohio River and Wabash			
Owl Creek Valley			
Pacific, Mo			
Panama		103¾	105
Parkersburg, or Northwestern Va			
Pennsylvania	50	97	98
Peru and Indianapolis	25	71	75
Sandusky and Mansfield	50	55	60
Sandusky, Mansfield, and Newark	50		
Sangamon & Morgan, or Great West'n,			
Scioto and Hocking Valley	50	55	60
Southwestern Indiana			
Southwestern, Tenn			
Springfiled Mt. Vernon and Pittsb'gh.	50	74	80
Springfield and Columbus			
Steubenville and Indiana			
Terre Haute and Alton			
Terre Haute and Richmond		100	102
Toledo and Illinois			
Toledo, Norwalk and Cleveland	50	95	100

STOCK TABLE.

CORRECTED WEEKLY.

Government Securities.

	INT.	DUE.	OFF'D.	ASK'D.
U. S. Loan	6	1850	106¾	107½
Do	6	1862	116¾	117⅝
Do	6	1867	122	122½
Do	6	1868	122	122¼
Do (int. ceased July 1).	5	1853	101⅜	102
Do Coupons		1862	117¾	118
Do "	6	1868	122	123
Do "		1853	100	101

State.

Alabama	5	....	90	95
Do	6	....	102	104
Arkansas	6	....	95	100
Georgia	6	....	107	108
Do	7	....		
Illinois Canal Bonds		1860	96	98
Do do registered		1860	110	110½
Do do		1847	92	95
Do do registered		1847	90	96
Do do Internal Impt.		1847	92	95
Do Interest do		....	62	64
Indiana	5	....	98	100
Do	2½	....	63	64
Do Canal Loan	6	....	92	94
Do do preferred	5	....	54	55
Do do deferred	5	....	30	32
Do special preferred	5	....	28	30
Do do deferred.	5	....	10	11
Kentucky, 30 years	6	1871	101	102
Do 15 years	6	....	107	108
Do large bonds	6	....	107	108
Do	5	....	92¼	93¼
Michigan	6	....	94½	96
Ohio	6	1856	104	105
Do	6	1860	106	108
Do	6	1870	115	116
Do	6	1873	116	116½
Do	5	1853	102	103
Do	5	1864	105	107
Pennsylvania	6	....	103	105
Do	5	1870	87⅛	90
Tennessee, new loan	6	1890	105	106
Do	5	....	87	88
Virginia Coupons	6	1886	106	107

City Securities.

Albany	6	1867-9	106	107
Allegheny	6	1873	84	85
Baltimore	6	1870-90	104	105
Do	5	1865	87	89
Boston Bonds	4½	1860	101	102
Chicago	6	1876-7	99	100
Covington	6	1881	93	95
Cincinnati	6	1860	102	103
Do	6	1897	104	104½
Do	5	1884	86	87
Do W. W	6	1865	102	103
Jeffersonville, Indiana	7	1872-82	85	88
Lawrenceburgh, Ia	7	....	80	90
Louisville	6	1880	86	87
Memphis	6	1882	90	92
New York	7	1857	101	103
Do	5	1858-60	97	98
Do	5	1870-5	102	103
Do	5	1890	105	107
Philadelphia	6	1876-90	93	95
Pittsburgh	6	1869-71	92	98
Do coupons	6	1883		85
Richmond	6	1882	93	94
St. Louis	6	1870	89	90
Wheeling	6	1872	105	106

County Bonds.

Bourbon, Ky	6	1881	89½	90
Darke, O	7	....	92	95
Fairfield, O	7	1862	90	92
Fayette, Ky	6	1881-2	89½	90
Guernsey, O	7	1862	97	99
Mason, Ky	6	1881	90	92
McCraken co. Ky., endorsed by New Orleans and Ohio R.R.			86	93
St. Louis	6	1866	98	100
Do	7	1871	107	108

Banks.

OHIO.

Ohio Life Insurance and Trust Co	102	102½
Lafayette, Cincinnati, (closing)	113	115
Franklin do		
Commercial do		
Mech. & Traders do		
State Brancher		

KENTUCKY.

Bank of Kentucky and Branches	106¼	110
Northern, and Branches	115⅛	118
Southern, and Branches	103	106
Bank of Louisville	111	112
Kentucky Trust Co	99	100
Farmers' Bank of Kentucky	107	110
Newport Safety Fund Bank	98	100
Commercial Bank of Kentucky		

INDIANA.

State Bank and Branches		

TENNESSEE.

State Bank and Branches		
Union	94	100
Planters'	97½	100

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g.
On New York	Sight	1	1¼ prem.
Boston	Sight	1	1¼ prem.
Philadelphia	Sight	1	1¼ prem.
Baltimore	Sight	1	1¼ prem.
New Orleans	Sight	¼	¾ prem.
E[illegible]d		110½	112½.

SPECIE.

GOLD.

California, $ oz	$17 50	@	$17 65
Spanish Doubloons	16 50	@	16 60
Patriot Doubloons	15 60	@	15 80
Sovereigns	4 85	@	4 88
Guineas	5 00	@	5 00
American, new	1 00½	@	1 01
American, old	1 04	@	1 06
Portuguese	1 00	@	1 01

SILVER.

American Dollars	1 02	@	1 04
American, halves	1 02	@	1 04
Spanish Dollars	1 05	@	1 07
Spanish Quarters	1 02	@	1 03
Mexican Dollars	1 03	@	1 04
Five Franc pieces	95	@	96

LAND WARRANTS.

	Off'd.	Ask'd
160 acre warrants	$185	$190
80 acre warrants	95	98
40 acre warrants	46½	47¼

Reported for the Railroad Record.

CINCINNATI STOCK SALES.

AT THE STOCK BOARD,

MERCHANTS' EXCHANGE

And at Private Sale.

ISAAC OSBORN DAVIS, AUCTIONEER.

BY HEWSON & HOLMES,

For the week ending Wednesday, April 26th, 1854

THE SALES WERE AS FOLLOWS:

15	Shares	Indianapolis & Cin.	Railroad	$70 00
20	"	Cov. and Lex.	"	60 00
20	"	" "	"	60 00
19	"	Cin. Western.	"	38 00
10	"	Little Miami	"	109 50
10	"	" "	"	109 50
20	"	" "	"	109 50
19	"	" "	"	109 50
25	"	Mad River and Lake Erie	"	70 00
40	"	" "	"	70 00
30	"	Cleveland and Pittsburgh	"	80 50
70	"	New Albany and Salem	"	45 00
50	"	Hillshoro' and Cin.	"	50 00
10	"	Cin., Ham. and Dayton,	"	100 00
30	"	Ind. and Bellefontaine	"	83 00
25	"	Ohio and Miss.	"	80 00
25	"	Eaton and Ham.	"	55 00
30	"	Indiana Central	"	80 00
30	"	Dayton and Western	"	73 00
30	"	Mad. Ind. and Peru	"	52 00
25	"	Peru and Ind.	"	76 00
12	"	Ky. Trust Co. Bank		94 00
10	"	" "		94 00
20	"	Farmers' Bank Ky.		106 00
25	"	Buruet House Stock, per share		30 00

OUR RAILROAD MAP---NEW EDITION.

We have now ready a new and revised edition of our RAILROAD MAP, containing corrections and additions from reliable sources, making it as reliable as it is possible to make such a map.

We are prepared to print maps for Railroad Companies to illustrate their reports, either from the stone as it now is, or make any alterations to suit parties. Railroad Companies will find this much more economical than getting up maps especially for their roads.

Price of maps as follows:

Plain, sized,	40 cents.
Colored in outline,	50 "
Colored in States,	75 "

A liberal discount where a number are taken.

MONETARY.

At the East, there has been more ease in the money market during the past week; the deposits in the New York City Banks have increased for the first time in many weeks; specie has also increased. These Banks now hold about $5,399,149 of United States Stocks, at par, worth a premium of 21 per cent., making a net total of about $6,000,000—all of which can be converted into gold at one day's notice, and is preferable to gold inasmuch as they are drawing interest.

Street rates for paper are getting easier, and "number one" paper goes at about 1 per cent. better than last week. Short paper of this class at 8@9 per cent., current rates 11@12. Call loans 7 per cent. are not difficult to obtain.

Exchange is firm at 109@109½. The Stock Market has improved during the past week, and the feeling that the improvement will continue seems to prevail.

Among the sales reported by A. H. Nicolay, 17th inst. we find as follows—

$5,000	Scioto and Hocking Valley R. R. Co., 1st mor. conv., 7s, 1865	$70 25
1,000	Lyons', Iowa, Cen., 1st mor. 7s, con. '73,	51 00
5,000	" do. do. do. do.	50 00
1,000	" do. do. do. do.	48 50
5,000	" do. do. do. do.	47 50
5,000	" do. do. do. do.	47 00
1,000	Chicago & Rock Isl'd, 1st mor. con. 7s, '70,	92 00
2,000	" do. do. do. do.	91 75
2,000	" do. do. do. do.	91 50
2,000	City of Sacramento Bonds, 10s, 1869	79 00
25	Shares Third Avenue R. R. Co	59 75

On the 20th, as follows:

$10,000	Buffalo & N Y. City R.R. 1st mor. 7s, '60,	71 50
4,000	Scioto & Hock. Val. R.R. 1st mor. 7s, '65,	69 25
10,000	" do. do. do. do.	69 00
3,000	Mansfield & Sand'y R.R. 1st mor. 7s, '60,	79 25
16,000	Lyons', Iowa, Cen. 1st mor. 7s, '73, 35 00@	53 50
1,000	Chicago & Rock Isl'd, 1st mor. 7s, 1870,	93 50
2,000	" do. do. do.	92 75
20	Shares Third Avenue R. R. Co	59 50
	One original share, Breckenridge Coal Ass'n of Ky., being the 130th of the whole property of the Company,	$9,300 00

The State of Massachusetts has granted a loan of $2,000,000, in bonds, to the Troy and Greenfield road, for the purpose of tunneling the Hoosac Mountain; the premium and exchange on these bonds will amount to $300,000 more.

The accumulation of coin at the mint in Philadelphia, on the 15th inst., reached to $23,011,284, being an increase since the 1st inst., of nearly $2,000,000.

The failure of the Cochituate Bank was not unexpected in Boston, it would seem, as its bills had been offered on hypothecation for some time previous. Receivers have been appointed to take possession of the Bank property and manage its affairs. As the bills of this Bank were sent out West, the following clause of an act of that State in 1849, may not be uninteresting:

"The holders of stock in any bank at the time when such bank shall stop payment, shall be liable, in their individual capacities, for the payment and redemption of all bills which may have been issued by such bank, and which shall remain unpaid, in proportion to the stock hey may respectively hold at the time aforesaid."

At the West, we notice a continued stringency in monetary affairs; but indications are more flattering of a gradual improvement in the market. The preseut street rates for mercantile paper, range from 2@3 per cent. per month; Railroad securities 2½@3 per cent, per month. Easteru Exchange continues firm at 1¼@1½ per cent.

So long as money can be loaned on short business paper at the present rates, Railroad enterprises must not expect to be accommodated except at ruinous shaves. The sales of Stocks in this market have been larger than last week, but is yet restricted by the tightness of the money market; the prices show somewhat of a decline, the result of the money market entirely, however. Western roads never were doing so well as now, in the way of earnings, and our advice to all holding Stock is to keep it, if possible, as it must, before long, advance in the market.

We find the following items of the STATE DEBT OF OHIO, of which $4,492,143 34 falls due January 1, 1857. The Finance Committee of the Legislature have reported a bill making appropriations as follows:

For interest 1st July, 1854, and 1st Jan., 1855		$1,960,000
For " 1st July, 1855, and 1st Jan., 1856		1,978,500

To raise these sums a tax of 1¼ mills is levied for 1854, and 1 mill for 1855; and a tax of ¾ mill for 1855, towards paying the principal. With these taxes the Committee say the debt due January, 1857, will be paid in full.

RAILROAD IRON, LIGHT WEIGHT.

470 TONS, 47 lbs. per yard, good quality and pattern, now lying at New Orleans. For terms, apply to VOSE, PERKINS & CO.,
ap27-tf New York.

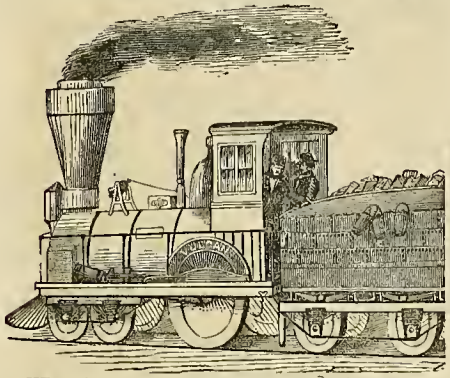
TO ENGINEERS.

THE Nashville and North-Western Railroad Company wishes to employ an Engineer-in-Chief. Early applications are solicited. Applicants are requested to furnish references and testimonials of their qualifications. JNO. A. GARDNER, Pres't,
Nashville, Tenn., Apr. 13, '54. N. & N. W. RR. Co.

Office Dayton & Cincinnati RR. Co.
CINCINNATI, April 7th, 1854.

NOTICE is heroby given to the Stockholders of this Company, that the oighth instalment of five dollars por share is required to be paid on the first day of May next. By order of the Board of Directors.
JOHN C. THORPE,
Apr. 13-tt. Sec'y.

Cincinnati Locomotive Works!



THE undersigned are prepared to furnish Locomotives equal in efficiency and durability to the best Eastern manufaeture. Also, Shaping and Slotting Machines suitable for railroad shops. Also, all kinds of heavy forging and casting done at short notice. Also, bolts for bridges eut with dispatch.
ap. 20 MOORE & RICHARDSON.

THE SHORTEST ROUTE TO CHICAGO.



Ohio & Missippi Railroad

THREE regular passenger Trains daily, (except Sundays.) On Monday, April 17th, and until further notice,

Leave Cincinnati at 6.15 A. M., 2.15 P. M., and 4.40 P. M. Connecting at Lawrenceburg, at 7.30 A. M., and 3.30 P. M. with Train for Indianapolis, Terre Haute, Lafayette and Chicago.

AND RETURNING,

Leave Aurora at 6.40 A. M., 4.20 P. M., and 8.20 P. M. connecting at Lawrenceburgh, at 4.30 P. M. and at 8.30 P. M. with the Trains that leave Indianapolis at 12 A. M. and 4 P. M., uniting at that point with all the Trains from the North and West.

☞ Tickets may he proeurod at the office on Fourth street, near Vine.

☞ Omnibusses will run to and from the cars in the eustomary manner. S. S. POST,
Chief Engineer and Superintendent.
Cincinnati, April 14, 1854.

ENGINEERS' & SURVEYORS' INSTRUMENTS!

JAMES FOSTER, Jr.,

MATHEMATICAL AND PHILOSOPHICAL

INSTRUMENT MAKER!

HAVING removed from his old stand to south-west corner of Fifth and Race street, and increased his facilities for making instruments, is now ready to supply Levels, Transits, Theodolites, the Dumpy or Gravatt Level, Circular Protractors of Troughton & Simms model, Surveyors Compasses, Pocket Compasses with and without sights, in great variety. All kinds of Land Chains; Ivory and Box wood Scales of all kinds and graduation; Drawing instruments of all kinds, brass and German silver. Measuring tapes of all kinds, Magnets, Magnifyers, Barometers, Spy Glasses, &c., &c. Repairing promptly attended to. ap.6-6t.

Office Cincinnati, Hamilton and Dayton Railroad,
Cincinnati, April 4th, 1854.

THE Annual Meeting of the Stockholders of this company will be held at the Office of the Company, in Cincinnati, on Monday. the first proximo, at 9 o'clock, A. M. The annual election, for the choice of Directors to serve the ensuing year, will be held at the same place and on the same day, between the hours of 2 and 5 o'clock, P. M. FRANK. S. BOND,
ap. 6-tt. Secretary.

BANK NOTE ENGRAVING.

DANFORTH, WRIGHT & Co.,

No. 25 West Third Street, Cincinnati.

Bank Notes, Drafts, Bills of Exchange,
RAILROAD BONDS, & CERTIFICATES
†mr3] Engraved in a style unsurpassed.

Rawdon, Wright, Hatch & Edson,

Bank Note Engravers and Printers.

Also, engraved in a style corresponding in excellence with that of Bank Notes—

RAIL ROAD, STATE, AND COUNTY BONDS,
BILLS OF EXCHANGE, CHECKS,
Drafts, Certificates of Stock and Deposit, Promissory Notes, Bill and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, &c., &c.

Constantly on hand, Bank Note Paper, made to order of a superior quality.

The above office is under the supervision of
GEORGE T. JONES,
South-East corner of Main and Fourth Sts., Cin.
†mr3

ISAAC OSBORN DAVIS, AUCTIONEER.

HEWSON & HOLMES,

Auctioneers & Commission Merchants.

Stores Nos. 83 and 85 Walnut Street,
CINCINNATI, OHIO.

Bank, Insurance, & Railroad Stock Sales
At the Merchant's Exchange every Wednesday and Saturday.

Have regular sales of
GROCERIES EVERY TUESDAY & FRIDAY
at their Sales Rooms.

Hewson & Holmes have always on hand a
Large Stock of Groceries,
Which they will sell at private sale.

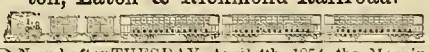
Are agents for the sale of the SUPERIOR SHEETINGS manufactured at the Anchor Mills, Pittsburgh.

Also, agents of
DURYEE & FORSYTH, Rochester, N. Y.
Manufacturers of Fire Proof Safes, Scales of all sizes, Trucks, and Letter Presses.

HEWSON & HOLMES will also attend to the purchase and sale of Merchandise, Produce, and Real Estate, and the forwarding of Goods.

Will make liberal CASH ADVANCES on consignments to their address. †mr24

Change of Time on Cincinnati, Hamilton, Eaton & Richmond Railroad.



ON and after TUESDAY, April 4th, 1854, the Morning Train for Richmond and Indianapolis, will leave Depot, foot of Sixth street, at 6 o'clock, A. M.

Passengers by this Train connect at Indianapolis with the I o'clock, P. M. Train on Lafayette and Indianapolis Railroad for Lafayette and Chicago; arriving at Chicago by 9 o'clock, P. M., of same day, being 9 hours less time than by any other railroad route leaving Cincinnati.

Also, connect at Indianapolis with 1.15 P. M. Train for Terre Haute.

Trains for St. Louis leave Chicago at 11 o'clock P. M., after the arrival of 1 P. M. Train from Indianapolis in the morning, making this the quickest route by far between Cincinnati and St. Louis.

Evening Train will leave as usual, at 3.30 P. M. connecting at Richmond with 7 P. M. Train for Indianapolis; arriving at Indianapolis at 10.30 P. M.

Chicago and Lafayette passengers, by this Train, sleep at Indianapolis, and resume at 6, A. M. next morning,

FARE—Cincinnati to Richmond.....$1 75
Cincinnati to Indianapolis..... 3 00
Cincinnati to Chicago..... 9 00

ap. 6 D. M. MORROW, Sup't.

STEREOTYPE FOUNDRY,

AND AGENCY OF

L. JOHNSON & Co.'s TYPE FOUNDRY.

C. F. O'DRISCOLL, (Successor to A. C. JAMES.) is prepared to execute in the best manner all kinds of

STEREOTYPING,

including Books, Pamphlets, Music, and Jobs of every description. He will keep on hand an assortment of

Card and Job Type, Cuts, Rules, &c. &c.

from the foundry of L. JOHNSON & CO., of Philadelphia, and will furnish to order PRINTING MATERIALS OF EVERY KIND,

AT THE FOUNDRY PRICES.

C. F. O'DRISCOLL,
No. 167 Walnut Street,
Cincinnati, O.

OFFICE OF THE AGENCY OF THE

Indianapolis and Cincinnati Junction Railroad Company.

No. 23 West 6th St., between Main and Walnut
CINCINNATI.

THE following Directors of the above Company re-elected on the 20th inst., at Connersville, Ia., o serve for one year, viz:

JOHN WOODS, President.
John D. Jones, Cincinnati,
Johnathan M. Ridenour, College Corner.
Samuel W. Parker, Connersville.
George Hibben, Rushville,
James Blake, Indianapolis.
Wm. M. Smith, Connersville.

This road connects with the Cincinnati, Hamilton and Dayton Railroad at Hamilton, thence to Oxford, College Corner, Liberty, Brownsville, Connersville, Rushville, Burlington, Morristown, Palestine and Indianapolis, passing through five of the best counties in the State of Indiana, viz :—Union, Fayette, Rush, Hancock and Marioc.

M. JONES, Ag't.
Junction Railroad Co.
January 7th, 1854. jan. 12-tf

BANKERS AND BROKERS.

GEORGE MILNE. GEO. M. REED.

GEORGE MILNE & CO.

BANKERS, EXCHANGE AND BILL BROKERS.
No. 19 West Third Street,
CINCINNATI, O.

T. S. GOODMAN & Co.,

No. 101 Main St. west side, bet. 3d and 4th Sts.
CINCINNATI.
Dealers in Exchange, Bank Notes, Merchants' Pape &c. &c.

ELLIS & STURGES,

BANKERS & EXCHANGE BROKERS.
N. E. Corner Third and Walnut Sts.
CINCINNATI.

ADRIAN H. MULLER & CO.,

AUCTIONEERS
Of the City of New York.

Hold their regular Auction Sales of Stocks, Bonds and other Securities every Wednesday at 12½ o'clock. at the Merchants' Exchange. They would respectfully tender their services in the negotiation of the same, either at private or public sale.

Office, No. 2, Pine Street, corner of Broadway, Metripolitan Bank Building.

REFERENCES BY PERMISSION:

Moses Taylor, Esq.; W. W. DeForest, Esq.; Geo. S. Robins, Esq.; Dow D. Williamson, Esq., Pres. Farmers' Loan and Trust Co.; Wm. F. Hayemeyer, Esq., Pres. Bank North America; Edward Whitehouse, Esq.; Messrs. Camman & Co.; Messrs. Carpenter & Vermilye; Messrs. Fisher, Denny & Co.; Messrs. Wm. & Jno. O'Brien: Messrs. Week, & Co. mb96*

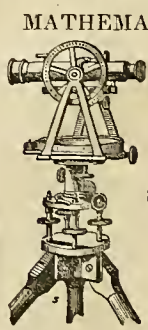
ALBERT H. NICOLAY,

AUCTIONEER.

Holds his regular auction sales of Stocks, Bonds and other securities, every Mouday and Thursday, at 12½ o'clock, at the Merchants' Exchange. First class Stocks and Bonds, at private sale.

Office No. 4 Broad street, New York.

MATHEMATICAL INSTRUMENTS.



T. F. RANDOLPH & BRO,

N. W. Corner Fifth and Walnut sts.,
No. 1, 2D STORY APOLLO BUILDING,
CINCINNATI, O.,

MANUFACTURERS OF

Surveyors' and Engineers' Instruments, Theodolites, Transits, Levels, &c.

REPAIRING AND ADJUSTING INSTRUMENTS DONE TO ORDER.
Orders promptly attended to.

ENGINEERING!!

The undersigned is prepared to furnish SPECIFICATIONS, ESTIMATES, AND PLANS, In general or detail of all kinds of

Steam Vessels, Engines, Boilers, Mill Work, &c.

Particular attention given to the superintending of

LOCOMOTIVES, TENDERS, CARS,

And Railway Machinery of every Description,

While under construction.

AGENT FOR THE PURCHASE of, on commission, all articles required for Railroads, Steam Vessels, Locomotives, Engines, Boilers, Machinery, &c.

General Agent for

ASHCROFT'S STEAM GAUGE, ALLEN AND NOYES' METALIC SELF ADJUSTING CONICAL PACKING, DUDGEON'S HYDRAULIC JACK.

Also, for Water Gauges, Indicators, Steam Whistles, &c., &c.

CHAS. W. COPELAND,
Consulting Engineer,
64 Broadway, N. Y

x5-tf

TOPPAN, CARPENTER, CASILEAR & Co., Bank Note Engravers & Printers.

Also, of Drafts, Notes, Certificates of Stock and Deposit; Bonds for U. S. Government, State Governments, Railroad and other Corporations, &c., New York, Philadelphia, Boston and Cincinnati.

All the best securities against counterfeiting and alterations are combined in the Notes and other instruments executed by this establishment for every State in the Union, and for the General Government; for Canada and other countries. Their means of supplying the demands of business with *new Designs* and Ornamental Die-work are unsurpassed.

Bank Note Paper of a superior quality, manufactured with particular regards to strength and durability, constantly on hand.

Cincinnati Office, corner of Third and Walnut Streets. [†mr3] CHAS. A. JEWETT, Ag't.

ENGINEERS' MATERIALS.

EGGERS & CO.,

WHOLESALE DEALERS IN

PAPER & STATIONERY,

Since first January,

No. 127 Walnut St., bet. Third and Fourth.

CINCINNATI,

Keep the most complete stock in the West of every thing used by Engineers. On application, a catalogue with prices will be forwarded. jy21

Lithography and Engraving.

RAILROAD BONDS,

CERTIFICATES AND MAPS,

BUSINESS AND SHOW CARDS.

Views of Buildings, Diplomas, and Portraits,

And all kinds of

Lithographic Engraving,

DESIGNING AND PRINTING,

Executed in the finest style.
MIDDLETON & WALLACE,
No. 115 Walnut Street, Odd Fellow's Building,
†mr3 Cincinnati, Ohio.

To Draughtsmen.

A FINE ASSORTMENT OF

DRAWING INSTRUMENTS

JUST RECEIVED, OF THE VERY BEST

SWISS, FRENCH, AND ENGLISH MAKE,

Either in cases of every size, or in the single piece. Draughtsmen in want of a fine instrument, will find among the stock, Accurate Scales of various materials, Ivory, Glass, Box, Paper, and Horn; Beam Compasses of different capacities, Bow Do. Pocket Do., Curves, Squares, Dividers, in German Silver and Brass, &c., &c.

For sale by E. MENDENHALL,
At his MAP ESTABLISHMENT,
nov17 3 College Hall, Walnut St

Railroad Car Findings.

BRIDGES & BROTHER,

64 Courtlandt Street, New York.

Wheels & Axles, Jaws, Boxes, and Castings Fitted

Wrought Nuts, Bolts, & Washers,

Engine and Car Screw Bolts, all sizes; Coach Lag and Telegraph Screws,

LOCOMOTIVE ENGINE LANTERNS,

From the best Manufacturers, and at their prices. Car Hand, and Signal Lanterns.

Cotton Duck for Car Covering,

Of any required width to 124 inches.

ENAMELLED HEAD LININGS,

Plush and Curled Hair.

Hand Cars and Baggage Barrows. Passenger, Freight-Car, and Switch Locks, Door Knobs and Butts. Brass and Iron Wood Screws. Brass and Silver Plated Trimmings for Windows and Seats. Varnish, Coach Japan, and Glue; Paints, Varnish and Glue Brushes.

Silver Plated and White Metal Letters. Engine and Signal Bells, anti-friction or Babbitt Metal.

Portable Forges and Jack Screws.

Hemp Packing,, American, Russia, and Italian. Conductors' Badges and Baggage Checks. Iron, Bronzed and Brass Hat Hooks. Ventilators and White Metal Rings. And all other Articles pertaining to Cars.

ALBERT BRIDGES,
Late Davenport & Bridges, Car Manufacturers,
Cambridgeport, Mass.
ALFRED BRIDGES,
Late Davenport, Bridges & Co., Fitchburg, Mass.
†oc6

HARDWARE.

MEAD, SELDEN & CO.,

No. 15 PEARL STREET,

INVITE the attention of Merchants, Contractors of Public Works, and Dealers in Pump Fixtures, to their assorted stock of heavy and Shelf Hardware, Cutlery, Mechanics' Tools, &c. In part as follows.

Anvils,	Shovels,	Seives,
Vices,	Spike Mails,	Knives and Forks,
Axes,	Smith's Bellows,	Pocket Knives,
Ball Drills,	Stock and Dies,	Razors,
Brass Kettles,	Cast Steel,	Sheers and Scissors.
Crow Bars,	Hinges,	
Chains,	Curry Combs,	Braces and Bitts,
Hames,	Locks and Latches,	Files,
Mattocks & Picks,	Screws,	Hatchets,
Masons and Sledge Hammers,	Steelyards, Spoons,	Nail Hammers, Drawing Knives,
Cut, Wrought and Floor Nails,	Cabinet Brass Goods,	Rules, Squares,
Cotton and Manila Rope,	Looking Glasses, Japan Ware,	Saws, Coopers' Tools and
Spectacles, &c.	Razor Strops,	Planes.

PUMP FIXTURES,

Including Reel's Galvanic Chain, Pine, Poplar and Zinc Tubing, Wood and Iron Curbs. † je2e

WASON'S

CAR MANUFACTORY,

Near the Pittsburgh R. R. Shops,

CLEVELAND, OHIO.

Passenger, Baggage, Freight, Dumpers, Hand Cars, &c.,

Of the best quality in all respects, style, workmanship, and material, made to order with promptness.

Orders respectfully solicited, with the assurance that no pains will be spared to give entire satisfaction in all cases.

CHARLES WASON,
Late of the firm of T. & E. Wason, Springfield,
†oc20 Massachusetts.

Maysville Car Factory.

THE undersigned are prepared to manufacture for Railroad Companies, Passenger, Baggage, Cattle, Freight, Gravel and Hand Cars; also Baggage Barrows and Warehouse Trucks.

We are agents for the Portsmouth Powder Mills, and Toy, Bickford & Co's safety fuse. Contractors and dealers supplied at manufacturers prices.

F. HUNGERFORD & CO.
Maysville, Ky., Feb. 16, 1854. 2**

S. C. THOMSON & CO.,

MANUFACTURERS OF

PATENT PAD LOCKS,

For Railroad Switches, Merchandise Cars, Stores, Cemeteries, Iron Safes, &c.,

Cor. Railroad Avenue and Market st.,

jan.12† NEWARK, N. J.

TYLER DAVIDSON & CO.,

Agents for the

BOSTON BELTING COMPANY.

India Rubber Machine Belting in any quantity, from 2 to 20 inches.

India Rubber Steam Packing;

Mixed	do	do	1-32 to ¼ inch thick.
Plain	do	do	1-32 to 1 inch thick.
Pure	do	do	

Pipe and Manhole Rings, all sizes;
Square or Rope Packing, do.

HOSE.

India Rubber, Hydrant, Conducting, Fire Engine, and Locomotive, of all sizes, manufactured from the best of Vulcanized Rubber, and for sale only by the agents.

Car Springs, and all other kinds of Vulcanized India Rubber used for Mechanical and Manufacturing purposes.

The undersigned, having been appointed Agents of the Boston Belting Company, beg leave to advise Dealers and Consumers that they are now prepared to supply the above goods in any quantities, on the most favorable terms. On hand and for sale,

50,000 Feet Vulcanized India Rubber Machine Beltings, from 2 inch to 20 inches, 3 and 4 ply.

TO STEAMBOATS AND RAILROADS.

India Rubber Hose, for Pavements, Streets, Gardens, Locomotives, Engines, etc.

40,000 feet Hose, 3, 4, 5, 6, and 7 plys, suitable for pavements, streets, gardens, locomotives, fire engines, etc., 1 to 3 inch, warranted extra quality. Also,

THE vulcanized India Rubber Break Springs now in use by all the Eastern Railroads, and posessing decided advantage over the Steel Springs now in use, for the following reasons:

1st, They are much easier put on.

2d, They are a great deal cheaper.

3d, They are much more durable than steel, and no time lost in making them, the weather having no effect on them.

ALSO—Large 6 inch hose for water stations.—This is a new and important invention. The coldest weather will have no effect on them whatever They are warranted to remain as pliable, in the COLDEST of weather, as they are in 150 Fahrenheit heat.

Armitage Anvils,—10 casks, assorted weights, now in store.

Allen's Revolvers and Self-Cocking Pistols.—Now in store, a large assortment of the above, 3, 4, and 5 inch Revolvers; 3, 4, 5, and 6 inch Pocket Pistols. Also, Dueling Pistols.

Leland's Superior C. S. Car and Auger Bitts.—All sizes.

Brass Kettles, and Sheet Brass, &c.—Brass Kettles, assorted from 6 to 30; Sheet Brass assorted from No. 0 to 30; Brass Wire, do do do.

Star Breast Chains.—Four casks of those superior double-linked Chains, just received.

Walker's Trace Chains.—70 casks of those superior goods, warranted full length and sizes, 8 to 20 links, straight and twisted, now in store.

American Anvils.—Eagle brand, faced with with cast steel, and warranted by the manufacturers equal to Armitage's Mousehole.

Plated Spoons.—Plain, tipped, and threaded heavy plate, on best quality of German Silver.

Premium Gimlet Screws.—10,000 gross just received.

Mill Saws. Hoe & Co's C. S. Wm. Rowland's, and W. H. Rowland's 6, 6½, 7, 7½, and 8 ft.

Cross Cut Saws.—Hoe & Co.'s C. S., John Ockerell's C. S. and G. S., Wm. Rowland's and W. & H. Rowland's 5, 5½, 6, 6½, 7, 7½, and 8 feet. Also, 4 and 4½ feet Tennon Saws.

Axes.—1000 doz. Axes, assorted Yankee and Kentucky patterns, first, second, and third quality

Nails.—4000 kegs Shoenberger's and Wheeling Nails, now in store.

For sale by TYLER DAVIDSON & CO.,
apr 3 140 and 142 Main street

RAILROAD COMPANIES, ENGINEERS AND OTHERS,

Are respectfully requested to note the following as FACTS, and to remember that the facilities of the establishment for manufacturing are UNSURPASSED.

PAGED

BLANK BOOKS,

OF THE

First Qualities made to Order;

AND

STATIONERY

OF ALL KINDS SOLD LOW BY

MOORE, ANDERSON, WILSTACH & KEYS,

Corner of Main and Fourth Streets,

CINCINNATI. jan 12-†

MEMPHIS & OHIO RAILROAD.

SEALED proposals will be received at the office of the Memphis and Ohio Railroad Company, at Memphis, Tenn., until the 15th day of April next, for the grubbing, clearing, graduation and masonry of the first 65 miles, from Memphis to Cherryville.

Contractors must give the most undoubted security for the completion of the work, at the time, and in the manner specified, and contracts will be let in sections, or for the entire work, as may be deemed best by the director.

The directory reserve the right of rejecting all bids, should none prove satisfactory; and it is desiroable that all propositions should be submitted with the view of preparing the whole work for the iron as soon as possible. Bids of that character and otherwise equally favorable, will have preference.

Maps plans, and specifications may be seen at the office of the company, after the 1st of April.

mar.16-1† E. PEABODY, Eng. in charge.

Sales of Stocks and Bonds at Auction,

THE UNDERSIGNED have adopted the mode for the conducting of Sales of

STOCKS AND BONDS AT AUCTION,

Similar to that now in use in the CITY OF CINCINNATI. They are convinced that, by pursuing a method which will satisfy the Public, that all Stocks and Bonds struck off by them at auction as sales, are bona fide such, a business honorable in its character and satisfactory to both buyer and seller, can be conducted, and which will not only meet with the approbation, but also with the support of the public. The undersigned pledge themselves strictly to adhere to the following plan in conducting their sales at auction of Stocks and Bonds:

The vendor will give his confidential instructions to the Auctioneers as to the lowest price at which he will allow his Stocks or Bonds to be sold. They will be offered by Catalogue, as heretofore, but instead of the seller being allowed to make, as they now do, small advance bids on bona fido bidders, the Auctioneers will reserve to themselves the right of making one bid for the protection of and on behalf of the seller, pledging themselves that but ONE BID shall be made; and in all cases where the Stocks or Bonds shall be struck down on their reserved bid, the fact will be publicly announced that no sale was made.

Reporters for the Press will by this method not only be enabled to report real sales, but also the prices offered for such as are not sold.

ADRIAN H. MULLER & CO., Auct'rs.

OFFICE—No. 2 Pine street, cor. of Broadway,
NEW YORK, } Metropolitan Bank Buildings.
March 1st, 1854.

☞ Stocks, Bonds and Securities received for private Sale, and to the negotiation of which particular attention will be paid. mar9-3*

NOTICE TO CONTRACTORS.

PACIFIC R.R. OF MISSOURI, 3d and 4th DIVISIONS.

IT is intended to make contract for the 2d and 4th divisions of this road, extending from the Missouri river at Jefferson City, passing near Georgetown and Warrensburgh, to the Missouri river, near Independence, about 160 miles, so soon after the first of May next as satisfactory proposals shall be made.

Contract will be made for the whole now offered, or such parts as particular contractors may select in form and quantity to suit the interests of the Company. Proposals are asked for by the cubic yard, with cash payments; but contractors may if they desire, accompany their offer with proposals for two-thirds cash, and one-third in county and railroad mortage bonds or other securities.

Profiles of maps of approximate location can be seen after the 1st of April next at Pacific Railroad Office, in St. Louis, and any information will be given on application to the Engineer.

The first division of this road is now in operation; the second division to Jefferson City under present course of construction.

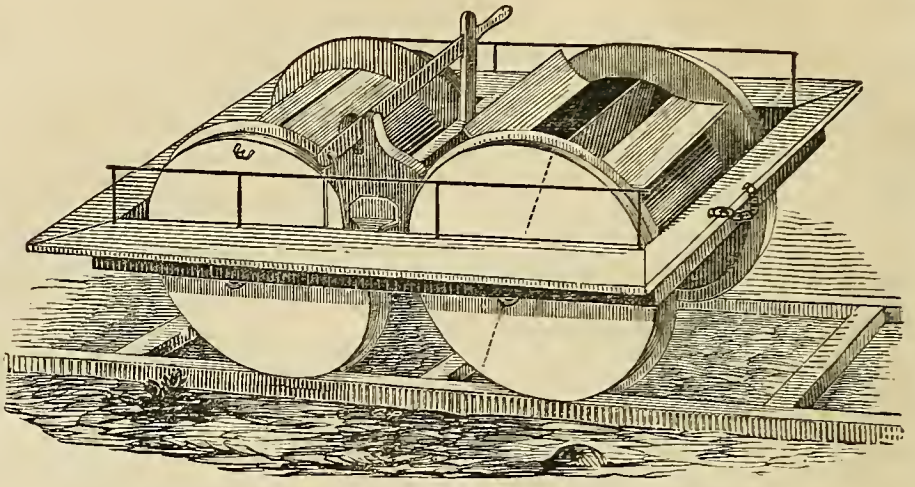
The third and fourth divisions now offered pass over a high, rolling mixed prairie and timbered country, and for healthfulness and supply of provisions will compare favorably with any part of the West.

THOS. ALLEN, President.

THOS S. O'SULLIVAN, Chief Engineer.
Pacific Railroad Office,
St. Louis, Feb., 1854. } mar9 7t.

MYERS' PATENT CAR,

FOR COAL, GRAIN, &c., &c.



FOR PARTICULARS OF COST, RIGHT OF USE, &c., ADDRESS,

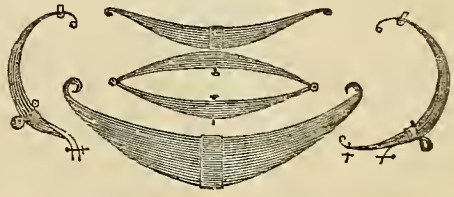
C. TIERS MYERS,

No. 33 WALNUT STREET,

dec15-3* **PHILADELPHIA.**

McDANEL & HORNER,

LOCO-MOTIVE AND CAR SPRING



MANUFACTURERS, WILMINGTON, DEL.

Locomotive and Car Springs of all descriptions manufactured on the most reasonable terms, made of the best STEEL, which we have manufactured to order from the BEST SWEDE IRON. Orders from any part of the United States will be thankfully received and promptly attended to.

McDANEL & HORNER.

All Springs ordered from a distance will be delivered on shipboard at *Philadelphia* free of charge

References.

NORRIS BROTHERS, Locomotive Builders, Philad.
A. C. GRAY, Pres't New Castle Manuf. Co.
U. WELLS, R. R. Car Manuf. Petersburg, Va.
I. R. TRIMBLE, Supt. Philad. R. R. Co.
M. B. MILLEN, Gen. Supt. C. R. R. Savannah, Ga.
EMERSON FOOTE, Supt. M. & W. R. R. Macon, Ga
THOMAS DOUGHERTY, Master Mach. do.
THOS. SHARP, Supt. R. F. & P. R. R. Richmond, Va.

†May 19.

R. M. SHOEMAKER, J. P. SHOEMAKER, A. T. LEVIS, H. Y. SLAYMAKER.

COPARTNERSHIP.

SHOEMAKER, LEVIS & CO.,

SUCCESSORS TO

MORRELL, SHOEMAKER & CO.

MANUFACTURERS OF

Boiler Iron, Railway Chairs & Spikes.

WORKS—Covington, Ky.

STORE, No. 64 EAST COLUMBIA St.

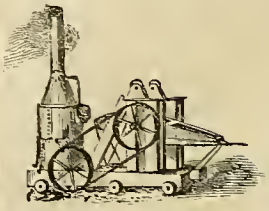
CINCINNATI, O.

January 5, 1854 jan.12-6*

GLENDON LOCOMOTIVE TIRES.

TIRES of every diameter, for sale
†mr17] GEO. GARDNER & CO., Boston, Mass.

"GARDNER'S ROCK DRILL."



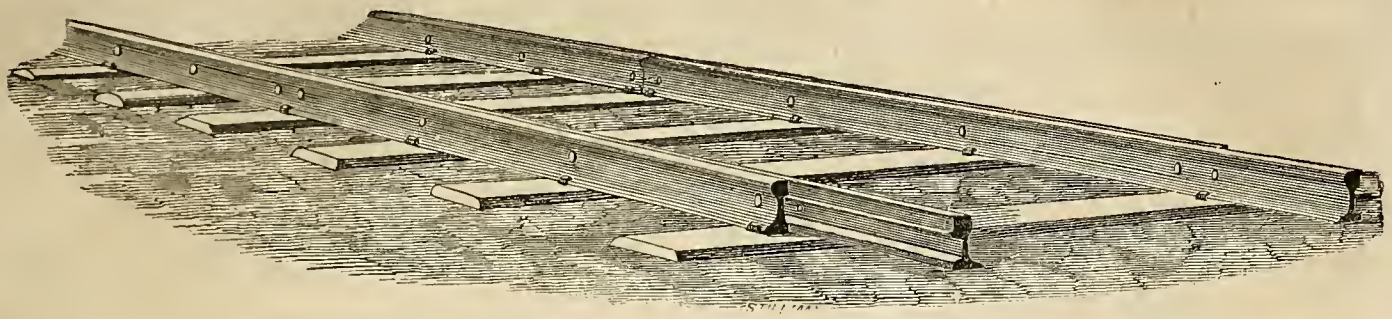
DESIGNED for Mining, Tunneling, Quarry Use, and Rock Excavations of all descriptions, by the use of which a saving of 50 to 75 per cent. is made. This drill can be operated by hand, horse, or steam power. A Machine is now in operation at the Crystal Palace.

Applications for Territorial Rights and Machines must be made to the Patentee.

G. ARTHUR GARDNER,

nov17† Trinity Building, New York.

WINSLOW'S PATENT COMPOUND RAIL.



THIS RAIL ,which is represented by the above, has now been in use on several Roads for upwards of three years; during which time it has become established among Railroad Managers as realizing the advantages of a THEORETICALLY PERFECT RAIL.

Its advantages over the common form of "T" Rail are,—a saving in the wear and tear of Machinery—it saves to a great extent in the repairs of track — it secures a high rate of speed with the same power, and what is certainly of equal importance, complete protection against some of the accidents to which roads are liable. Being practically a continuous Rail for the entire length of the Road, without break at the ends of bars the jarring motion communicated thereby in passing over the common "T" Rail is avoided, as is also its effect upon cars and machinery. The comfort of travelers must of course be greatly increased.

This Rail is now manufactured at HANGING ROCK IRON WORKS, upon the Ohio River, and at MT. SAVAGE IRON WORKS, Maryland. Specimen of the Rail and patterns of same will be gladly shown, as well as all information in relation thereto, given by application to

A. S. WINSLOW, Nos. 9 & 11 West Second St., bet. Main and Walnut Sts. CINCINNATI.

J. F. WINSLOW, Troy, New York
ERASTUS CORNING & CO., Albany, N. Y.

ap7tf

LIGHTNER'S
PATENT AXLE BOXES
FOR RAILWAY CARS.

THE attention of Railway Managers and others is respectfully called to this great improvement in

AXLE BOXES,

As possessing numerous advantages over all others now in use. Some of which are:

1st.—The first cost and "fitting up" is much less.

2d.—It saves seventy-five per cent. in oil.

3d.—The journals and oil are perfectly secure from dust.

4th.—It prevents all possibility of "*heating.*"

5th.—Cars furnished with them run much easier, and require less power to move them.

6th.—Its construction is simple—not liable to become loose by service, and allows a free inspection of the journals and boxes.

7th,—The composition bearings of an eight-wheel LOADED car, can be removed from the journals while under the car, and returned in twenty minutes, by ONE man.

8th.—The trucks and wheels are free from oil and dirt usually seen on Railway cars.

The following testimonials are submitted :—

OFFICE BOSTON AND PROVIDENCE R. R.
Boston, January 1st. 1853.

MR. JOHN LIGHTNER:

SIR:—It affords me pleasure to say, that after three years trial of your boxes, I am fully and entirely satisfied of their superiority over any other pattern we have used. This superiority consists in economy of oil and freedom from "heating."—I have tried every pattern of box in use, of any note, and do not hesitate to say, that you have devised one which in every respect combines greater advantages than any other within my knowledge; these advantages are so manifest, that I am fitting up all our cars with your boxes, as fast as practicable. Very respectfully yours,

W. RAYMOND LEE, Supt.

The Subscriber begs leave to suggest to all Railroad Corporations (new or old) the importance of an EARLY application of this valuable improvement, to their NEW CARS, WHILE IN PROCESS OF CONSTRUCTION· as thereby much detention of cars, and great expense will be avoided.

Models and testimony of the above Boxes, may be examined, and arrangements may be made for the right to use the same with the subscriber.

WM. SHERBURNE,
PRINCIPAL AGENT,
decl Office, No. 167 Broadway, New York.

GUNPOWDER,
MANUFACTURED BY
The Hazard Powder Company.
HAZARDVILLE, CONN.

H. G. HAZARD, President.
A. E. DOUGLASS, Secretary.

The undersigned are always prepared to furnish Mining and Blasting Powder to any extent, delivered at any point on the lines of railroads, or other places of public improvements in the West or South, at the very lowest rates. Also, SAFETY FUSE of the best Eastern manufacture.

We would respectfully urge all contractors and consumers to call upon or correspond with either of us before arranging for their supplies elsewhere.

To the trade generally we would offer all the brands of Sporting and Rifle Powder manfactured by the above concern.

M. D. W LOOMIS,
Southeast corner Main and Second Sts.,
Cincinnati, O.
S. H. LOOMIS,
Nashville, Tenn.

August 16, 1853.—au18†

TO RAILROAD COMPANIES.

THE subscriber, manufacturer and agent for manufacturers of railroad materials, would solicit from railroad managers in the West their orders for

RAILROAD SPIKES, CAR AXLES, RUBBER SPRINGS, RUBBER HOSE, LOCOMOTIVE TIRES, SPRING STEEL, CAST STEEL, NUTS AND WASHERS, LOCOMOTIVE LANTERNS, ETC.

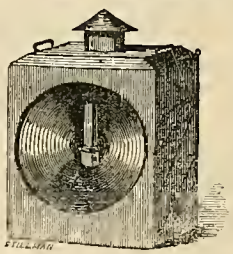
A. S. WINSLOW,
9 and 11 West Second St.,
Between Main and Walnut St., Cincinnati
†mr24

Locomotive Tires and Car Axles.

THE undersigned is prepared to supply Railroad Companies and Builders with Tires and Axles of superior quality and finish, made from faggoted charcoal Iron, formed and finished entirely under the hammer For the character of the manufacture he refers to builders and companies who have used them in the West.

A. S. WINSLOW,
†mr24 9 and 11 West SecondSt., Cincinnati

LOCOMOTIVE LANTERNS.



I AM manufacturing Locomotive Lanterns of the most approved form, with true parabolic Silver-plated reflectors, Copper Cases, and in every way equal to the best manufactured in the country. Orders from Railroad Companies in the West are solicited.

A. S. WINSLOW,
†mr24] 9 and 11 West Second St., Cincinnati

Norris' Locomotive Works,
PHILADELPHIA.

ENGAGED for many years in manufacturing Locomotives, offer to Railroad Companies to construct of any plan or size,

LOCOMOTIVES OF SUPERIOR QUALITY.

Our facilities for doing work have been largely increased this year, and orders can be executed with despatch.

Jy7 RICHARD NORRIS & SON.

ASHCROFT'S
METALIC STEAM GAUGE.
(BOURDEN'S PATENT.)

THE subscribers offer for sale this valuable Steam Gauge. It is adapted to Locomotive and other steam boilers, indicating with accuracy the continual variations of steam within the boiler, enabling the engineer to maintain a uniform and safe pressure. Any of the Eastern Railroads may be referred to for proof of its importance and value.

BRIDGES & BROTHER,
sep15tf 64 Courtlandt Street, New York.



CAR MANUFACTORY,

Dayton, Ohio.

E. THRESHER & Co., having enlarged their shops, are prepared to contract on favorable terms, for building every variety of Railroad Cars, in any quantity and at short notice, made of the best materials, and of the most approved workmanship.

They are prepared also to furnish jaws and boxes; the Washburn wheel, thirty and thirty-three inch, adapted to inside or outside bearing; cast iron frogs steel plated; and switches of the most approved patterns.

They also manufacture blacksmith tuyeres, Harris' patent; portable bolt forges; bolt heading and bolt cutting machines; upright drills, wheel presses; wood planers; tenoning and mortising machines; &c.

They respectfully invite the attention of railroad directors and superintendents to their establishment.

Dayton, January 24th, 1853. jan 25-†

South-Western Car Shops,

Madison, Indiana.

THE Subscriber is prepared to execute orders at short notice, for all kinds of Passenger, Freight and other descriptions of Railroad Cars.

Work delivered at any point accessible by railroad, or by the Ohio and Mississippi rivers.

Facilities for transportation, enable the subscriber to afford peculiar advantages to Companies requiring work delivered in the South and West.

W. CLOUGH.

REFER TO

JNO. BROUGH, Esq. WINSLOW, LANIER & CO.

jan. 19-1**

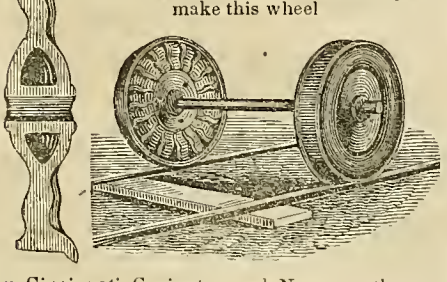
FULTON CAR WORKS.

CINCINNATI, OHIO.

THE Proprietors of this establishment would respectfully call the attention of Railroad Companies in the West and Sonth to their establishment at Cincinnati. Their facilities for manufacturing are extensive, and the means of transportation to different points speedy and economical.—They are prepared to execute to order, on short notice, eight-wheeled Passenger Cars of the most superior description. Four or eight-wheeled Baggage, Cattle, Freight and Gravel Cars. Also, Crank and Lever Hand Cars, Trucks, Wheels, and Axles fitted.

WASHBURN WHEEL

Having obtained the *exclusive right* to make this wheel



in Cincinnati, Covington, and Newport, they are now prepared to furnish Railroad Companies with that celebrated Wheel, with or without Axles.—Also, Journal Oil Boxes of any pattern, and Castings for Cars fitted to order at the shortest notice.

Address KECK & HUBBARD,

Fulton Car Works, Cincinnati, Ohio.

fap.14. Office 62 East Second street

FORGINGS.

AXLES, Shafting, and other Forgings, from the Glendon Forges, for sale by

jm 17 GEO. GARDNER & CO., Boston, Mass.

MUSKINGUM WORKS,

ZANESVILLE, OHIO.

DOUGLASS, SMITH & CO.

WOULD respectfully call the attention of Railroad Companies to their establishment at Zanesville.

They are prepared to execute orders, on short notice, for

Passenger Cars of the most superior description,

Second Class Passenger, Mail Express, and Baggage Cars; Freight, Cattle, four or eight wheeled Gravel Cars.

We manufacture a superior

CAR WHEEL,

Over 2500 of which are now running on the Central Ohio Railroad, and many of these have been in use on the road over two years, having in that time only three to crack, and two to be renewed in consequence of the wearing of the Chill. We have also commenced the manufacture of the celebrated

WASHBURN WHEEL,

And are prepared to furnish this wheel, with or without axles. Also, castings for Cars fitted to order at the shortest notice.

BOLLMAN'S PATENT IRON & WOOD BRIDGE.

We are also agents and builders of the above celebrated Bridge. Are now placing upon the piers an iron bridge on this plan over the Muskingum river at Zanesville. We are ready to contract with companies for the construction of this Bridge. All orders addressed

DOUGLASS, SMITH & CO.,

au4tf. Muskingum Works, Zanesville, O.

WHEELBARROWS!



ON hand, Wheelbarrows, of my own manufacture, suitable for Railroad, Turnpike, Canaling, &c., in lots, to suit purchasers. Orders filled for any reasonable amount

HENRY ROCKEY,

No. 21 East Front street

J. DAVENPORT. . . . M. D. WELLMAN. . . . C. M. RUSSELL

DAVENPORT, RUSSEL & CO.,

Railway Car Manufacturers,

MASSILON, OHIO.

THE subscriber, late of the firm of Davenport, Bridges & Co., Fitchburg, Mass., having associated himself with Messrs. Wellman and Russell, under the above name, would respectfully solicit calls for any kind of Passenger, Baggage, Post Office, Freight, Coal, Gravel, or Hand Cars.

Having had fifteen years experience in the business and having secured the best of workmen from the Car Factory in Cambridge, Mass., I feel confident, that perfect satisfaction can be given in all work entrusted to our care

We have now on hand the best of dry White-Oak with which we think we can build Cars as cheap and as well as any other establishment in the States. JOSEPH DAVENPORT.

Feb. 16†*

James' Railroad & Route Book.

NEW EDITION.

Containing a list of all the Western and Southern Roads with distances, fares, connections, etc., etc. Price, 15 cents. J. A. & U. P. JAMES,

Publishers, 167, Walnut st., Cincinnati, O.

Indianapolis and Cincinnati Railroad, via. Lawrenceburgh.

NEW Route to Indianapolis, Terre Haute, Lafayette, and the West.

Through from Cincinnati to Indianapolis in six hours.

Shortest route between Cincinnati, Indianapolis, Terre Haute, Lafayette and Chicago.

Passengers for this line will leave Cincinnati, from the foot of Main street, at 6 o'clock, A. M., by steamer Forest Queen, every day, (Sunday's excepted,) and arrive at Indianapolis at 12 o'clock, M., in ample time to get dinner, and take any of the trains West or North.

Baggage checked through and baggage master accompanies the same.

Fare between Cincinnati and Indianapolis $3

At Shelbyville passengers may take the Jeffersonville, Rusbville and Knightstown cars.

Returning, leave Indianapolis at 12 o'clock, M.

GEO. HAVEN, Superintendent.

Through tickets may be procured on board the boat, or at the ticket office, corner of Water street and landing (foot of Main street.)

jan 12-† C. S. RUSSELL, Ag't.

Covington and Lexington Railroad Open to Falmouth.

ON and after Monday, the 7th of Nov., and until further notice, Cars will leave Covington daily (except Sundays) at 7 o'clock. A. M., for Falmouth,—stopping at DeCoursey, Culbertson, Grant's Bend, New Philadelphia, Canton, Benton, Morning Side, Demossville, Butler and Irving.

Returning, will leave Falmouth at 1 P. M., stopping at all of the above stations.

☞ For freight and passage apply to C. CARPENTER, Freight Agent, Covington Depot.

R. M. SHOEMAKER Superintendent.

Office Cov. and Lex. R. R. Co., Nov. 5th.

dc22

COLUMBUS

Railroad Chair Manufactory.

THE subscriber having enlarged his works, is prepared to fill orders for wrought iron

RAILROAD CHAIRS,

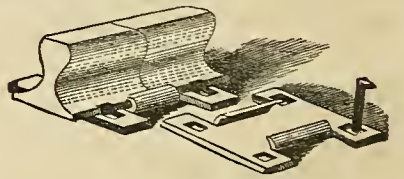
on short notice. He would call the attention of Railroad Companies to his patent Thick Lip Chair. Chairs made to any pattern and of any size which may be required, and warranted of superior quality of iron and workmanship.

P. HAYDEN can be found at 219 Pearl street, New York, where also specimens of the chiars can be seen.

P. HAYDEN.

Columbus, August 11, 1853.—au18-6*

RAILROAD SPIKES,



WROUGHT IRON

Chairs and Fastenings.

THE subscriber continues to manufacture with increased facilities. **Hook and Flat Head Railroad Spikes, and Wrought Iron Chairs of any pattern,** either punched or plain. The best quality of Iron is used, and the articles are guaranteed to give satisfaction in every respect. We are prepared to fill orders for any quantity with despatch, and at the lowest market prices.

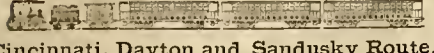
Also, Boat Spikes, Bolts, and Boiler Rivets, superior quality.

All communications addressed to us will meet with prompt attention.

SMITH & TYSON,

No. 25 South Charles Street, Baltimore

Railroad Line.



Cincinnati, Dayton and Sandusky Route.

TO New York via Lake Steamers, by Sandusky, in 36 hours. To Boston in 41 hours. To Chicago in 21½ hours, via Cincinnati, Hamilton and Dayton Railway.

Five Daily Trains.

First Train—Indianapolis Express.....at 5.30o'clk.A.M.
Second Train—Lightning Express, ...8.20 " A. M.
Third Train—Accommodation,.....2 " P. M.
Fourth Train—Eaton and Richmond.....3.30 " P. M.
Fifth Train—Evening Express,.....5 " P. M.

New York, Boston, and Montreal.

First Train—Indianapolis Express—leaves Cincinnati at 5 A. M.; for Indianapolis and Chicago.

Second Train—Lightning Express—leaves Cincinnati at 8.20 o'clock, A. M., connecting at Sandusky with the new and magnificent low pressure Steamers Mississippi, Captain Hazard, St. Lawrence, Captain Hollister; connecting at Buffalo with the 6 A. M. trains Buffalo and Albany, and New York City, and 9 A. M. Trains Niagara Falls Railroad, for New York, Boston, Niagara Falls, Ogdensburgh, Montreal, &c.

Toledo and Chicago.

Second Train—Lightning Express—leaves Cincinnati at 8.20 o'clock A. M., connecting at Clyde with Railroad to Toledo, connecting at Toledo with Evening Express Train Michigan Southern Railroad to Chicago, direct.

Detroit and Chicago.

Second Train—Lightning Express—leaves Cincinnati at 8.20 o'clock A. M., connecting at Sandusky with the low pressure Steamer Bay City, Captain Atwood, connecting at Detroit with Morning Express Train Michigan Central Railroad to Chicago. From Cincinnati direct.

Indianapolis, Terre Haute and Lafayette.

First Train—At 5 A. M., leaves Cincinnati for Indianapolis, Terre Haute, Lafayette and Chicago same day.

Eaton, Richmond, and Centerville.

First Train—Indianapolis Express—at 5 A. M., connects at Hamilton to Eaton and Richmond.

Fourth Train—3 P. M. Through to Eaton and Richmond without change of cars. Connecting at Richmond with Western Railroad to Centerville.

Troy, Piqua, &c.

Second Train—Lightning Express—at 8.20 o'clock, A. M., and Third Train—Accommodation—at 2 P. M., connecting at Dayton with Railroad to Troy, connecting with Doyle's Omnibus and Canal Packets to Piqua, St. Mary's, and all points on Miami and Wabash Canals.

Fifth Train — Evening Express—at 5.00 o'clock P. M., connecting at Dayton with Railroad to Troy, connecting with Doyle's Omnibus Lines to Piqua.

Oxford and Connersville.

Second Train—Lightning Express at 8.20 o'clock A. M., and Third Train—Accommodation Express—at 5 P. M. Passengers by these Train take Western Stage Company's Lines at Hamilton, for Oxford, Connersville, &c.

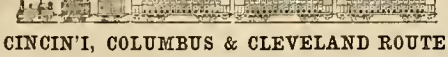
Fifth Train — Evening Express at 5.00 P. M. Passengers by this Train take the Western Stage Company's Lines at Hamilton to Oxford.

FARE.

From Cincinnati to New York via Lake steamers to Buffalo, and Railroad by either route $15 00
From Cincinnati to New York via Lake steamers to Buffalo, Railroad to Albany, and Hudson river steamer to New York 14 00
From Cincinnati to Boston via Lake steamers to Buffalo, and New York city and New York and Erie Railroad..... 19 00
From Cincinnati to Boston, via Lake steamers to Buffalo, Albany and Western Railroads 18 00
An additional charge of 50c. via Niagara Falls and above routes.
From Cincinnati to Montreal via Lake steamers.. 17 00
From Cincinnati to Boston via Lake steamers and Ogdensburg 17 00
From Cincinnati to New York via Lake steamers and Ogdensburg..... 15 75
From Cincinnati to Buffalo via Lake steamers..... 8 00
Do do Detroit..... 6 75
Do do Chicago via Detroit..... 11 50
Do do Toledo..... 5 75
Do do Chicago via Toledo..... 11 50
Do do Chicago via Indianapolis..... 9 00
Do do Sandusky 5 00
Do do Clyde ..... ——
Do do Terre Haute..... 5 50
Do do Lafayette..... 5 50
Do do Indianapolis..... 3 00
Do do Greenville 2 50
Do do Troy 2 50
Do do Dayton 1 50
Do do Richmond..... 1 60
Do do Eaton 1 25
Do do Hamilton..... 60
Do do Springfield 2 00

For all information and through Tickets, please apply at office, 102 east corner of Broadway and Front sts., Cincinnati.
W. A. LATHAM, Ticket Agent.
a425 P. W. STRADER, Gen'l Agent

Railroad Line.



CINCIN'I, COLUMBUS & CLEVELAND ROUTE.

To New York, via Railway, in ..... 30 hours.
To N. Y., by Lake Steamers via Cleveland.. 39 "
To Pittsburgh in..... 14 "
To Boston in ..... 34½ "
To Philadelphia in ..... 38 "
To Baltimore in..... 38 "
To Wheeling in..... 18 "

VIA LITTLE MIAMI RAILWAY.

FOUR DAILY TRAINS.

First Train—Lightning Express—at ...6 o'clock, A. M.
Second Train—Accommodation Ex....7.45 " "
Third Train—Hillsborough Train.....3.10 " P. M
Fourth Train—Even'g Accommoda...5 " "

The roads of this route are laid throughout with heavy T rail.

New York, Boston, and Montreal.

First Train—Lightning Express leaves Cincinnati at 6 o'clock A. M., connecting at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo; connecting at Dunkirk with New York and Erie Railroad, and at Buffalo with Buffalo and Albany Railroad to New York and Boston.

Second Train—Accommodation Express, at 7.45 o'clock, A. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad, at Buffalo with Buffalo and Albany and New York City Railroads, and at Buffalo with Niagara Falls Railroad, to New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

—ALSO—

Connects at Cleveland with the new and magnificent low pressure steamers QUEEN OF THE WEST, Capt. McBride; CRESCENT CITY, Capt. Pease; connecting at Buffalo with the Buffalo and Albany, New York City, and Niagara Falls Railroads, for New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

Fourth Train—Evening Express, at 5 o'clock P. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad; connecting at Buffalo with New York City, Buffalo and Albany, and Niagara Falls Railroads, to New York, Boston, and Niagara Falls.

Pittsburgh, Philadelphia, and Baltimore.

First Train—Lightning Express, leaves Cincinnati at 6 o'clock A. M., connecting at Crestline with Ohio and Pennsylvania Railroad to Pittsburgh, connecting with Pennsylvania Railroad to Philadelphia and Baltimore.

Through from Cincinnati to Philadelphia and Baltimore direct.

Zanesville, Wheeling, Baltimore, &c.

First Train—Lightning Express, at 6 o'clock A. M., and second Train, Accommodation Express, at 7.45 o'clock A. M., connect at Columbus with Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Lines, via National road to Wheeling, connecting with Baltimore and Ohio Railroad to Baltimore, Philadelphia, Washington, etc.

Fourth Train — Evening Express, at 5 o'clock P. M. Passengers by this Train sleep at Columbus and resume by Morning Train, via Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Line to Wheeling.

Hillsborough.

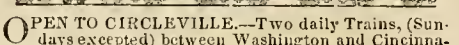
Third Train—Leaves Cincinnati at 3 P. M., connecting at Hillsborough with Ohio Stage Co.'s Lines to Chillicothe, Piketon, etc.

FARE.

From Cincinnati to New York via Railroad, either route $16 00
From Cincinnati to New York via Railroad to Albany, and Hudson river steamer 15 00
From Cincinnati to New York via Lake Steamers to Buffalo, and Railroad to New York..... 15 00
From Cincinnati to New York via Lake Steamers to Buffalo, Railroad to Albany, and Hudson river steamer to New York..... 14 00
From Cincinnati to Boston via Lake Shore, New York and Erie, and New York City Roads..... 20 00
From Cincinnati to Boston via Lake Steamers and New York City and Erie Roads 19 00
From Cincinnati to Boston via Lake Shore, Buffalo, Albany, and Western Roads..... 19 00
From Cincinnati to Boston via Lake Steamer, Buffalo, Albany, and Western Roads 18 00
An additional charge of fifty cents via Niagara Falls and above routes.
From Cincinnati to Montreal via Lake Shore Road, 18 00
From Cincinnati to Montreal via Lake steamer... 17 00
From Cincinnati to Boston via Lake Shore Road and Ogdensburg 18 00
From Cincinnati to Boston via Lake Steamer and Ogdensburg 17 00
From Cincinnati to New York via Lake Shore Road and Ogdensburg..... ..... 16 75
From Cincinnati to New York via Lake Steamer and Ogdensburgh 15 75
From Cincinnati to Buffalo via Lake Shore Road. 9 00
From Cincinnati to Buffalo via Lake Steamer.... 8 00
From Cincinnati to Philadelphia or Baltimore via Crestline and Pittsburgh..... 15 00
From Cincinnati to Philadelphia or Baltimore via Cleveland and Pittsburgh..... .... 15 [illegible]
From Cincinnati to Pittsburgh via Crestline..... 7 75
From Cincinnati to Pittsburgh via Cleveland..... 9 00
From Cincinnati to Baltimore via Wheeling..... 14 65
From Cincinnati to Washington via Wheeling.... 15 95
From Cincinnati to Philadelphia via Wheeling... 15 95
From Cincinnati to Wheeling..... 7 15
From Cincinnati to Cleveland 6 00
From Cincinnati to Zanesville 4 80
From Cincinnati to Columbus 3 00
From Cincinnati to Springfield 2 00

☞ For all information and Through Tickets, please apply at office, southeast corner of Broadway and Front sts., Cincinnati.
W. A. LATHAM, Ticket Agent.
au25 P. W. STRADER, Gen'l Agent.

Cincinnati, Wilmington and Zanesville Railroad.



OPEN TO CIRCLEVILLE.—Two daily Trains, (Sundays excepted) between Washington and Cincinnati, and one daily train between Circleville and Cincinnati. On and after Tuesday, March 14th, 1854, until further notice, trains will run as follows:

Upward train for Circleville, leaves Cincinnati 7:45 A. M., and arrives at Circleville, at 2:40 P. M.

Upward train for Washington, leaves Cincinnati at 3:10 P. M., and arrives at Washington at 8:05 P. M.

Downward train leaves Circleville at 12:15 P. M., and arrives at Cincinnati at 7:45 P. M.

Downward train from Washington, leaves at 6:30 A. M., and arrives at Cincinnati at 11:25 A. M.

Trains will stop for passengers as follows: At Williamsport, Four Corners, New Holland, Washington, Rattle-Snake, Sahina, Cross Roads, Wilmington, Sligo, Clarksville and Morrow; and on the Little Miami Road at Deerfield, Butterworth's Water Station, Loveland, Miamiville, Milford and Plainville, and on proper signal by flag, or to the Conductor, at Branch Hill and Linwood, at Turnpike.

The downward Trains connect at Morrow with the Trains on the Little Miami Road for Columbus.

Lines of Omnibusses will run between Circleville, Chillicothe and Lancaster, connecting with the morning train from and evening train to Cincinnati.

Fare from Cincinnati to Washington.....$2 25
" " " " Circleville..... 3 00

For other information and Tickets, apply at Ticket office, corner of Broadway and Front sts, and at the Little Miami Depot, or to the Station Agents on the line.

E. W. WOODWARD,
Engineer and Superintendent.

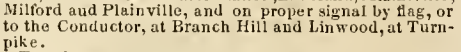
☞ The Omnibus Line will call for and deliver passengers to and from the trains to any part of the City.

J. HOWELL, Conductor.

☞ The Company will not be responsible for baggage exceeding $50 in value, unless the same be returned to the Conductor or Agent, and freight paid at the rate of a passage for every $500 in value above that amount.

mar. 23

COLUMBUS PIQUA, AND INDIANA RAILROAD.



New route from Columbus, West and from Urbana, East.

On and after Monday September 19, 1853, two trains per day, (Sunday excepted) each way, will run on this Road, between COLUMBUS and URBANA. Will leave Columbus at 4.50 a.m., and 3.30 p.m.—arriving at Urbana at 8.12 a.m., and 6.14 p.m. Returning—will leave Urbana, for Columbus, at 9.15 a.m., and 3.00 p.m.—arriving at 12.05 and 6.55 p.m.

The 4.50 a.m. train, from Columbus, will connect with the night Express train from Cleveland and arrive at Urbana in time for the morning train north for Sandusky and intermediate points. Persons arriving by the morning Cleveland and Zanesville trains can have a few hours at Columbus and leave by the 3.30 p.m. train—arriving at Urbana in time to get supper and take the 5.35 p.m. train for Dayton and Cincinnati.

The 9.15 a.m. train from Urbana connects with the morning train from Cincinnati and Dayton that arrives at Urbana 8.40 a.m.—arriving at Columbus at 12.05 p.m in time for the 1 p.m. train for Cleveland, connecting with the Buffalo and Dunkirk boats. The 3.00 p.m. train will leave Urbana on the arrival of the Sandusky train—reaching Urbana at 2.45 p.m.—and arrive in Columbus in time for the various night trains.

A line of Omnibuses will connect with the trains at Urbana for the conveyence of passengers to and from Piqua and Greenville over a good Macadamized road.

A. G CONOVER, Sup't

Piqua, Sept. 13, 1853. s29-tf.

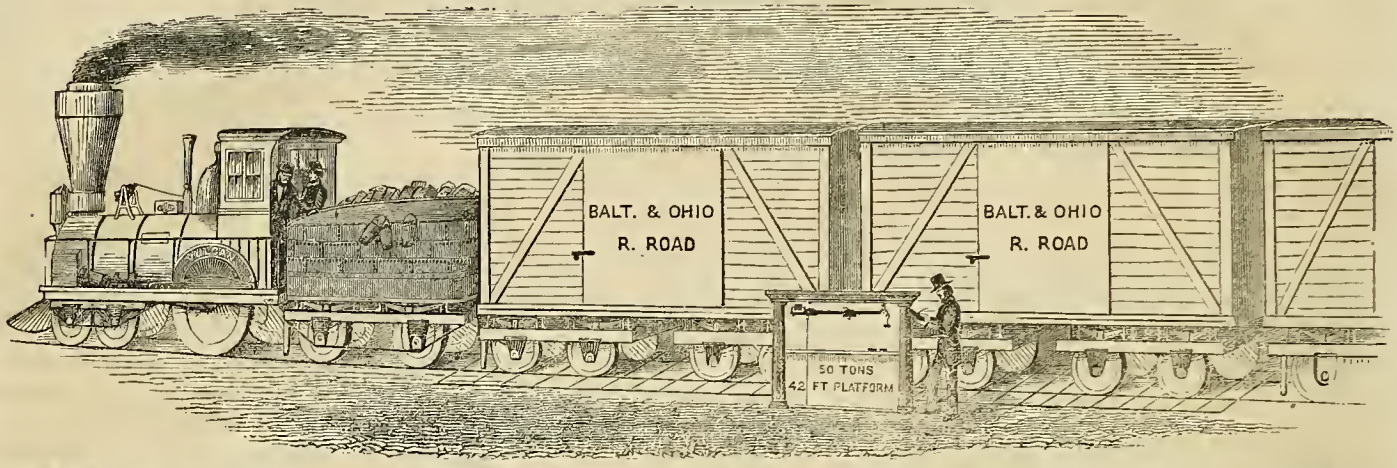
OFFICE OF THE

Cincinnati and Portsmouth R. R. Co.

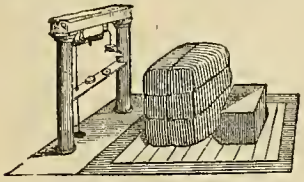
Felicity, Clermont County.

☞ Communications addressed to T. H. WHETSTONE President, and left with Messrs. JOHN F. DAIR & Co. Cincinnati, will receive prompt attention. s29-tf

FAIRBANKS' SCALES.



Railroad Track Scale---50 Tons.



DEPOT SCALES 12,000 LBS.

FAIRBANKS & CO'S

PLATFORM SCALES,

Long known—Severely tested—Always right—
The acknowledged standard—Adapted to
every required operation of weighing, as

Railroad Track and Depot Scales,

In use on nearly all the principal Railroads in the United States and Great Britain.

WAREHOUSE SCALES,
Dormant and Portable.

HEAVY PORTABLE SCALES,
On Wheels,
For Foundries, Rolling Mills, Iron Houses, &c.,

STORE SCALES,
Various Modifications.

COUNTER SCALES, &c.,

HAY & COAL DEALERS' SCALES,
Made entirely of Iron and Steel.

GENERAL AGENTS:

FAIRBANKS & CO., 89 Water Street, New York.
TRABER & AUBERY, Cincinnati.
L. F. BURGESS, Cleveland.
BROWNING & MAYER, Indianapolis.
C. L. HARMON, & CO., 197 South Water St. Chicago.
S. M. EDGELL & CO., 20 Pine St., St. Louis.
W. B. BELKNAP & CO., Louisville.
M. P. HUTCHINS, Detroit.
J. & F. DAWSON, Charleston, S, C.
GEO. C. EWING, 21 South Charles St., Baltimore.

MANUFACTURERS:

E. & T. FAIRBANKS & CO.,
ST. JOHNSBURY, VT.

TESTIMONIALS:

OFFICE OF THE G. & C. U. RAILROAD CO.,
CHICAGO, FEB. 20TH, 1854.

MESSRS. E. & T. FAIRBANKS & CO.,

GENTLEMEN:—All of the principal station buildings on this road are furnished with your Depot and Platform Scales, with the exceptions of two scales. Your Scales were adopted after trial with those of other makers, and I take pleasure in now saying, that after more than four years trial, they have given entire satisfaction to us, and the public doing business with the Company.

I am not aware of a dollar's expense being incurred from wear or defect of materials in any part of the scales. The Track Scale, with suspended platform, which you have recently put into our principal depot at this place, judging from present appearance and the use to which it has been put, will, I doubt not, answer the purpose desired, and be equally satisfactory.

JOHN B. TURNER,
Pres't and Sup't.

CENTRAL RAILROAD CO.
SAVANNAH, JAN. 6TH, 1853.

MESSRS. E. & T. FAIRBANKS & CO.,
St. Johnsbury, Vt.

DEAR SIRS:—Your Scales, which we have used for many years, gave so much satisfaction, that we ordered from your House, all the Scales necessary for our large new Warehouse. Your agent has just finished putting up twenty-two of your No. 1 and No. 2 Depot Scales and a large Road Scale, and I am pleased with the manner in which the job has been done. I trust and believe that this work will do credit to your establishment.

Respectfully, your obedient servant,
R. R. CUYLER, Pres't.

PORT RICHMOND, PA. MARCH 2D, 1852.

MESSRS. E. & T. FAIRBANKS & CO.,
St. Johnsbury, Vt.,

GENTLEMEN:—There are now in the Richmond Wharves at the terminus of the Reading Railroad, Twenty-six of your ten ton Track Scales, which have been in constant use for more than six years. The least quantity of Coal weighed annually upon any one wharf has been 400,000 tons. The aggregate quantity weighed upon the twenty-six scales, has been more than one million two hundred thousand tons per annum.

During the time since they have been in use, they have always retained their adjustment without any expense for repairs. They have been tested every year by the Sealer of Weights for the county of Philadelphia, and always found correct, and at the present time their operation is apparently as perfect and as sensitive as when first built.

JOHN E. HOBERT,
Superintendent of Wharves.

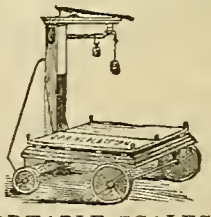
STATE OF NEW YORK,
CANAL COMMISSIONERS OFFICE,
ALBANY, JUNE 21, 1852.

MESSRS. E. & T. FAIRBANKS & CO.,

GENTLEMEN:—Your favor of the 10th, asking my views of the Weigh Lock Scales, manufactured by you, and introduced upon the Erie Canal, is received.

I have no hesitation in saying, that they have fully answered your recommendation in every particular. Their capacity for strength is fully equal to sustain the required burthen. They are not liable to get out of adjustment or repair. The arrangement of the Weighing Beam is admirably adapted to obtain rapid results. I know of no Scale superior to them, in this or any other country.

In great haste, Yours truly,
JOHN C. MATHER,
Canal Commissioner.



PORTABLE SCALES.

The following Railroads have been furnished exclusively, or nearly so, with FAIRBANKS' SCALES:

Alabama & Tennessee.	Huron & Oxford.
Allegheny Valley.	Illinois Central.
Androscoggin & Kennebec	Indiana Central.
Ashuelot.	Indianapolis & Bellefontaine
Atlantic & St. Lawrence.	Iron.
Baltimore & Ohio.	Jeffersonville.
Baltimore & Susquehanna.	Kennebec & Portland.
Belvidere, Delaware.	Knightstown & Shelbyville.
Boston, Concord & Montreal	Macon & Western.
Boston & Maine.	Mad River & Lake Erie.
Boston & Providence.	Manchester & Lawrence.
Buffalo, Brantford & Goder'h	Memphis & Charleston.
Buffalo, Corning & N. York.	Michigan & Southern.
Buffalo & New York City.	Milwaukee & Mississippi.
Buffalo & State Line.	Naugatuck.
Canandaigua & Elmira.	New Albany & Salem.
Central, (Ga.)	Newburyport.
Central, (Va.)	New Haven & New London.
Champlain & St. Lawrence.	New Haven & Northampton.
Charlotte & South Carolina.	New Jersey Central.
Cheshire.	New York Central.
Cleveland, Columbus & Cincinnati,	New York & Erie.
	New York & New Haven.
Cincinnati, Hamilton & Dayton.	Norfolk County.
	Northern Indiana.
Cincinnati, Logansport & Chicago.	Northern, (N. H.)
	Northern, (N. Y.)
Cincinnati, Wilmington & Zanesville.	Norwich & Worcester.
	Old Colony.
Cleveland & Erie.	Orange & Alexandria.
Cleveland & Pittsburgh,	Oswego & Syracuse.
Cocheco.	Petersburg.
Columbus, Piqua & Indiana	Philadelphia & Reading.
Columbus & Xenia.	Pittsfield & North Adams.
Concord,	Plattsburg & Montreal.
Concord & Claremont.	Portland, Saco & Portsmouth
Connecticut River.	Providence & Worcester.
Coun. & Passumpsic River.	Rensselaer & Saratoga.
Dayton & Michigan.	Richmond & Danville.
Easteru.	Richmond & Petersburg.
Essex.	Rome, (Ga.)
East Tennessee & Georgia.	Rome & Watertown.
Evansville & Crawfordsville	Rutlaud & Burlington.
Fitchburgh.	Rutland & Washington.
Galena & Chicago Union.	Sandusky, Mansfield & Newark.
Georgia.	
Grand Trunk, (Canada.)	Scioto & Hocking Valley.
Great Western, do.	South Reading Branch.
Great Western, (Ill.)	South Side.
Greenville & Columbia.	South Western.
Greenville & Miami.	Springfield, Mt. Vernon
Hartford, Providence & Fishkill.	Pittsburgh.
	St. Charles Branch.
Housatonic.	Steubenville, & Indiana.
Hudson River.	St. Lawrence & Atlantic.
Hudson & Berkshire.	Stony Brook.

RAILROAD RECORD.

AND

Journal of Commerce, Banking, Manufactures, and Statistics.

Vol. 2.---No. 10. CINCINNATI, THURSDAY, MAY 4, 1854. Whole No. 62.

Railroad Record

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By J. A. & U. P. JAMES,

At No. 167 Walnut Street, Cincinnati.

E. D. MANSFIELD, Editor.

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" " per month	10 00
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THE WANT OF MONEY—ITS EFFECTS AND REMEDIES.

A great mystery has been made of one of the simplest things in the world of business, the laws of money, its natural laws we mean. Nearly all persons are searching for the mystery of money at the bottom of the well, when it's on the surface visible to all eyes. There are three very different elements constantly jumbled up by nearly all who speak on the subject, and yet are wholly different and opposite in their qualities. These are *capital*, *money*, and *functions* of money. They can all be illustrated in the case of a single individual. Suppose Peter Simpson, a man worth an hundred thousand dollars, in lands and houses, has a thousand dollars tax to pay, but has no money, (a case which has often happened,) it is plain that Peter must fail to pay if he does not borrow it. Now here is *capital* without money. Now, suppose Peter Simpson has an hundred dollars to pay each day to A, who is to pay B, who is to pay C, who is to pay D, and so on to W, who is to pay Peter Simpson an hundred dollars each day. Now Peter has an hundred dollars to begin with, but A, B, C, etc., have none. Peter Simpson pays A his hundred dollars. Now, it is very obvious, that whether Peter Simpson is able to pay A the second hundred dollars will depend altogether on the question whether the first hundred dollars has *circulated* through the hands of A, B, C, D, etc.. till it came back to Peter Simpson *in time* for his second payment. This *circulating* of money is its peculiar *function* as a medium of *exchange*. In this example we see that money may be *scarce* from any of *these* causes. Ist, it may be scarce from the want of *capital* to command it; or, 2d, it may be scarce from the want of *currency*, money proper; or 3d, it may be scarce from the want of *circulation*, or rather deficiency of exchange, or rather the *multiplication of exchange*, which results in the insufficiency of a certain sum of money to perform the required work. This, it is plain may arise from *excess of business*, as is unquestionably the present case in this country.

Supposing, for example, A, a merchant of New York, to be engaged in the importing business, he has a large capital, a solid capital, but he buys one hundred thousand dollars more goods than he has the actual money for, in expectation of selling them in time to meet

his six months' bills. He does sell them to X, Y, Z, and W, in Cincinnati, at six months time, they not having quite money enough.—X, Y, Z, and W, sell them to M, N, L, P, R, etc., country retailers. These country retailers sell them to a thousand individuals, and these individuals are depending on selling wheat, cattle, and hogs, and on the purchases of a great number of railroad hands engaged in the construction of the Tombighee railway. Now suppose the railway fails to sell its bonds, the individuals miss their calculation, and fail to pay M, N. L, etc., retailers, in time, the retailers fail to pay Messrs. X. Y, & Z, and they fail to pay Mr. A, the importer. Mr. A, as remarked, is a man of capital and raises the money by a loan, at a high rate of interest. Money becomes scarce in New York, and every body asks what is the matter? What makes money so scarce? Why, it is simply too great an *extension of business*, commonly called overtrading. But that is not all, if this overtrading should happen to be with a Foreign country, there is a balance to be paid in coin, the exportation of which, however rich a country is, *always causes a contraction of credit.* For example, since the 1st of January we have exported *sixteen millions* of dollars in specie to Europe, much more than we have done in *either of the last two years* for the same time — This is unquestionably due to overtrading.

The *cause* of the scarcity of money at present, is not the European War at all, as will be palpable from the consideration of the following facts, viz:

1. The *capital* of the country has accumulated with immense rapidity the last ten years, more rapidly than ever the last three. *Capital*, therefore is not deficient. If there are many railways making, so also the making of the railways has increased the value of property three times their cost. It is not that.

2. The *currency and coin* of the country, never were so great, relatively, or absolutely at any period of our history. The currency has been increased, in 1853, full fifty millions of dollars, and now amounts to fourteen dollars to each individual. The currency is therefore, not deficient.

3. The deficiency is really in the *functional* part of the currency, and this, again, has three or four different causes. The first and greatest is what we have illustrated above, *over-extended business.* This arises as much from the real prosperity of the country as anything. All kinds of labor and enterprise are well rewarded, and consequently everybody extends business, enters upon new undertakings, makes great improvements, and speculates in stocks. Currency has increased, but the *activity of business* has increased faster, and consequently makes the *demand* greater than the supply, great as that is. If half the business of the country were suspended, money would be abundant. But that would throw tens of thousands out of employment, and ruin thousands of families. The true principle is to keep all the *industrial* works, railways and all, in full progress, and *create capital and multiply the activity* and *functions* of money as we go along.—There are some things which may be suggested, both positive and negative, which, if not practicable just at the present moment, may come in play hereafter.

1. As to the negative, we say let no one suppose that the European War is to injure us. It can injure us in no way, except through the imagination. The Ports of the world are open to our produce, and will only need it the more for the war. If the war threatens the prosperity of Europe, there will be more aptitude to buy American securities.

2. Let no one, especially among the men called capitalists, imagine that suspending work on railways will do good. The very reverse would be the fact. It would arrest the payments through the whole line of buyers and borrowers till it arrived at New York, *where the importers and bankers would be the real losers.* The true plan, but one which requires courage, is to aid all the *railways in progress to completion.* In this way the chain of payments can be kept up, and in no other way.

3. The railways should issue their bonds in sums of $100, in which case they could be transferred in much greater quantities, and and ten times as much held by our own people, who are at last the largest holders.

4. Railway bonds in moderate amounts should be issued for *short terms*, say five years, and in small denominations, say $100. They could be redeemed out of income, and at any rate, would be payable at a better time.

5. Sooner or later, there must be a *uniformity of interest* in this country. Our present fluctuating and devious legislation on money, occasions a great deal of mischief. Some remedy should be devised for it.

6. If some financial genius would devise—what is certainly profitable and perfectly consistent with the laws of trade—a bank of settlements in each of our cities, it would be equivalent to doubling the currency without any of its dangers. Such a bank in Cincinnati, for example, would not be available for payments out of the city, but it could settle with perfect ease and safety, nine-tenths of all the daily payments of the city, without requiring one-tenth of the amount in money.—This was done by the first bank of Venice and was the origin of the modern banking system, or rather, want of system as it now exists. There are, no doubt, difficulties arising out of the complexity of banking in our cities, but it seems plain to us, that the merchants and banks of any city might if they chose, make a bank of settlements, which would command universal confidence.

7. A National bank of Exchange, without the power of circulation and discount, would be unobjectionable, and yet would save millions of expense every year in the transfer of money. At least the great rule for having plenty of money *is not to use more than you have got.*

"COVINGTON" LOCOMOTIVE—TRIP TO "BOYD'S."

It is known to our readers that the Covington and Lexington Railroad is now opened 55 miles—within 5 miles of Cynthiana, the county-seat of Harrison. At the invitation of the proprietors of the Covington Locomotive Factory, we took, on Saturday, a trip to "Boyd's," 50 miles. The occasion of the party was the first trip of the "COVINGTON,"—the first Locomotive built in Covington.

The Covington Locomotive Works have just got into operation, and are on a very large scale, calculated to do an immense business. They have gone on so quietly that few we believe, know really what has been done; most persons will be surprised by the result accomplished. The Covington Locomotive Company consists, we believe, of A. L. Greer, of Covington; D.A.Powell, of this city; Mr. Fagin, machinist for the Reading RR. Mr. Finch, and two other gentlemen, making six partners with a capital of $500,000. The works are built on the most extensive scale, the principal building being of stone, and 200 feet in length. They now employ 130 hands, and when in complete operation, can employ 700, which is equivalent to the employment and support of 3,500 persons. Mr. Fagin is the superintendent, and is an accomplished machinist When under full headway, this establishment will get out a locomotive each week, having ten constantly on hand in construction.

The "Covington" whose maiden work was begun on Saturday, is a full certificate, both in work and appearance, to the skill and success of the Covington Factory. It is a fine, strong, handsome engine.

Our trip to "Boyd's" was a very pleasant one; but at the same time, it gave us no very high idea of the resources of the Licking Valley, from Covington to Falmouth. In that distance, about 40 miles, the Valley of the Licking is little else than a deep "gulch," lying between hills without any bottoms. The most general aspect of the hills was exhibited in the beautiful wild flowers, which are now in their most charming dress, inviting the admiration of all beholders. The dogwood, the buckeye, the flox, the wild larkspur, the butter cups are all in bloom, and with the deep green of the new grass, make hill and dale most beautiful.

FALMOUTH is an older town than Covington, yet there it is with about fifty houses, looking as if it hardly averaged a new house a year. Its site, however, is quite pretty, and a fine suspension bridge is there thrown over

the Licking. By the way, Mr. Lightfoot, our host at Falmouth, furnishes a very good collation, and deserves our best thanks for his courtesy and effort to entertain his guests.—Beyond Falmouth the broad bottoms begin to appear, and a cultivation which is no where exceeded, gives evidence that we were approaching the garden of Kentucky. When that is reached the Covington Railroad will show its fruits.

CINCINNATI, LOGANSPORT, & CHICAGO RAILWAY COMPANY.

This line of road, commencing at this city and running with the Cincinnati, Hamilton and Dayton Railroad to Hamilton, is now finished to Newcastle, a distance of ninety-eight miles, and two daily trains of passengers now run over it each way. Iron for some fifty miles is at Toledo, Sandusky, New York, and New Orleans, purchased and forwarding to the line; the remainder is expected soon to arrive at New York. From a recent examination of the line to Logansport by the engineers in charge of the work, we learn that sixty-five thousand dollars will finish the entire grading, bridging, and superstructure to Logansport; that of this amount, an expenditure of ten thousand dollars will finish the grading and bridging from Newcastle to the Bellefontaine road at Anderson. That the road is finished and ties furnished ready for the iron from Logansport to Kokomo. That this part of the line could be finished and run in ninety days.

At Richmond this line meets the Indiana Central, giving a very pleasant route to Indianapolis, Lafayette, Terre Haute, &c. At Anderson it crosses the Indianapolis and Bellefontaine Railroad, and with this road will give of uniform gauge a line from this city to Indianapolis, (as that road is now of the Ohio gauge,) which would secure the freighting business from this to that city, as bulk would not have to be broken, as it now is on all finished routes to Indianapolis. At Kokomo it crosses the Peru and Indianapolis Railroad, giving a direct route to Peru and enabling the trade from this city to find access to the numerous small towns along the line from Tipton to Peru; at Logansport it meets the Logansport and Chicago, and Logansport and Pacific Railroads, the former constructing on a direct route to Chicago, and the latter running due west to Middleport, Illinois, at which point it meets the Peoria and Oquawka Road from Burlington, Iowa, on the Mississippi, which is connected with the Burlington and Missouri Railroad, now constructing from that city to the mouth of the Platte river on the Missouri under the auspices and presidency of Mr. Brooks of the Michigan Central. This line also crosses, at Logansport, the Wabash Valley running from St. Louis to Toledo, and the Logansport and Northern Indiana which is designed to connect Detroit and St. Louis, and Detroit and Evansville. At Logansport it will have roads running in five different directions that will throw a large amount of trade and travel upon it, and none rival to its legitimate business. This line has established an office in this city, on Walnut street, two doors south of the Gibson House, and we learn they are determined to push forward the work to a speedy completion, which from the report of the Engineers we think could soon be accomplished.

The direction of this line to the southwest, is most favorable in its course as a gatherer of the trade of Indiana for this city from the numerous roads it crosses or intersects, and will, in our opinion, be one of the heaviest passenger and freighting roads in the West; as it traverses the richest parts of Indiana, crossing the Wabash and Erie Canal at Logansport, and connecting the lake at Chicago, and by its connecting lines the Mississippi at Burlington with the Ohio at this city. The magnitude of this work a few years since would have startled us, which we see gradually progressing to a completion under all embarassments of the times, and will in another year form those intimate and close connections which will forever after be bound with iron. The distance on this line will be:

Cincinnati to Richmond	70 miles.		
Richmond " Newcastle	28,		98
Newcastle " Anderson	21,		119
Anderson " Kokomo	34,		153
Kokomo " Logansport	21,		174
Logansport " Chicago	102,		276
" " Burlington	253,		427

Of the entire distance in Indiana there are not over five miles of curvature, the remainder being all straight lines, one of which is seventy miles in length. The distance to Burlington by river is 966 miles from this city, which is accomplished by this route in 427 miles, and is now all under contract and constructing from Logansport west.

The resources of the counties which this road, C. L. & C., passes in the State of Indiana, are in population and in grain, etc. as follows:

	Pop.	bus Wheat.	Corn.	Oats.	Butter.
Wayne,	25,320	163,667	1,398,455	207,295	363,682
Henry,	17,605	129,303	940,042	90,685	193,543
Madison,	12,375	107,483	895,847	47,857	144,682
Tipton,	3,532	8,847	151,961	7,715	43,399
Howard,	6,657	27,930	238,853	6,063	56,107
Cass,	11,021	107,078	397,915	39,674	188,121
Total,	76,510	544,308	4,023,043	399,289	988,334

The towns are Richmond, Washington, Hagerstown, Newcastle, Middleton, Anderson, Kokomo, Galveston, Lincoln, Walton, and Logansport. The counties which are tributary and whose trade will pass over this road permanently, are

	Population.	Wheat.	Corn.	Oats.	Butter.
Delaware,	10,843	55,078	429,209	41,092	141,575
Grant,	11,092	96,961	361,318	40,868	96,476
Miami,	11,364	114,434	548,338	29,369	254,774
	33,249	266,483	1,338,865	112,429	492,825
Total,	119,759	894,791	5,361,908	512,718	1,481,159

	Value of live Stock.	Of Animals Slaughtered.
Wayne,	$646,762	$272,435
Henry,	269,244	99,053
Madison,	348,694	46,687
Tipton,	75,878	11,898
Howard,	95,214	19,637
Cass,	220,089	48,426
Miami,	229,064	58,525
Grant,	163,745	33,962
Delaware,	225,350	30,732
	$2,572,200	$581,355
		2,572,200
Totals,		$3,153,555

These statistics were taken from the census of 1850, and were of course estimated from the productions of 1849. If now taken we hazard nothing in saying they would be increased fifty per cent.; as under the influence of this and other enterprises, the country has been rapidly developing its resources, and the present value being near fifty per cent. above that of 1850, would make the aggregate value at this time double this amount. This road is of cheap construction but permanently built, having adopted the precaution of keeping their road bed high upon the flat lands. We can see no reason why its stock should not be equal to any other road entering our city when it is once completed, as its agricultural resources are such as to burthen it with freights; the population to Logansport being equal to the one ninth of the entire State of Indiana, and the direction of the road with its connections, such as to make it a first class passenger line.

TWIN CREEK RAILROAD.

This road, 21 miles in length, was organized under a charter granted in 1851, to construct a road from Carlisle, on the Cincinnati, Hamilton and Dayton road, via Germantown, to the Junction of the Greenville and Miami, and the Dayton and Western roads. The first Board of Directors was elected in April, 1853. Subsequently the line was located, making the distance 21 miles and 30 feet.

The following are the officers for 1854:—President, Wm. Gunckel; Secretary, Henry S. Gunckel; Treasurer, John Stump; Chief Engineer, G. Y. Wellington. Board of Directors:—Geo. Carlisle, Cincinnati; Herman Gebhart, Dayton; Wm. Gunckel, L. F. Scheuch, Geo. Schæffer, Henry S. Gunckel, Germantown, and Geo. Reid Pyrmont.

On the 19th of July, 1853, the Board contracted with Messrs. A. DeGraff and J. O. Shoup of this city, to furnish the iron and build the road complete, fencing it in, for $426,000, payable as follows:

In Cash,	$71,000
In Real Estate,	39,050
In Stock at par,	100,000
In 7 per cent. conv. bonds,	215,950

In January last, a supplementary contract was made, by which the Board added $35,000 in bonds to the amount originally agreed upon and the contractors bound themselves to complete the road from Carlisle to Germantown, four miles, by the first of August next, and to

the Junction by the first of January following.

The means of the company are as follows:

Stock subscribed, - - - -	$119,750
Stock to contractors, - - -	100,000
Bonds to contractors, - - - -	250,950
	$470,700

The depot buildings, water stations and right of way, are to be provided for; but the cost in addition to the ground already secured, will be small. The running machinery and cars are to be furnished by the Greenville and Miami company on reasonable terms.

RAILWAY ROLLING STOCK.

CINCINNATI MACHINE SHOPS.

Why Western railroad companies go East for their outfit, is a question that has frequently recurred to us when we have looked into the numerous Machine Shops, Locomotive Works, and Car Manufactories of our city and vicinity; and upon no occasion have we been more forcibly impressed, not with the uselessness only, but with the injustice done to our Western Mechanics, in this preference of Eastern Manufactures, than on the occasion of a recent visit to the extensive Machine Shop of Messrs. Moore & Richardson, successors of Harkness, Moore & Co., on East Front street, in our city, when under the guidance of Mr. Moore. the senior partner of the firm, we passed through the establishment and inspected the various inventions for facilitating labor in the production of Marine and Locomotive Engines.

We are indebted to the courtesy of Mr. Moore, for the following particulars of this establishment, which we give to our readers as indicative of the progress of the West in the mechanical branch of national industry.

This establishment is one of the largest of the kind in the West, covering almost an entire square of ground in the eastern portion of our city, near the river bank, and turns out Marine as well as Locomotive Engines, for which purpose there is a foundry attached capable of casting twenty tons of metal at one time, and steam hammers of a capacity for the heaviest forging. It was commenced in 1828. The present proprietors are practical men of great experience in the business, one of whom, Mr. Moore, has been in the establishment since its commencement. When full, it employs about 300 hands, and has every possible facility in the way of machinery, guided by skill, for the manufacture and repair of Engines, whether Locomotive or Marine, as well as the various kinds of machinery necessary for repair shops upon railways.

This establishment commenced the manufacture of Locomotives in 1846, since which it has turned out about 100 engines, numbers of which can be seen upon the Little Miami and Cincinnati, Hamilton & Dayton roads, which have been mostly supplied from their works, and among them is the superior passenger locomotive "NAT. WRIGHT," upon the Little Miami Railroad, which stands inferior to none made elsewhere in efficiency. Specimens of the work of this establishment can also be found upon various other roads in Ohio, as well as throughout Kentucky, Tennessee and Indiana, all of which has given ample satisfaction.

The engines of the magnificent Low Pressure Steamer, JACOB STRADER, were constructed at these works, from designs by Mr. Moore. The machinery of the low pressure steamers Northerner and Southerner was also constructed at this establishment, and in point of beauty and workmanship, efficiency or durability, will suffer no deterioration by comparison with any similar Eastern work.

There are several reasons why our railroad companies go East for machinery; the first and most potent of which is, that they can get better terms as to credit, or get a greater amount of their stock taken in payment; another cause is that the majority of engineers and superintendents upon our Western roads, are Eastern men, and come amongst us with Eastern prejudices, being unable to comprehend how machinery can be manufactured in a country where, but a short time since, the Indian roamed untrammelled in his native forests. We feel assured that a very short residence with us, will suffice to give such persons a full knowledge of the resources, and a better and more just appreciation of the skill and ability of our mechanics, thus doing away with these very natural prejudices.

The manufacture of railroad rolling stock is yet in its infancy at the West, but is advancing with rapid strides to man's estate, and will soon be in a position to supply the entire Western demand, which is greater now than the supply; it needs only the fostering care of those interested in the welfare of this section of the Union, to develop itself fully and profitably.

Mesrrs. Moore & Richardson are prepared to do all kinds of engine work, casting, forging, etc., in the very best manner, and on satisfactory terms. The facilities for shipment, in any direction from Cincinnati, are such as to make it a desirable point for purchasers.—We commend this firm to the special notice of railroad companies, steamboat men, and others in want of machinery.

THE PANAMA RAILROAD COMPANY.—By recent arrivals we learn that this company now employs nearly 5,000 laborers, and that by the middle of May the work is expected to be completed to Summit Station, leaving only 11 miles to Panama. The passengers to and fro will have the advantage of a good mule road to Panama, until the final sections of the railway are completed, and this will be about September, from the present prospects.

SAVANNAH VALLEY RAILROAD.

We have been shown the report of Mr. Arms, Chief Engineer, to the President, Mr. Hutchinson, of the results of the experimental surveys of the above road, from which we cull the following interesting facts.

The length of the experimental line from Anderson to Hamburg	93½ miles.
This can be brought down to	92 "

An increase of length over an air line of only eight miles, or nine and a half per cent.

This compares favorably with the following:

Length over a straight line of the road from Charleston to Columbia	25 per cent.
Columbia to Greenville	47 "
Columbia to Anderson	28 "
Augusta to Atlanta	25 "
Savannah to Macon	27 "

A comparison of distances shows not less favorably.

Connecting with the Rabun Gap road at Anderson, it will afford a route from Knoxville, Tenn., to Charleston, S. C., 28 miles shorter than via Greenville and Columbia roads.

From Knoxville, to Dalton and Atlanta, to Augusta, is	377 miles.
Via Anderson	286 "
Difference	91 "
Knoxville to Savannah via Atlanta	498 "
Via Anderson and Augusta	416 "
Difference in favor of Valley Route,	82 miles.

The estimated cost of the road, grading, bridging, masonry, etc.,	$799,070 00
Superstructure	757,000 00
Equipment	185,200 00
Engineering, etc	70,000 00
	$1,811,270 00

No estimate is hazarded of the business and profits to be expected from this desirable connecting link of the Southern Atlantic, with the Western States of the great valley. But they must be immense. The road will make Anderson an important depot for produce and distributing point, similar to Atlanta in Georgia. It must also greatly increase the trade and prosperity of Hamburg and Augusta. It will enhance the value of property upon the whole line, and furnish most important facilities to the planters near whom it may pass.

At a meeting of the Directors on the 19th inst., it was resolved to pay 7 per cent. interest on all instalments, to the stockholders.

This provision should secure large additional subscriptions to the road, especially from those who in the end are to be so greatly benefitted by it.—*Augusta Constitutionalist.*

NEW HAVEN AND NEW LONDON RAILWAY. The old officers have been turned out and new ones put in. The treasurer reported that the receipts of the road the past year exceeded the expenditures in the sum of $82. The following are the new officers:

M. G. Elliott, S. D. Pardee, John Bradley, Joel Tuttle, E. C. Scranton, Daniel Chadwick, Elias Perkins, C. Buckingham.

President—Matthew G. Elliott.
Secretary and Treasurer—R. D. Smith.
Superintendent—R. N. Dowd.

BUREAU VALLEY RAILROAD.—An election is to be held in Brown county, on the 27th of May, to decide whether the county will subscribe $40,000 to the capital stock of this road. The citizens of Schuyler county have subscribed $10,000 and it is proposed that county take $75,000 in stock. In Lewistown, Fulton county, $38.000 has been subscribed

Business of the South-Western Road---The Columbus and other Connections.

We learn that the affairs of the Southwestern Railroad Company are in the most flourishing condition. Its business seems to outstrip that of almost all the other roads in Georgia. The receipts for the month of March last amounted to the sum of $24,635, against $10,021 for the corresponding period of 1853. There passed over the road, from the first of August last to the first of the present month, 93,859 bales of cotton, of which amount 58,073 bales came from the Columbus end, and 35,784 from the Oglethorpe end. The *entire* receipts of cotton the past year, ending with the first of August, amounted to 38,834 bales—only a fraction over one-third of the receipts for the nine months since that time.

We learn, also, that arrangements are about being made to put light draught boats on the Chattahoochee river, to carry cotton *up* to Columbus from points below, preparatory to its shipment to Savannah.

We see daily passing in front of our office to the Central Depot, the iron rails intended for the extension of the South-western road to Americus, and also the rails and plates for the first twenty-two miles of the Mobile and Girard road commencing at Columbus. The rails for the Opelika Branch from Columbus to the Montgomery road, which were originally intended to be shipped to Mobile, have been ordered to this port, and they are expected to arrive here by the first of June.

The extension to Americus, it is believed, will be completed by the first of August next, and by that day it is expected the first twenty-two miles from Columbus, of the Mobile and Girard road will be finished. A portion of the Opelika branch will be opened by the first of October, and the whole of it by the end of the year.

The gauge of the railway tracks in Georgia, as well as of those leading westwardly from Montgomery, is five feet; while the gauge of the Montgomery and West Point road is a few inches less. The President of this last mentioned road has it in contemplation, we understand, to make the gauge of the Opelika branch conform to the established gauge in Georgia, preparatory to a similar change on the main trunk from Montgomery to West Point. We certainly hope such is his intention. The time has come for as close a connection as circumstances will allow, between all roads forming parts of one continuous line.—*Ex. Columbus, Ga.*

North Missouri Railroad.—We notice that Gov. Price, of Missouri, has refused to issue the bonds of the State in aid of this company, as authorized. The ground of the refusal is that the Directors have not located the line of the road in accordance with the requirements of the charter.

MINERAL WEALTH OF ALABAMA.

A correspondent of the Mobile Advertiser, speaking of the North-east and South-west Alabama Railroad, says :

It will aid materially in the development of the mineral resources of Alabama. The locality, extent and variety of these resources cannot be known with much accuracy, in advance of the geological survey of the State, which was wisely provided for at the late session of the Legislature. But, from the partial explorations which have been made, it may be safely assumed that coal and iron are by far the most abundant, and from their quantity, the most valuable of our mineral deposits.

The coal fields of Alabama embrace, according to several authorities, an aggregate area of over fifty-five thousand square miles. They are divided by their localities into two great sections, known as the Warrior and Cahaba valley coal fields, the former being more than twice as extensive as the latter. In each division, iron ore of a superior quality and in great abundance is found in close proximity with the coal strata. From their locality, the topography of the country and the demands of trade, the Cahaba coal fields will find their natural outlet to market in the direction of the Atlantic seaboard, and they may consequently be said to be commercially tied to Pensacola or some Atlantic port. With the Warrior coal fields the case is reversed. They are *excluded* by the same causes from Atlantic markets and find their proper outlets upon the Gulf.

Now, it is a fact familiar to the industrial economy of the age, that the value of coal and iron, as articles of commerce, depends materially on the cheapness with which they can be transported to market. The one being a bulky and the other a heavy article and each entering largely into general use only when furnished at low prices, they cannot bear the cost of haulage over dirt roads or even of carriage by ordinary water craft, except for very short distances. Hence canals and railroads are indispensible agencies for the profitable mining of coal and iron in insulated sections of country, and the construction of the former, with termini at suitable markets, leads invariably to the development of the latter. Thus it is a well-known fact that the coal and iron mines of England, and of many portions of the United States, were comparatively valueless, until outlets to market were constructed, in the former at a cost of hundreds of millions of dollars, and in the latter at an expense which, in many instances, seemed reckless until the abundant dividends resulting from the stimulated production of the articles sought to be transported, proved the wisdom and safety of the investment. But illustrative examples are entirely unnecessary to prove the point. The whole history of coal and iron mining in this country and Europe, shows that it can be profitably carried on, only in connection with cheap, safe and speedy channels of communication to market, and that where these exist by the bounty of nature or are opened by the industry of man, the business becomes at once and permanently remunerative, provided there be a sufficient supply of mineral deposits in the locality selected, and ordinary skill and prudence be employed in mining and selling them.

☞ Vose, Perkins & Co., of New York have a quantity "*Light Railroad Iron*" for sale. See Advertisement.

MAYSVILLE AND LEXINGTON RAILROAD.

A meeting of the stockholders of this company was held at Maysville on the 18th ult., and the following resolutions were adopted:

Resolved by the stockholders of the Maysville and Lexington Railroad Company, That the President and Directors of said company be and they are hereby authorized and requested to close any contract for the completion of said road which they in their discretion may deem advisable, provided the original stock is not forfeited. And it is the opinion of this meeting, that in the present embarrassed and critical condition of the enterprise, it would be greatly to the advantage of the stockholders to secure such a contract by agreeing to issue any number of company bonds necessary and to surrender the use and profits of the road for a term of years—the number of bonds and the length of the term being left to the sound discretion of the President and Directors.

Resolved, That the President and Directors together with such stockholders as may be induced to accompany them, be requested, forthwith, to visit the cities of Louisville and Lexington, and confer with the Councils of those cities, and the Boards of Directors of the Louisville and Lexington, and Lexington and Frankfort Railroad Companies, and urge upon them the importance of an endorsement of the bonds of the company to an amount not exceeding four hundred and fifty thousand dollars.

The following resolution was also unanimously adopted :

Resoleed, That the President and Directors of this company are entitled to, and that we now tender to them the thanks of the stockholders of the company, for the energy and fidelity with which they have discharged their duties towards the company; and though they have been overtaken by reverses and misfortunes beyond their control and which no human wisdom could have foreseen, and are compelled to relinquish all their heretofore reasonable plans and schemes to complete the great work with which they were charged, we still retain our confidence in their capacity, wisdom and fidelity.

The meeting then adjourned.

This course has been rendered necessary in consequence of the inability of the company to procure means to prosecute the work to completion. Consultations have been held with Messrs. Morton, Seymour & Co., heavy contractors, with a view to get them to undertake the road and complete it; the result has not yet been made known. We trust that the road may go on.

A Railroad across South America.—The Albany *Evening Journal* says, that Allan Campbell, Esq., who surveyed and superintended the construction of several railroads in South America, has been engaged to make a reconnoissance of a projected route from Mendoza, on the Eastern base of the Andes, to Montevideo, on the Atlantic. The distance is about 600 miles, and with the roads already built west of the Andes, will create a railroad communication across the South American continent, broken only by that chain of mountains. He has commenced the survey.

PACIFIC, MO., RAILROAD.

A meeting of the friends of this road was recently held at St. Louis, to devise means for continuing the progress of the work without too great a sacrifice of the securities of the company. The present condition of monetary affairs renders the selling of these securities impossible, unless at ruinous rates of discount, while the stopping of the work would entail a heavy loss upon the company, and be disastrous in its effects.

The following memorial was adopted:

To the Hon. County Court of St. Louis County:

The memorial of the undersigned, stockholders in the Pacific Railroad, respectfully represents: That, whereas, the second division of the Pacific Railroad, as appears from the reports and estimates of the Engineer, cannot be completed without the additional sum of $1,200,000 beyond the present available means of the company. And whereas the bonds of the company cannot be negotiated, as appears from the report of the Agents of the company, in time to meet the monthly estimates of the contractors, now engaged on the work; and whereas it is evident that such sum must be provided from the domestic resources of the people of St. Louis, or the work must be abandoned; and whereas the only practicable resource in the present emergency is the public wealth, to be reached by taxation, through the County Court; and whereas ample provision of law, as embodied in the General Railroad act, has furnished the necessary authority, therefore the Honorable County Court is respectfully and urgently requested to take $1,200,000 additional stock in the Pacific Railroad, to be paid by direct taxation, at a rate not exceeding 30 per cent. per annum, until the same is paid up. The tax to be levied on present stockholders in this and other companies, as upon other citizens throughout the city and county, the said stockholders hereby agreeing thereto, any provision contained in said Railroad Act to the contrary notwithstanding, and to cause to be issued in conformity with said law certificates of stock to all persons paying the tax aforesaid.

Your memorialists are of the opinion that such order of the County Court, sanctioned by the people, will enable the company to complete the road to Jefferson before the second assessment of the tax, and probably within twelve months, and that before the subsequent assessments are collected the road will be earning six per cent. or over on its cost, so that the tax payers will be enabled to dispose of their stock, if they wish, without material loss.—On the contrary, the failure of the County Court to make the order petitioned for, for aught that can now be seen, may cause a total loss of all that is now invested by the city and county.

In this view of the case, the present individual stockholders are willing to incur the the risk of increased burdens of taxatiou for the purpose contemplated in this petition, and trust that their fellow citizens throughout the county are sufficiently satisfied of the necessity of completing this work to follow their example.

And your Memorialists will ever pray, etc.

ST. LOUIS, April 14, 1854.

TERRE HAUTE AND RICHMOND RAILROAD COMPANY.—Receipts for the quarter ending March 31, 1854, $54,805,76. Receipts for corresponding quarter 1853, $39,610,48. Increase, $15,195,28.

NEW AND POWERFUL METHOD OF APPLYING BRAKES.

"The improvement consists in the application of a powerful spring to the work of turning the brakes, instead of by hand as heretofore. The spring is contained in a square box at the top of the car, from which a shaft runs down and connects with the brakes beneath. A wire chain runs along the top of all the cars, and connects with every box, so that the engineer, by pulling the end of the wire, can remove the check from every spring at the same instant, allowing the springs to operate and stop the train. The springs have to be wound up with a few turns before every operation, but this is but the work of a moment. On a trial trip, at a given signal, while a train, consisting of five cars was going at the rate of thirty-five miles an hour, the engineer sounded the whistle and put on the brakes, which, according to the watches of several gentleman, completely stopped the train in eight or nine seconds from the time the signal was given, and before the train had gone over 8 feet more than its length. Another experiment was then tried, in which the rear car was suddenly disconnected from the train by raising the coupling and unloosing the wire above. The brakeman on the last car set the spring in motion, and stopped the car so suddenly as almost to throw off several operators who were standing on its platform, while the train passed ahead. The wire chain is coupled between every car, but if a car should accidentally break loose from the rear. the jerk upon the wire would operate the brakes without further investigation, and stop all the cars.

EVANSVILLE AND CRAWFORDSVILLE RAILROAD.—We have the satisfaction of informing our readers that all the iron for this road from Vincennes to Terre Haute, has been purchased, and will be delivered at an early day, in time to have the entire road finished to Terre Haute some time during the approaching fall.

We have received from a reliable source, a full statement of the receipts of the road, for the past six months, as follows:

Receipts.	Passengers.	Freight.	Total.
1853 October	$1,340 15	$1,319 10	$2,668 25
November	1,617 80	1,606 45	3,224 25
December	1,781 35	1,751 10	2,532 45
1854 January	2,161 80	2,639 35	4,801 15
February	2,559 70	5,059 81	7,619 51
March	5,691 45	3,794 16	6,485 61
	$12,161 25	$16,169 97	$28,369 22
Mails and Express.....			565 50
			28,874 72

A very large difference is perceptible since the completion of the road to Vincennes. in the amount of receipts since January. That the stock in this road will pay well, there is no longer a question or doubt.

We take the above from the Vincennes *Gazette*, and are pleased to note this evidence of prosperity. We should be obliged to the officers of this and all other roads, for returns of receipts each month, that we may give them a place in the monthly report of Earnings, made up for the last issue of the RECORD in each month.

OHIO RAILWAY BILL.—This bill of abominations has been indefinitely postponed. A bill has passed the House making it necessary that a majority of the Directors in every railroad company shall be residents of this state.

FORT WAYNE AND SOUTHERN RAILROAD.—At a recent meeting of the directors, the grubbing, grading, masonry, etc., of fifty-two miles of this work, extending from the crossing of the Ohio and Mississippi Railroad at North Vernon, Jennings county, to Jeffersonville, was let, in sections, to highly responsible and capable contractors. The competition among bidders was great, and the work is let on quite favorable terms to the company, the aggregate amount of the contracts being $15,000 less than the engineer's estimates. The whole of the work let, embracing everything but the cross-ties and rails, is to be completed by the 1st of May, 1855. About 120 miles of this work are now under contract; the balance, 80 miles, from Muncie to Vernon, is all extremely light work, and will be put under contract in season to be completed as early as the work now let. Strong hopes are entertained that the work from Fort Wayne to Muncie will be finished and the cars running before the close of the present year.

PUBLIC LANDS.—The following are the provisions of the bill to reduce and graduate the prices of the public lands, according to the time they have been in market unsold.—The bill is now under consideration in the Senate. The lands that have been in market for ten years and upwards, to be subject to sale at the price of one dollar per acre; fifteen years or upwards, seventy-five cents per acre; and thirty years or more, twelve and a half cents per acre. It further provides that this section shall not be so construed as to extend to lands reserved to the United States, in acts granting lands to states for railroad or other internal improvements, or to mineral lands held at over one dollar and twenty-five cents per acre. The bill provides that nothing in the act shall be so construed as to interfere with any right which has or may accrue by virtue of any act granting pre-emption to actual settlers on public lands.

"BROUGH'S ROAD" connecting Terre Haute with St. Louis is of very great importance to the West. Our readers will be pleased to learn that it is "a fixed fact" beyond peradventure. We take the following dispatch, dated Ottawa, April 19th, from the Chicago *Tribune:*

To-day judgment was entered in Supreme Court in the case of the People, &c., vs. the Mississippi & Atlantic Railroad Company, affirming the judgment of the Circuit Court.—The opinion by Chief Justice Treat, holds that if any doubt existed as to the authority of the company to construct the work, ample power is given by the law of last winter, and the authority of the company is now perfect to prosecute the work of completion.

LOUISVILLE AND SANDUSKY RAILROAD.—The contract for building that portion of this road between Piqua and Huntsville, has been awarded to A. DeCraff, Esq., on quite favorable terms. The contract includes all the work ready for the cars. From Huntsville to the town of DeGraff, on the Bellefontaine road, a distance of ten miles, the line is to be completed ready for running in six months; and from DeGraff to Piqua in ten. A contract for bridging the road from Piqua to Eaton was also let to Messrs. Thatcher, Burt & Co

JEFFERSONVILLE RAILROAD COMPANY.—The report of this company for 1853, says, that the cost of the road to Edinburgh, up to Dec. 31, 1853, was $15,207 00 per mile; and including the Shelbyville and Rushville road, and machinery and cars, cost, in gross, $1,703,298 47, or $18,120 00 per mile. The gross earnings are put at $1,703,683 28. The expenses at $120,023 72. Net earnings $59,659 66.

The company now owns 94 miles of road in actual operation, and controls, by lease, 47 miles of other roads. The debt of the company unfunded amounts to $87,354 39, which will be increased somewhat by unsettled claims. This does not include the debt on bonds which amounts to $589,000 more.

THE NEW ORLEANS AND GREAT NORTHERN RAILROAD COMPANY, of which Mr. James Robb, the Banker, is President, has expended the sum of $1,736,000, and the means thus far made available amount to $1,794,000, including the bills payable of the Company, $268,000, and $480,000 in short bonds, in anticipation of city taxes. The entire subscriptions to the work amount to $6,120,000, of which $5,149,000 are yet to be availed of, due

In 1854.....	$2,801,000	In 1856.....	$375,000
In 1855.....	1,396,000	In 1857.....	577,000

The report of Mr. Robb speaks in cheerful terms of the progress of the work, though some serious financial obstructions have been encountered since the previous report.

CINCINNATI AND CHICAGO RAILROAD.—This company, formed by the consolidation of the Cincinnati, Cambridge and Chicago, and the Cincinnati, New Castle and Michigan roads, has elected the following Board of Directors:

C. B. Smith, President; R. M. Corwine, Col. Moore, Cincinnati; Martin L. Bundy, John Crum, Sol. Meredith, —— Butler, Jesse Hiatt, Wayne and Henry; T. J. Sampal, Walter March, Delaware; James Sweetser, Grant; Hugh Hannah, Wabash; G. McOut Indianapolis.

CENTRAL OHIO RAILROAD, OPENED TO CAMBRIDGE.—On Thursday, 27th ult., the line of this road was completed, and opened to Cambridge amid much rejoicing.

☞ A. R. Gilmore, Esq., Superintendent of the Chicago and Rock Island Railroad, has resigned his office, and John E. Henry, Esq., has been appointed in his place.

MONTGOMERY & WEST POINT RAILROAD, ALA.—The net earnings of this road for the year ending 1st of March last, were $80,547, or nine per cent. upon the capital stock of $892,700.

NEW MOTIVE POWER.—A correspondent of the Syracuse *Standard*, writing from Rochester, speaks of the discovery of a new motive power, which is to dispense with the present mode of steam propulsion, and is a great improvement upon all former discoveries. He says:

"It consists in the use of bi-sulphate of carbon, as a motive power. An engine has been constructed which works like a charm. The expansive force of the material, as every chemist knows, is many times greater than steam, while at the same time it requires a much less degree of heat to vaporize it. I will give you the result of an experiment with a minute steam engine. It requires the constant use of eight spirit lamps to generate heat enough, from water, to cause it to make one hundred and fifty revolutions per minute. Withdraw two of the lamps, and all motion will cease. Withdraw all of the lamps, leave them away twenty minutes, then apply the bi-sulphate of carbon, and there was heat enough remaining to propel the engine at the rate of one thousand times a minute. And this will apply on a large scale just as well. The substance being so easily evaporated, heat from twenty to one hundred and sixty degrees is found sufficient for all purposes; hence there is no danger of explosions, as with steam. It is confidently believed that this new motive power is destined to supersede the use of steam. The inventor has applied for letters patent."

PENNSYLVANIA RAILROAD BILL.—The Senate of Pennsylvania passed the bill relative to the Sunbury & Erie and Cleveland & Ashtabula Railroad (given in No. 8, Vol. 2, p.115 of the RECORD) by a vote of 18 to 11. It provides for proper arrangements for running the cars on the Lake Shore Road and protects the interests of Philadelphia and Erie.

NOTICES.

BANKS AND BANKING *in the United States. Part 2d, by Henry F. Baker.*

We understand that the author of this little work has had much experience in banking and finance. In this, and two other tracts on the same subject, he is giving to the public the results of that experience, with a view of all the law on the subject of banking, and the consequences which he thinks will flow from them.

The work is very instructive, and as the views of the author differ from many of the community, and is unfavorable to our present confused, and in many respects, wild currency, the reader will find its perusal interesting and useful. Mr. Baker thinks that the Free Banking plan, as adopted in Ohio, Indiana and Illinois, is dangerous to the community, and must ultimately be abandoned. The idea of the Free Banking system is to trust any man, no matter whom, with the power to issue bank notes, provided he *secures them by the deposite of State stocks*. To this plan there are are three objections.

1. Are State stocks a *security?*. All experience proves that State stock is even more unstable than mercantile credit. The moment there is a panic in the money market, a a real and severe pressure on the people, the very first thing to give way is State and corporate stock, for the plain reason that their owners sacrifice them to get ready money. State stocks are *not* a security, except in prosperous times; but then we want no security, for everybody is safe. But the bank is tried in hard times, and it is precisely then that State stocks fall from 20 to 50 per cent. The security of a state is no more a security than is the note of an individual.

2, As any one can bank, there is of necessity, a great deal of *inexperience* in the business, and of conrse a great deal of hazard in consequence of loose bank management.

3. As there is no restriction on the persons, or the place of their banks, many of them will be owned and managed *out of the state*, and located in *secluded places*. In fact, at this moment, several of the Indiana banks, whose paper is floating about Cincinnati, are located in little wilderness villages; several are owned by Cincinnati brokers, and more in New York. Little specie is kept at the nominal place of business, and the whole concern is a mere broker's office, issuing bank notes. The *security* is Indiana 5 per cents, which at at any moment may fall to half their nominal value. That such banks are not as safe as those established, or those established only by the security of mercantile notes, is obvious enough.

Such is the general reasoning of Mr. Baker, with our own examples. That such a system will prove entirely unavailing in a time of pecuniary disaster, we fully agree with Mr. Baker. A paper dollar is good only when it is redeemable with a coined dollar, and nothing but coin can secure it.

SILLIMAN'S JOURNAL, No. 51, Second Series, for May, 1854, is at hand. Among its contents are communications from distinguished savans, upon the various arts and sciences, giving all the recent discoveries, in Chemistry, Physics, Natural History, Mineralogy, Geology, Botany, Zoology, etc., as well as Miscellaneous intelligence upon kindred subjects.

This Journal is published every two months. Price, $5 per year, free of postage when the subscription is paid in advance.

THE WESTERN JOURNAL AND CIVILIAN, No. 6, for March, of this valuable Western periodical is at hand, completing Vol. 11 of the series. It is devoted to Agriculture, Manufactures, Statistics, Mechanic Arts, Internal Improvements, Commerce, etc., etc., and is ably edited by Messrs. Traver and H. Cobb. Published at St. Louis, $3 per annum.

This is a valuable medium for obtaining statistics of the West.

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

CORRECTED TO WEDNESDAY OF EACH WEEK.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'D.	ASK'D
Alabama and Tennessee	1st mortgage, convertible till 1872	7	1872	98	100
Baltimore and Ohio	Transferable. Taxed	6	1867	91	94¼
Do do	Coupons. Not Taxed	6	1875	89	98
Do do	" "	6	1880	96	90
Do do	"	7	1860		87
Do do		6	1885	85	90
Bellefontaine and Indiana	1st mortgage, convertible	6	1866	103	104
Buffalo and Penn. State Line	1st mortgage, not convertible	7	1866	100	101
Chicago and Rock Island	1st mortgage, convertible	7	1870	94	95
Chicago and Mississippi	1st " "	7	1862	90	92
Do do	2d " "	7	1874	80	90
Chicago and Aurora	1st " "	7	1866	90	92½
Cincinnati and Fort Wayne			....		
Cleveland, Columbus, and Cincinnati	1st mortgage, convertible	7	1859	128	130
Do do do	No mortgage, convertible	7	1855	124	127
Cleveland and Mahoning			....		
Cleveland, Painesville and Ashtabula	1st mortgage	7	1861	95	96
Do do	2d " not convertible	7	1861	99	100
Cleveland and Pittsburgh	1st " convertible	7	1860	95	96
Do do	Income "	7	1855	89	90
Cleveland, Zanesville, and Cincinnati			....		
Cincinnati, Hamilton and Dayton	1st mortgage " till 1855	7	1861	108	110
Cincinnati, New Castle and Michigan	1st mortgage, real estate, convertible	10	5 & 10 y's	96	100
Cincinnati Western	1st " " " "	10	5 & 10 y's	90	98
Cincinnati, Wilmington and Zanesville	1st "	7	1862	94½	95½
Cincinnati, Indianapolis and Chicago			....		
Columbus and Lake Erie			....		
Columbus, Piqua and Indiana	1st mortgage, convertible	7	1862	84	86
Do do do	2d "		1852	80	83
Columbus and Xenia	1st mortgage, convertible	7	1859	118	120
Covington and Lexington	1st " " till 1862	7	1883	90	95
Do do	2d " "	6	1862	85	90
Dayton and Michigan	1st " "	7	1867	94	97
Dayton and Western	1st " "	7	1862	90	97
Dayton, Xenia and Belpre			....		
Eaton and Hamilton	1st mortgage	7	1862	84	87
Eaton and Piqua			....		
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.	7	1862	93	96
Evansville and Illinois	1st Mortgage, convertible 1857	7	1862	85	87
Frankfort and Lexington	1st " "	6	....		
Franklin and Warren			....		
Galena and Chicago Union	Pledge of 2d section, convertible	10	1853–6	125	130
Do do do	" 3d " not convertible	6	1862	80	85
Greenville and Miami			....		
Illinois Central	1st mortgage, not convertible	7	1875	85¼	90
Illinois and Wisconsin		10	....		
Indiana Central	1st mortgage, convertible	7	1866	95	97
Do do	" "	10	1857	99	100
Indianapolis and Bellefoutaine	1st " "	7	1860–1	101	103
Indianapolis and Lafayette	" "	7	1861	95	100
Jeffersonville	1st " not "	7	1861	90	94
Junction (Ohio)	1st " "	7	1867	106	108
Do do	2d " "	7	....	104	106
La Crosso and Milwaukie			....		
Lawrenceburg and Upper Mississippi	1st mortgage, convertible	7	1866	100	101
Lexington and Big Sandy			....		
Little Miami	No mortgage, convertible 1852–4	7	1858–61	114	116
Do	" " till 1855	7	1861	117	120
Louisville and Nashville			....		
Lyons', Iowa, Central	1st mortgage, convertible	7	1873	47¾	60
Mad River and Lake Erie	1st mortgage, convertible till 1855	7	1895–6	97½	100
Do do	2d " "	7	1866	87	90
Do do	Dividend	7	1860	78	83
Madison and Indianapolis	1st mortgage, convertible after 1853	6	1861	100	103
Marietta and Cincinnati	1st " convertible	7	1868	89	90
Maysville and Big Sandy			....		
Maysville and Lexington	1st mortgage, convertible	6	1873	49	70
Memphis and Charleston			....		
Michigan Central	No mortgage, convertible	8	1860	108	110
Do do	" "	8	1855–6	100	102
Do do	" not "	8	1857–8	105	106
Michigan Southern	1st " " "	7	1860	100	103
Milwaukie and Mississippi	1st " " 1857	8	1862	100	101
Nashville and Chattanooga			....	83	93
New Albany and Salem	mortgage on 1st section	10	1858–62	109	111
Do do	1st " on other sections, convert.	8	1864–75	91	92
New Castle and Richmond	1st " convertible	6	1873	87	90
New Orleans and Ohio, Ky	Guar. of McCracken Co		....	86	93
New York and Erie	1st mortgage, not convertible	7	1867	115	116
Do do	2d " convertible	7	1859	102	105
Do do	Income, not convertible	7	1855	96	98
Do do	Convertible till 1861	7	1871	86¼	90
Do do	" " 1862	7	1862	87	90
Northern Indiana	1st mortgage, not convertible	7	1860	95	98
Do do	2d "	7	1863	83	85
Do do	1st mortgage Goshen line		....	92	95
Do do	Construction Bonds		....	104	110
Ohio Central	1st mortgage, convertible, west section	7	1861	103	105
Do	1st " " east "	7	1864	103	105
Ohio and Indiana	1st " "	7	1867	97	99
Ohio and Pennsylvania	" "	7	1865–6	107	109
Do do	Income. No mortgage, convertible	7	1872	93	95
Ohio River and Wabash			....	95	98
Pacific, Mo			....		
Panama	1st mortgage, convertible	7	1866	103¾	105
Parkersburgh (or Northwestern Va.)	" Guar. City of Baltimore	7	1873	99	100
Pennsylvania	1st mortgage, convertible till 1860	6	1880	107	109
Peru and Indianapolis	1st " convertible	7	....	78	83
Rock River Valley Union	1st " convertible	7	1872	98	100
Sandusky and Mansfield	1st "	7	1860	82	85
Do do	2d "	10	1853–7	102	104
Scioto and Hocking Valley	1st " conv. coupons	7	1861	90	87
Southwestern, Tennessee			....		
Springfield and Columbus			....		
Steubenville and Indiana	1st mortgage, convertible	7	1865		94½
Terre Haute and Alton	1st " convertible		1862-72		
Do do	2d " do	8	1865		
Terre Haute and Richmond	1st mortgage, convertible	6	1866	103	105
Toledo, Norwalk and Cleveland	1st "		1861	92	95
Do do do	2d "		....	90	95
Do do do	" Guar of C. C. & C.		1883	90	95

TABLES OF RAILROAD SHARES.

☞ The following quotations are not PER SHARE, but upon the HUNDRED DOLLARS.

	shares.	off'd.	ask'd.
Baltimore and Ohio	100	69	70
Bellefontaine and Delaware	50	40	50
Bellefontaine and Indiana	50	90	95
Belleville and Illinoistown			
Buffalo and Pennsylvania State Line		125	130
Central Military Tract			
Central Ohio	50	85	90
Chicago and Rock Island		97	99
Chicago & Miss., (Alton & Springf'd,)			
Cincinnati, Cambridge and Chicago		30	35
Cincinnati and Fort Wayne			
Cincinnati Hamilton and Dayton	100	100	102
Cincinnati, Indianapolis and Chicago			
Cincinnati, Logansport and Chicago	50		90
Cincinnati Western	50	37	45
Cin. Wilmington and Zanesville	50	75	80
Clevelaud, Columbus and Cin	100	117	118
Cleveland, Medina and Tuscarawas			
Cleveland, Painesville and Ashtabula	100	110	111
Cleveland and Pittsburgh	50	80	85
Cleveland and Mahoning			
Cleveland and Toledo	50	91½	92
Clevcland, Zanesville, and Cincinnati			
Clinton Line			
Columbus and Lake Erie	50	50	70
Columbus, Piqua and Indiana	50	51¼	65
Columbus and Xenia	50	107½	110
Covington and Lexington	50	60	65
Covington and Ohio, Va			
Dayton and Michigan	50	60	65
Dayton and Western	50	73½	80
Dayton Short Line	50		
Dayton, Xenia and Belpre			
Detroit and Pontiac			
Eaton and Hamilton	25	55	60
Eaton and Piqua			
Erie and Northeast		112	120
Erie and Kalamazoo		95	100
Evansville and Crawfordsville			
Fort Wayne and Mississippi	50		
Fort Wayne and Southern	25		
Franklin and Warren			
Galena and Chicago Union	100	130	131
Greenville and Miami	50	70	75
Hannibal and St. Josepb			
Hempfield			
Henderson and Nashville			
Hillsboro' and Cincinnati	50	50	55
Illinois Central	100	129	130
Illinois and Wisconsin			
Indiana Central	50	80	85
Do do 10 per cent	50	81	85
Indianapolis and Bellefontaine	25	88	95
Indianapolis and Cincinnati	50	68	75
Indianapolis and Lafayette	50	76	80
Jeffersonville and Indianapolis	50	72	78
Junction (Ohio)	50	90	95
La Crosse and Milwaukie	100		
Lake Erie, Wabash and St. Louis			
Lawrenceburg and Upper Mississippi	50	68	75
Lexington and Frankfort			
Lexington and Danville			
Little Miami	50	109¾	110
Logansport and Pacific			
Logansport and Mariou			
Louisville and Frankfort	50	62	70
Louisville and Nashville	100		
Macon, Georgia	10	103	104
Mad River and Lake Erie	50	68	80
Madison and Indianapolis	50	56	75
Madison, Indianapolis and Peru	50	68¼	72
Marietta and Cincinnati	50	50	65
Marion and Mississinewa Valley			
Maysville and Lexington	50	50	60
Maysville and Big Sandy			
Memphis and Charleston			
Michigan Central		104½	106
Michigan Southern		117	118
Milwaukie and Mississippi		77	82
Mobile and Ohio			
Nashville and Chattanooga			
New Albany and Salem	50	46	50
New Orleans and Ohio			
New York Central		107	108
New York and Erie	100	68¾	70
Northern Indiana		117	120
Ohio and Indiana		76	80
Onio and Mississippi	50	80	90
Ohio and Pennsylvania	50	92	98
Ohio River and Wabash			
Owl Creek Valley			
Pacific, Mo			
Panama		103¾	105
Parkersburg, or Northwestern Va			
Pennsylvania	50	97	98
Peru and Indianapolis	25	71	75
Sandusky and Mansfield	50	55	60
Sandusky, Mansfield, and Newark	50		
Sangamon & Morgan, or Great West'n,			
Scioto and Hocking Valley	50	55	60
Southwestern Indiana			
Southwestern, Tenn			
Springfiled Mt. Vernon and Pittsb'gb.	50	70	80
Springfield and Columbus			
Steubenville and Indiana			
Terre Haute and Alton			
Terre Haute and Richmond		100	102
Toledo and Illinois			
Toledo, Norwalk and Cleveland	50	95	100

STOCK TABLE.

CORRECTED WEEKLY.

Government Securities.

	INT.	DUE.	OFF'D.	ASK'D.
U. S. Loan	6	1850	107	107½
Do	6	1862	116¾	117⅞
Do	6	1867	122	122½
Do	6	1868	122	122½
Do (int. ceased July 1).	5	1853	101¾	102
Do Coupons		1862	117½	118
Do "	6	1868	122	123
Do "		1853	100	101

State.

Alabama	5	....	90	95
Do	6	....	102	104
Arkansas	6	....	95	100
Georgia	6	....	107	108
Do	7	....		
Illinois Canal Bonds		1860	96	98
Do do registered		1860	110	110½
Do do		1847	92	95
Do do registered		1847	90	96
Do do Internal Impt.		1847	92	95
Do Interest do		....	62	64
Indiana	5	....	98	100
Do	2½	....	63	64
Do Canal Loan	6	....	93	94
Do do preferred	5	....	54	55
Do do deferred	5	....	30	32
Do special preferred	5	....	28	30
Do do deferred.	5	....	10	11
Kentucky, 30 years	6	1871	101	102
Do 15 years	6	....	107	108
Do large bonds	6	....	107	108
Do	5	....	92½	93½
Michigan	6	....	94½	96
Ohio	6	1856	104	105
Do	6	1860	107	108
Do	6	1870	115	116
Do	6	1873	116	116¾
Do	5	1853	102	103
Do	5	1864	105	107
Pennsylvania	6	....	103	105
Do	5	1870	87⅞	90
Tennessee, new loan	6	1890	105	106
Do	5	....	87	88
Virginia Coupons	6	1886	106	107

City Securities.

Albany	6	1867-9	106	107
Allegheny	6	1873	84	85
Baltimore	6	1870-90	104	105
Do	5	1865	87	89
Boston Bonds	4½	1860	101	102
Chicago	6	1876-7	99	100
Covington	6	1881	93	95
Cincinnati	6	1860	102	103
Do	6	1897	104	104½
Do	5	1884	86	87
Do W. W	6	1865	102	103
Jeffersonville, Indiana	7	1872-82	85	88
Lawrenceburgh, Ia	7	....	80	90
Louisville	6	1880	86	87
Memphis	6	1882	90	92
New York	7	1857	101	103
Do	5	1858-60	97	98
Do	5	1870-5	102	103
Do	5	1890	105	107
Philadelphia	6	1876-90	93	95
Pittsburgh	6	1869-71	92	98
Do coupons	6	1883		85
Richmond	6	1882	93	94
St. Louis	6	1870	89	90
Wheeling	6	1872	105	106

County Bonds.

Bourbon, Ky	6	1881	89½	90
Darke, O	7	....	92	95
Fairfield, O	7	1862	00	92
Fayette, Ky	6	1881-2	89½	90
Guernsey, O	7	1862	97	99
Mason, Ky	6	1881	90	92
McCracken co. Ky., endorsed by New Orleans and Ohio R.R.			86	93
St. Louis	6	1866	98	100
Do	7	1871	107	108

Banks.

OHIO.

Ohio Life Insurance and Trust Co	92	100
Lafayette, Cincinnati, (closing)	113	115
Franklin do		
Commercial do		
Mech. & Traders do		
State Branches		

KENTUCKY.

Bank of Kentucky and Branches	106¼	108
Northern, and Branches	115	116
Southern, and Branches	103	106
Bank of Louisville	111	112
Kentucky Trust Co	99	100
Farmers' Bank of Kentucky	107	110
Newport Safety Fund Bank	98	100
Commercial Bank of Kentucky		

INDIANA.

State Bank and Branches		

TENNESSEE.

State Bank and Branches		
Union	94	100
Planters'	97⅛	100

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g.
On New York	Sight	1	1¼ prem.
Boston	Sight	1	1¼ prem.
Philadelphia	Sight	1	1¼ prem.
Baltimore	Sight	1	1¼ prem.
New Orleans	Sight	¼	¾ prem
England		110½	112½.

SPECIE.

GOLD.

California, ℔ oz	$17 50	@	$17 65
Spanish Doubloons	16 50	@	16 60
Patriot Doubloons	15 60	@	15 80
Sovereigns	4 85	@	4 88
Guineas	5 00	@	5 00
American, new	1 00½	@	1 01
American, old	1 04	@	1 06
Portuguese	1 00	@	1 01

SILVER.

American Dollars	1 02	@	1 04
American, halves	1 02	@	1 04
Spanish Dollars	1 05	@	1 07
Spanish Quarters	1 02	@	1 03
Mexican Dollars	1 03	@	1 04
Five Franc pieces	95	@	96

LAND WARRANTS.

	Off'd.	Ask'd
160 acre warrants	$185	$190
80 acre warrants	95	98
40 acrew arrants	46¾	47¾

Reported for the Railroad Record.

CINCINNATI STOCK SALES.

AT THE STOCK BOARD,

MERCHANTS' EXCHANGE

And at Private Sale.

ISAAC OSBORN DAVIS, AUCTIONEER.

BY HEWSON & HOLMES,

For the week ending Wednesday, May 3d, 1854

THE SALES WERE AS FOLLOWS:

17 Shares	Little Miami	Railroad	109	50
20 "	" "	"	109	37½
20 "	" "	"	109	25
75 "	Ohio and Miss.	"	80	00
20 "	" "	"	80	00
40 "	Cin. Wil. and Zanesville	"	75	00
60 "	Indiana Central	"	80	00
33 "	" "	"	80	00
70 "	Springfi'd, Mt. Ver. & Pitts.	"	70	00
30 "	Cin., Ham. and Dayton,	"	100	00
20 "	" " "	"	99	00
50 "	Columbus& Xenia,	"	107	00
25 "	" "	"	106	50
50 "	Hillsboro' and Cin.	"	50	00
60 "	Marietta and Cin.	"	50	00
36 "	Cleveland and Pittsburgh	"	80	00
70 "	Mad. Ind. and Peru	"	52	00
40 "	Eaton and Ham.	"	55	00
10 "	Mad River and Lake Erie	"	70	00
60 "	Central Ohio	"	85	00
30 "	" "	"	86	00
90 "	Indianapolis and Cincinnati	"	70	00
22 "	Cov. and Lex.	"	56	00
20 "	Ky. Trust Co. Bank		93	00

Money rates on Stock securities for the South and West, 2@2½ per cent. per month.

MONETARY.

The Money Market at the East continues stringent, with an active demand. Call loans can be had at 7 per cent. "Number one" short paper rates at 1 per cent. per month; others from 1½ to 3 per cent.

Foreign Exchange, 109⅜ to 109½.

The Stock Market is heavy and dull, with little disposition to speculate. Even State Stocks are quiet, while prices are scarcely maintained. Government Stocks are at once forwarded for redemption.

The Foreign news is rather unfavorable, though unaccompanied by any expression of distrust towards American Securities.

We take the following quotations from the sales reported by A. H. Nicolay, on the 24th ult.

$5,000	Lyons', Iowa, Cen. RR. 1st mor. 7s, '73,	50	50	
5,000	" do. do. do.	do.	50	00
6,000	" do. do. do.	do.	46	00
5,000	" do. do. do.	do.	45	00
6,000	" do. do. do.	do.	37	50
5,000	Tol., Nor. and Cleve. 1st mort. 7s, '63		88	50
5,000	" do. do. do.	do.	88	00
1,000	Chicago & Rock Island, 7s, con. '70,		89	00
2,000	Buff. Corn. & N Y. RR. 1st mor. 7s, '67,		71	00
1,000	" do. do. do.	do.	70	50
1,000	County of Cedar, Iowa, Bond 6s. '73 conv. into stock of Lyons, Iowa, Cen. RR.		86	25
1,000	N. Y. & Erie RR. Bond, 7s. 1862		90	00
4,000	" do. do. do.		88	25
20 Shares	Second Avenue R. R. Co.		77	25
100 "	Canandaigua & Elmira		68	00
100 "	Alton & Terre Haute		68	00

On the 27th, as follows:

$4,000	Lyons, Iowa, Cen., RR. 1st mort. 7s, '73,			52	00
5,000	"	do.	do.	do.	50 75
10,000	"	do.	do.	do.	50 00
5,000	"	do.	do.	do.	45 50
3,000	"	do.	do.	do.	29 00
4,000	Rock River Valley Union RR. Bonds 7s. 1872, conv.			28	00
2,000	Mansfield & Sand'y R.R. 1st mor. 7s, '60,			76	50
3,000	"	do.	do.	do.	75 50
2,000	Chicago & Miss. RR. Bonds, 2d mort. 7s conv. 1874			60	00
1,000	Sacramento City Water Bonds, 10s, 1861			75	25
8	Shares Buff., Corn. & N. Y. RR.			25	00
55	"	Lyons, Iowa, Central RR.		50	00

At the West we have no essential change to note in Money affairs. The demand is not quite so pressing though still in advance of the supply. The rates continue the same, though number one paper is not so plenty.—Upon the whole, the tendency is to improvement. The Banks are preparing for their statements, after which they will be able to extend more facilities to their customers. Exchange still remains scarce and high. The figures this week are 1¼ @1½, against ½@¾ the same week last year.

The Legislature of Ohio has passed a "Small Bill Law" to prevent the circulation of bills of banks out of the State, of denominations less than ten dollars, which will unquestionably remain a dead letter upon our statute books, inasmuch as we have no currency of our own to supply the wants of the community, and specie, for ordinary purposes, is out of the question.

The transactions in the Stock Market have been limited, and at receding rates. They will continue depressed until money becomes more plenty.

CINCINNATI, HAMILTON & DAYTON RAILROAD.—The following named gentlemen were on the 1st. inst., re-elected Directors of this company for the ensuing year:—

S. S. L'Hommdieu, Cincinnati; John C. Wright, do.; A. M. Taylor, do.; George Carisle, do.; Samuel Fosdick, do.; Edwin B. Reeder, do.; John Woods, Hamilton; Simeon Gebhart, Dayton; Jos. B. Varnum, New York.

After the transaction of other business, the following resolutions were offered by S. Fosdick, Esq., and after being discussed were adopted:

Resolved, That in the opinion of this meeting it is desirable that the passenger depot of this road be located in this city, at a point as near as may be to the junction of Pearl and Race streets. Provided, that the same is found, upon survey, practicable, and the cost thereof is not excessive.

Resolved, That for the purpose of determining as to the expediency of this measure, the Directors procure the necessary plans and estimates for this object, and report the same to a meeting of the stockholders on the first Monday of July next, at 9 o'clock, A. M., at the office of this company.

Resolved, That the Ohio and Mississippi Railroad Company be requested to join this company in the object proposed.

The following resolution was also adopted:

Resolved, That in accordance with the recommendation made in the annual reports of the President and Superintendent, to the effect that it is the policy of this company to encourage local travel by the means of early and late trains, this meeting recommend to the Board of Directors to adopt early and efficient measures to carry out said suggestions, by placing permanently on the road early and late trains, to be varied only by the changes of the seasons.

RAILROAD IRON, LIGHT WEIGHT.

470 TONS, 47 lbs. per yard, good quality and pattern, now lying at New Orleans. For terms, apply to VOSE, PERKINS & CO.,
ap27-tf New York.

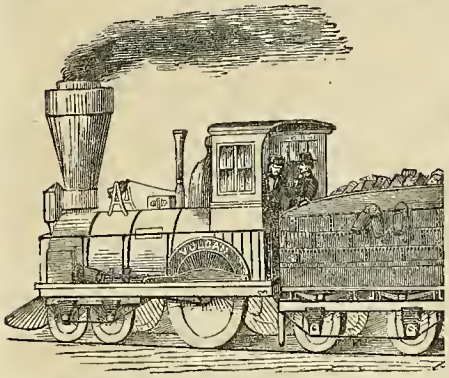
TO ENGINEERS.

THE Nashville and North-Western Railroad Company wishes to employ an Engineer-in-Chief. Early applications are solicited. Applicants are requested to furnish references and testimonials of their qualifications. JNO. A. GARDNER, Pres't,
Nashville, Tenn., Apr. 13, '54. N. & N. W. RR. Co.

Office Dayton & Cincinnati RR. Co.
Cincinnati, April 7th, 1854.

NOTICE is hereby given to the Stockholders of this Company, that the eighth instalment of five dollars per share is required to be paid on the first day of May next. By order of the Board of Directors.
JOHN C. THORPE,
Apr. 13-tt. Sec'y.

Cincinnati Locomotive Works!



THE undersigned are prepared to furnish Locomotives equal in efficiency and durability to the best Eastern manufacture. Also, Shaping and Slotting Machines suitable for railroad shops. Also, all kinds of heavy forging and casting done at short notice. Also, bolts for bridges cut with dispatch.
ap. 20 MOORE & RICHARDSON.

THE SHORTEST ROUTE TO CHICAGO.



Ohio & Missippi Railroad

THREE regular passenger Trains daily, (except Sundays.) On Monday, April 17th, and until further notice,

Leave Cincinnati at 6.15 A. M., 2.15 P. M., and 4 40 P. M. Connecting at Lawrenceburg, at 7.30 A. M., and 3.30 P. M. with Train for Indianapolis, Terre Haute, Lafayette and Chicago.

AND RETURNING,

Leave Aurora at 6.40 A. M., 4.20 P. M., and 8.20 P. M. connecting at Lawrenceburgh, at 4.30 P. M. and at 8.30 P. M. with the Trains that leave Indianapolis at 12 A. M. and 4 P. M., uniting at that point with all the Trains from the North and West.

☞ Tickets may be procured at the office on Fourth street, near Vine.

☞ Omnibusses will run to and from the cars in the customary manner. S. S. POST,
Chief Engineer and Superintendent.
Cincinnati, April 14, 1854.

ENGINEERS' & SURVEYORS' INSTRUMENTS!
JAMES FOSTER, Jr.,
MATHEMATICAL AND PHILOSOPHICAL
INSTRUMENT MAKER!

HAVING removed from his old stand to south-west corner of Fifth and Race street, and increased his facilities for making instruments, is now ready to supply Levels, Transits, Theodolites, the Dumpy or Gravatt Level, Circular Protractors of Troughton & Simms model, Surveyors Compasses, Pocket Compasses with and without sights, in great variety. All kinds of Land Chains; Ivory and Box wood Scales of all kinds and graduation; Drawing instruments of all kinds, brass and German silver. Measuring tapes of all kinds, Magnets, Magnifyers, Barometers, Spy Glasses, &c., &c. Repairing promptly attended to. ap.6-6t.

Office Cincinnati, Hamilton and Dayton Railroad,
Cincinnati, April 4th, 1854.

THE Annual Meeting of the Stockholders of this company will be held at the Office of the Company, in Cincinnati, on Monday. the first proximo, at 9 o'clock, A. M. The annual election, for the choice of Directors to serve the ensuing year, will be held at the same place and on the same day, between the hours of 2 and 5 o'clock, P. M. FRANK. S. BOND,
ap. 6-tt. Secretary.

BANK NOTE ENGRAVING.
DANFORTH, WRIGHT & Co.,
No. 25 West Third Street, Cincinnati.
Bank Notes, Drafts, Bills of Exchange,
RAILROAD BONDS, & CERTIFICATES
†mr3] Engraved in a style unsurpassed.

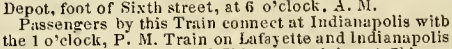
Rawdon, Wright, Hatch & Edson,
Bank Note Engravers and Printers.
Also, engraved in a style corresponding in excellence with that of Bank Notes—
RAIL ROAD, STATE, AND COUNTY BONDS,
BILLS OF EXCHANGE, CHECKS,
Drafts, Certificates of Stock and Deposit, Promissory Notes, Bill and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, &c., &c.

Constantly on hand, Bank Note Paper, made to order of a superior quality.
The above office is under the supervision of
GEORGE T. JONES.
South-East corner of Main and Fourth Sts., Cin.
jmr3

ISAAC OSBORN DAVIS, AUCTIONEER.
HEWSON & HOLMES,
Auctioneers & Commission Merchants.
Stores Nos. 83 and 85 Walnut Street,
CINCINNATI, OHIO.

Bank, Insurance, & Railroad Stock Sales
At the Merchant's Exchange every Wednesday and Saturday.
Have regular sales of
GROCERIES EVERY TUESDAY & FRIDAY
at their Sales Rooms.
Hewson & Holmes have always on hand a
Large Stock of Groceries,
Which they will sell at private sale.
Are agents for the sale of the SUPERIOR SHEETINGS manufactured at the Anchor Mills, Pittsburgh.
Also, agents of
DURYEE & FORSYTH, Rochester, N. Y.
Manufacturers of Fire Proof Safes, Scales of all sizes, Trucks, and Letter Presses.
HEWSON & HOLMES will also attend to the purchase and sale of Merchandise, Produce, and Real Estate, and the forwarding of Goods.
Will make liberal CASH ADVANCES on consignments to their address. †mr24

Change of Time on Cincinnati, Hamilton, Eaton & Richmond Railroad.



ON and after TUESDAY, April 4th, 1854, the Morning Train for Richmond and Indianapolis, will leave Depot, foot of Sixth street, at 6 o'clock, A. M.

Passengers by this Train connect at Indianapolis with the 1 o'clock, P. M. Train on Lafayette and Indianapolis Railroad for Lafayette and Chicago; arriving at Chicago by 9 o'clock, P. M., of same day, being 9 hours less time than by any other railroad route leaving Cincinnati.

Also, connect at Indianapolis with 1.15 P. M. Train for Terre Haute.

Trains for St. Louis leave Chicago at 11 o'clock P. M., after the arrival of 1 P. M. Train from Indianapolis in the morning, making this the quickest route by far between Cincinnati and St. Louis.

Evening Train will leave as usual, at 3.30 P. M. connecting at Richmond with 7 P. M. Train for Indianapolis; arriving at Indianapolis at 10.30 P. M.

Chicago and Lafayette passengers, by this Train, sleep at Indianapolis, and resume at 6, A. M. next morning,

FARE—Cincinnati to Richmond..... $1 75
Cincinnati to Indianapolis..... 3 00
Cincinnati to Chicago..... 9 00
ap. 6 D. M. MORROW, Sup't.

STEREOTYPE FOUNDRY,
AND AGENCY OF
L. JOHNSON & Co.'s TYPE FOUNDRY.

C. F. O'DRISCOLL, (Successor to A. C. JAMES.) is prepared to execute in the best manner all kinds of
STEREOTYPING,
including Books, Pamphlets, Music, and Jobs of every description. He will keep on hand an assortment of
Card and Job Type, Cuts, Rules, &c. &c.
from the foundry of L. JOHNSON & CO., of Philadelphia, and will furnish to order PRINTING MATERIALS OF EVERY KIND,
AT THE FOUNDRY PRICES.
C. F. O'DRISCOLL,
No. 167 Walnut Street,
Cincinnati, O.

OFFICE OF THE AGENCY OF THE
Indianapolis and Cincinnati Junction Railroad Company.
No. 23 West 6th St., between Main and Walnut
CINCINNATI.

THE following Directors of the above Company re-elected on the 20th inst., at Connersville, Ia., o serve for one year, viz:
JOHN WOODS, President.
John D. Jones, Cincinnati,
Johnathan M. Ridenour, College Corner.
Samuel W. Parker, Connersville.
George Hibben, Rushville,
James Blake, Indianapolis.
Wm. M. Smith, Connersville.

This road connects with the Cincinnati, Hamilton and Dayton Railroad at Hamilton, theuce to Oxford, College Corner, Liberty, Brownsville, Connersville, Rushville, Burlington, Morristown, Palestine and Indianapolis, passing through five of the best counties in the State of Indiana, viz :—Union, Fayette, Rush, Hancock and Marioc.

M. JONES, Ag't.
Junction Railroad Co.
Jauuary 7th, 1854. jan. 12-tf

BANKERS AND BROKERS.

GEORGE MILNE. GEO. M. REED.
GEORGE MILNE & CO.
BANKERS, EXCHANGE AND BILL BROKERS.
No. 19 West Third Street,
CINCINNATI, O.

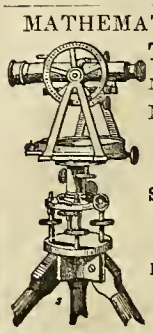
T. S. GOODMAN & Co.,
No. 101 Main St. west side, bet. 3d and 4th Sts.
CINCINNATI.
Dealers in Exchange, Bank Notes, Merchants' Pape &c. &c.

ELLIS & STURGES,
BANKERS & EXCHANGE BROKERS.
N. E. Corner Third and Walnut Sts.
CINCINNATI.

ADRIAN H. MULLER & CO.,
AUCTIONEERS
Of the City of New York.
Hold their regular Auction Sales of Stocks, Bonds and other Securities every Wednesday at 12½ o'clock, at the Merchants' Exchange. They would respectfully tender their services in the negotiation of the same, either at private or public sale.
Office, No. 2, Pine Street, corner of Broadway, Metropolitan Bank Building.
REFERENCES BY PERMISSION:
Moses Taylor, Esq.; W. W. DeForest, Esq.; Geo. S. Robins, Esq.; Dow D. Williamson, Esq., Pres. Farmers' Loan and Trust Co.; Wm. F. Hayemeyer, Esq., Pres. Bank North America; Edward Whitehouse, Esq.; Messrs. Cauman & Co.; Messrs. Carpenter & Vermilye; Messrs. Fisher, Denny & Co.; Messrs. Wm. & Jno. O'Brien; Messrs. Week, & Co. mh.96*

ALBERT H. NICOLAY,
AUCTIONEER.
Holds his regular auction sales of Stocks, Bonds and other securities, every Monday and Thursday, at 12½ o'clock, at the Merchants' Exchange. First class Stocks and Bonds, at private sale.
Office No. 4 Broad street, New York.

MATHEMATICAL INSTRUMENTS.



T. F. RANDOLPH & BRO,
N. W. Corner Fifth and Walnut sts.,
No. 1, 2n STORY APOLLO BUILDING,
CINCINNATI, O.,
MANUFACTURERS OF
Surveyors' and Engineers' Instruments, Theodolites, Transits, Levels, &c.
REPAIRING AND ADJUSTING INSTRUMENTS DONE TO ORDER.
Orders promptly attended to.

ENGINEERING!!

The undersigned is prepared to furnish
SPECIFICATIONS, ESTIMATES, AND PLANS,
In general or detail of all kinds of
Steam Vessels, Engines, Boilers, Mill Work, &c.
Particular attention given to the superintending of
LOCOMOTIVES, TENDERS, CARS,
And Railway Machinery of every Description,
While under construction.

AGENT FOR THE PURCHASE of, on commission, all articles required for Railroads, Steam Vessels, Locomotives, Engines, Boilers, Machinery, &c.
General Agent for
ASHCROFT'S STEAM GAUGE, ALLEN AND NOYES' METALLIC SELF ADJUSTING CONICAL PACKING, DUDGEON'S HYDRAULIC JACK.
Also, for Water Gauges, Indicators, Steam Whistles, &c., &c.
CHAS. W. COPELAND,
Consulting Engineer,
s5-tf 64 Broadway, N. Y

TOPPAN, CARPENTER, CASILEAR & Co.,
Bank Note Engravers & Printers.

Also, of Drafts, Notes, Certificates of Stock and Deposit; Bonds for U. S. Government, State Governments, Railroad and other Corporations, &c., New York, Philadelphia, Boston and Cincinnati.

All the best securities against counterfeiting and alterations are combined in the Notes and other instruments executed by this establishment for every State in the Union, and for the General Government; for Canada and other countries. Their means of supplying the demands of business with *new Designs* and Ornamental Die-work are unsurpassed.

Bank Note Paper of a superior quality, manufactured with particular regards to strength and durability, constantly on hand.

Cincinnati Office, corner of Third and Walnut Streets. [†mr3] CHAS. A. JEWETT, Ag't.

ENGINEERS' MATERIALS.

EGGERS & CO.,
WHOLESALE DEALERS IN
PAPER & STATIONERY,
Since first January,
No. 127 Walnut St., bet. Third and Fourth.
CINCINNATI,

Keep the most complete stock in the West of every thing used by Engineers. On application, a catalogue with prices will be forwarded. jy21

Lithography and Engraving.

RAILROAD BONDS,
CERTIFICATES AND MAPS,
BUSINESS AND SHOW CARDS,
Views of Buildings, Diplomas, and Portraits,
And all kinds of
Lithographic Engraving,
DESIGNING AND PRINTING,
Executed in the finest style.
MIDDLETON & WALLACE,
No. 115 Walnut Street, Odd Fellow's Building,
†mr3 Cincinnati, Ohio.

To Draughtsmen.

A FINE ASSORTMENT OF
DRAWING INSTRUMENTS
JUST RECEIVED, OF THE VERY BEST
SWISS, FRENCH, AND ENGLISH MAKE,

Either in cases of every size, or in the single piece. Draughtsmen in want of a fine instrument, will find among the stock, Accurate Scales of various materials, Ivory, Glass, Box, Paper, and Horn; Beam Compasses of different capacities, Bow Do., Pocket Do., Curves, Squares, Dividers, in German Silver and Brass, &c., &c.

For sale by E. MENDENHALL,
At his MAP ESTABLISHMENT,
nov17 3 College Hall, Walnut St

Railroad Car Findings.

BRIDGES & BROTHER,
64 Courtlandt Street, New York.
Wheels & Axles, Jaws, Boxes, and Castings Fitted
Wrought Nuts, Bolts, & Washers,
Engine and Car Screw Bolts, all sizes; Coach Lag and Telegraph Screws,
LOCOMOTIVE ENGINE LANTERNS,
From the best Manufacturers, and at their prices. Car Hand, and Signal Lanterns.
Cotton Duck for Car Covering,
Of any required width to 124 inches.
ENAMELLED HEAD LININGS,
Plush and Curled Hair.

Hand Cars and Baggage Barrows. Passenger, Freight Car, and Switch Locks, Door Knobs and Butts. Brass and Iron Wood Screws. Brass and Silver Plated Trimmings for Windows and Seats. Varnish, Coach Japan, and Glue; Paints, Varnish and Glue Brushes.

Silver Plated and White Metal Letters. Engine and Signal Bells, anti-friction or Babbitt Metal.

Portable Forges and Jack Screws.

Hemp Packing, American, Russia, and Italian. Conductors' Badges and Baggage Checks. Iron, Bronzed and Brass Hat Hooks. Ventilators and White Metal Rings. And all other Articles pertaining to Cars.
ALBERT BRIDGES,
Late Davenport & Bridges, Car Manufacturers,
Cambridgeport, Mass.
ALFRED BRIDGES,
Late Davenport, Bridges & Co., Fitchburg, Mass.
†oc6

WASON'S
CAR MANUFACTORY,
Near the Pittsburgh R. R. Shops,
CLEVELAND, OHIO.
Passenger, Baggage, Freight, Dumpers, Hand Cars, &c.,

Of the best quality in all respects, style, workmanship, and material, made to order with promptness.

Orders respectfully solicited, with the assurance that no pains will be spared to give entire satisfaction in all cases.
CHARLES WASON,
Late of the firm of T. & E. Wason, Springfield,
†oc20 Massachusetts.

Maysville Car Factory.

THE undersigned are prepared to manufacture for Railroad Companies, Passenger, Baggage, Cattle, Freight, Gravel and Hand Cars; also Baggage Barrows and Warehouse Trucks.

We are agents for the Portsmouth Powder Mills, and Toy, Bickford & Co's safety fuse. Contractors and dealers supplied at manufacturers prices.
F. HUNGERFORD & CO.
Maysville, Ky., Feb. 16, 1854. 2**

S. C. THOMSON & CO.,
MANUFACTURERS OF
PATENT PAD LOCKS,
For Railroad Switches, Merchandise Cars, Stores, Cemeteries, Iron Safes, &c.,
Cor. Railroad Avenue and Market st.,
jan.12† NEWARK, N. J.

OUR RAILROAD MAP---NEW EDITION.

We have now ready a new and revised edition of our RAILROAD MAP, containing corrections and additions from reliable sources, making it as reliable as it is possible to make such a map.

We are prepared to print maps for Railroad Companies to illustrate their reports, either from the stone as it now is, or make any alterations to suit parties. Railroad Companies will find this much more economical than getting up maps especially for their roads.

Price of maps as follows:

Plain, sized,	40 cents.
Colored in outline,	50 "
Colored in States,	75 "

A liberal discount where a number are taken.

TYLER DAVIDSON & CO.,
Agents for the
BOSTON BELTING COMPANY.

India Rubber Machine Belting in any quantity, from 2 to 20 inches.

India Rubber Steam Packing;

Mixed	do	do	1-32 to ½ inch thick.
Plain	do	do	1-32 to 1 inch thick.
Pure	do	do	

Pipe and Manhole Rings, all sizes;
Square or Rope Packing, do.

HOSE.

India Rubber, Hydrant, Conducting, Fire Engine, and Locomotive, of all sizes, manufactured from the best of Vulcanized Rubber, and for sale only by the agents.

Car Springs, and all other kinds of Vulcanized India Rubber used for Mechanical and Manufacturing purposes.

The undersigned, having been appointed Agents of the Boston Belting Company, beg leave to advise Dealers and Consumers that they are now prepared to supply the above goods in any quantities, on the most favorable terms. On hand and for sale,

50,000 Feet Vulcanized India Rubber Machine Beltings, from 2 inch to 20 inches, 3 and 4 ply.

TO STEAMBOATS AND RAILROADS.

India Rubber Hose, for Pavements, Streets, Gardens, Locomotives, Engines, etc.

40,000 feet Hose, 3, 4, 5, 6, and 7 plys, suitable for pavements, streets, gardens, locomotives, fire engines, etc., 1 to 3 inch, warranted extra quality. Also,

THE vulcanized India Rubber Break Springs now in use by all the Eastern Railroads, and posessing decided advantage over the Steel Springs now in use, for the following reasons:

1st, They are much easier put on.

2d, They are a great deal cheaper.

3d, They are much more durable than steel, and no time lost in making them, the weather having no effect on them.

ALSO—Large 6 inch hose for water stations.—This is a new and important invention. The coldest weather will have no effect on them whatever. They are warranted to remain as pliable, in the COLDEST of weather, as they are in 150 Fahrenheit heat.

Armitage Anvils,—10 casks, assorted weights, now in store.

Allen's Revolvers and Self-Cocking Pistols.—Now in store, a large assortment of the above, 3, 4, and 5 inch Revolvers; 3, 4, 5, and 6 inch Pocket Pistols. Also, Dueling Pistols.

Leland's Superior C. S. Car and Auger Bitts.—All sizes.

Brass Kettles, and Sheet Brass, &c.—Brass Kettles, assorted from 6 to 30; Sheet Brass assorted from No. 0 to 30; Brass Wire, do do do.

Star Breast Chains.—Four casks of those superior double-linked Chains, just received.

Walker's Trace Chains.—70 casks of those superior goods, warranted full length and sizes, 8 to 20 links, straight and twisted, now in store.

American Anvils.—Eagle brand, faced with with cast steel, and warranted by the manufacturers equal to Armitage's Mousehole.

Plated Spoons.—Plain, tipped, and threaded heavy plate, on best quality of German Silver.

Premium Gimlet Screws.—10,000 gross just received.

Mill Saws. Hoe & Co's C. S. Wm. Rowland's, and W. H. Rowland's 6, 6½, 7, 7½, and 8 ft.

Cross Cut Saws.—Hoe & Co.'s C. S., John Sockerell's C. S. and G. S., Wm. Rowland's and W. & H. Rowland's 5, 5½, 6, 6½, 7, 7½, and 8 feet. Also, 4 and 4½ feet Tennon Saws.

Axes.—1000 doz Axes, assorted Yankee and Kentucky patterns, first, second, and third quality.

Nails.—4000 kegs Shoenberger's and Wheeling Nails, now in store.

For sale by TYLER DAVIDSON & CO.,
mr 3 140 and 142 Main street

RAILROAD COMPANIES, ENGINEERS AND OTHERS,

Are respectfully requested to note the following as FACTS, and to remember that the facilities of the establishment for manufactnring are UNSURPASSED.

PAGED

BLANK BOOKS,

OF THE

First Qualities made to Order;

AND

STATIONERY

OF ALL KINDS SOLD LOW BY

MOORE, ANDERSON, WILSTACH & KEYS,

Corner of Main and Fourth Streets,

CINCINNATI. jan12-†

MEMPHIS & OHIO RAILROAD.

SEALED proposals will be received at the offiee of the Memphis and Ohio Railroad Company, at Memphis, Tenn., until the 15th day of April next, for the grubbing, clearing, graduation and masonry of the first 65 miles, from Memphis to Cherryville.

Contractors must give the most undoubted security for the eompletion of the work, at the time, and in the manner specified, and contracts will be let in sections, or for the entire work, as may be deemed best by the director.

The directory reserve the right of rejecting all bids, should none prove satisfactory; and it is desireable that all propositions should be submitted with the view of preparing the whole work for the iron as soon as possible. Bids of that character and otherwise equally favorable, will have preference.

Maps plans, and specifications may be seen at the office of the company, after the 1st of April.

mar.16–1† E. PEABODY, Eng. in charge.

Sales of Stocks and Bonds at Auction,

THE UNDERSIGNED have adopted the mode for the conducting of Sales of

STOCKS AND BONDS AT AUCTION,

Similar to that now in use in the CITY OF CINCINNATI. They are convinced that, by pursuing a method which will satisfy the Public, that all Stocks and Bonds struck off by them at auction as sales, are bona fide such, a business honorable in its character and satisfactory to both buyer and seller, can be conducted, and which will not only meet with the approbation, but also with the support of the public. The undersigned pledge themselves strictly to adhere to the following plan in conducting their sales at auction of Stocks and Bonds:

The vendor will give his confidential instructions to the Auctioneers as to the lowest price at which he will allow his Stocks or Bonds to be sold. They will be offered by Catalogue, as heretofore, but instead of the seller being allowed to make, as they now do, small advance bids on bona fide bidders, the Auctioneers will reserve to themselves the right of making one bid for the protection of and on behalf of the seller, pledging themselves that but ONE BID shall be made; and in all cases where the Stocks or Bonds shall be struck down on their reserved bid, the fact will be publicly announced that no sale was made.

Reporters for the Press will by this method not only be enabled to report real sales, but also the prices offered for such as are not sold.

ADRIAN H. MULLER & CO, Auct'rs.

OFFICE—No. 2 Pine street, cor. of Broadway,

NEW YORK, } Metropolitan Bank Buildings.

March 1st, 1854.}

☞ Stocks, Bonds and Securities received for private Sale, and to the negotiation of which particular attention will be paid. mar9-3*

NOTICE TO CONTRACTORS.

PACIFIC R.R. OF MISSOURI, 3d and 4th DIVISIONS.

IT is intended to make contract for the 2d and 4th divisions of this road, extending from the Missouri river at Jefferson City, passing near Georgetown and Warrensburgh, to the Missouri river, near Independence, about 160 miles, so soon after the first of May next as satisfactory proposals shall be made.

Contract will be made for the whole now offered, or such parts as particular contractors may select in form and quantity to suit the interests of the Company. Proposals are asked for by the cubic yard, with cash payments; but contractors may if they desire, accompany their offer with proposals for two-thirds cash, and one-third in county and railroad mortage bonds or other securities.

Profiles of maps of approximate location can be seen after the 1st of April next at Pacific Railroad Office, in St. Louis, and any information will be given on application to the Engineer.

The first division of this road is now in operation; the second division to Jefferson City under present course of construction.

The third and fourth divisions now offered pass over a high, rolling mixed prairie and timbered country, and for healthfulness and supply of provisions will compare favorably with any part of the West.

THOS. ALLEN, President.

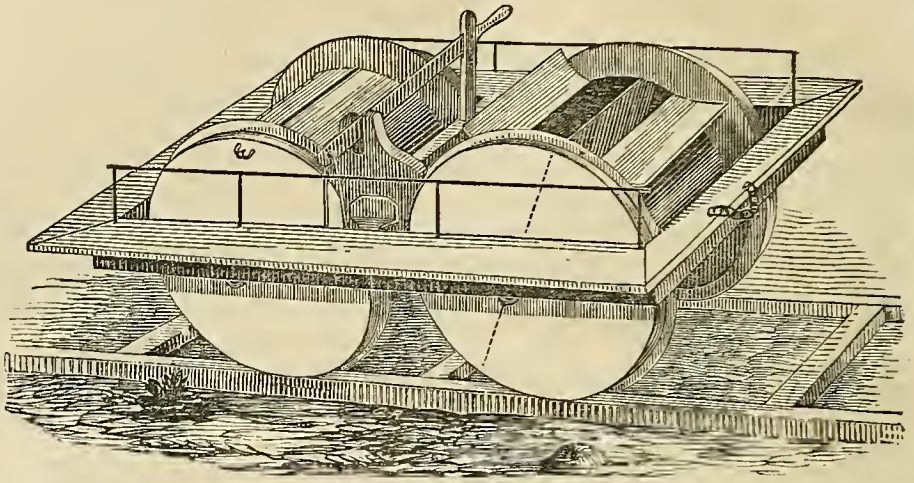
THOS. S. O'SULLIVAN, Chief Engineer.

Pacific Railroad Office, }

St. Louis, Feb., 1854.} mar9 7t.

MYERS' PATENT CAR,

FOR COAL, GRAIN, &c., &c.



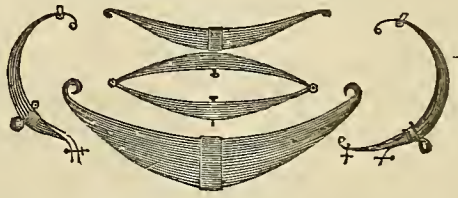
FOR PARTICULARS OF COST, RIGHT OF USE, &c., ADDRESS,

C. TIERS MYERS,

No. 33 WALNUT STREET,

dec15–3* PHILADELPHIA.

McDANEL & HORNER,

LOCO-MOTIVE  AND CAR SPRING

MANUFACTURERS, WILMINGTON, DEL.

Locomotive and Car Springs of all descriptions manufactured on the most reasonable terms, made of the best STEEL, which we have manufactured to order from the BEST SWEDE IRON. Orders from any part of the United States will be thankfully received and promptly attended to.

McDANEL & HORNER.

All Springs ordered from a distance will be delivered on shipboard at *Philadelphia* free of charge

References.

NORRIS BROTHERS, Locomotive Builders, Philad.
A. C. GRAY, Pres't New Castle Manuf. Co.
U. WELLS, R. R. Car Manuf. Petersburg, Va.
I. R. TRIMBLE, Supt. Philad. R. R. Co.
†May 19.

M. B. MILLEN, Gen. Supt. C. R. R. Savannah, Ga.
EMERSON FOOTE, Supt. M. & W. R. R. Macon, Ga
THOMAS DOUGHERTY, Master Mach. do.
THOS. SHARP, Supt. R. F. & P. R. R. Richmond, Va.

R. M. SHOEMAKER, J. P. SHOEMAKER, A. T. LEVIS, H. Y. SLAYMAKER.

COPARTNERSHIP.

SHOEMAKER, LEVIS & CO.,

SUCCESSORS TO

MORRELL, SHOEMAKER & CO.

MANUFACTURERS OF

Boiler Iron, Railway Chairs & Spikes.

WORKS—Covington, Ky.

STORE, No. 64 EAST COLUMBIA St.

CINCINNATI, O.

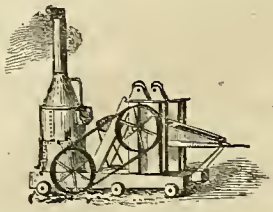
January 5, 1854 jan.12-6*

GLENDON LOCOMOTIVE TIRES.

TIRES of every diameter, for sale

†mr17] GEO. GARDNER & CO., Boston, Mass.

"GARDNER'S ROCK DRILL."



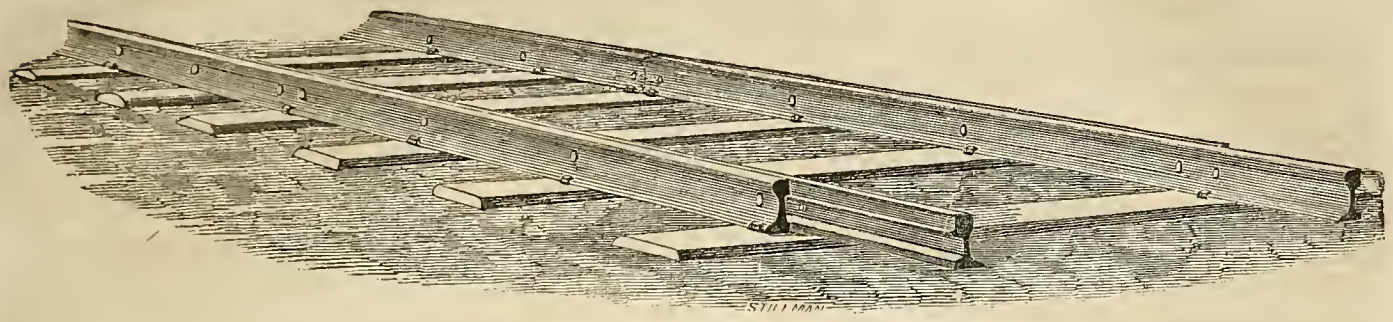
DESIGNED for Mining, Tunneling, Quarry Use, and Rock Excavations of all descriptions, by the use of which a saving of 50 to 75 per cent. is made. This drill can be operated by hand, horse, or steam power. A Machine is now in operation at the Crystal Palace.

Applications for Territorial Rights and Machines must be made to the Patentee.

G. ARTHUR GARDNER,

nov17† Trinity Building, New York

WINSLOW'S PATENT COMPOUND RAIL.



THIS RAIL ,which is represented by the above, has now been in use on several Roads for upwards of three years; during which time it has become established among Railroad Managers as realizing the advantages of a THEORETICALLY PERFECT RAIL.

Its udvantages over the common form of "T" Rail are,—a saving in the wear and tear of Machinery—it saves to a great extent in the repairs of track — it secures a high rate of speed with the same power, and what is certainly of equal importance, complete protection against some of the accidents to which roads are liable. Being practically a continuous Rail for the entire length of the Road, without break at the ends of bars the jarring motion communicated thereby in passing over the common "T" Rail is avoided, as is also its effect upon cars and machinery. The comfort of travelers must of course be greatly increased.

This Rail is now manufactured at HANGING ROCK IRON WORKS, upon the Ohio River, and at MT. SAVAGE IRON WORKS, Maryland. Specimen of the Rail and patterns of same will be gladly shown, as well as all information in relation thereto, given by application to

A. S. WINSLOW, Nos. 9 & 11 West Second St., bet. Main and Walnut Sts.
CINCINNATI.

J. F. WINSLOW, Troy, New York
ERASTUS CORNING & CO., Albany, N. Y.

ap7tf

LIGHTNER'S

PATENT AXLE BOXES
FOR RAILWAY CARS.

THE attention of Railway Managers and others is respectfully called to this great improvement in

AXLE BOXES,

As possessing numerous advantages over all others now in use. Some of which are:

1st.—The first cost and "fitting up" is much less.

2d.—It saves seventy-five per cent. in oil.

3d.—The journals and oil ar· perfectly secure from dust.

4th.—It prevents all possibility of "*heating.*"

5th.—Cars furnished with them run much easier, and require less power to move them.

6th.—Its construction is simple—not liable to become loose by service, and allows a free inspection of the journals and boxes.

7th.—The composition bearings of an eight-wheel LOADED car, can be removed from the journals while under the car, and returned in twenty minutes, by ONE man.

8th —The trucks and wheels are free from oil and dirt usually seen on Railway cars.

The following testimonials are submitted :—

OFFICE BOSTON AND PROVIDENCE R. R.
Boston, January 1st. 1853.

MR. JOHN LIGHTNER:

Sir:—It affords me pleasure to say, that after three years trial of your boxes, I am fully and entirely satisfied of their superiority over any other pattern we have used. This superiority consists in economy of oil and freedom from "heating."—I have tried every pattern of box in use, of any note, and do not hesitate to say, that you have devised one which in every respect combines greater advantages than any other within my knowledge; these advantages are so manifest, that I am fitting up all our cars with your boxes, as fast as practicable. Very respectfully yours,

W. RAYMOND LEE, Supt.

The Subscriber begs leave to suggest to all Railroad Corporations (new or old) the importance of an EARLY application of this valuable improvement, to their NEW CARS, WHILE IN PROCESS OF CONSTRUCTION· as thereby much detention of cars, and great expense will be avoided.

Models and testimony of the above Boxes, may be examined, and arrangements may be made for the right to use the same with the subscriber.

WM. SHERBURNE,
PRINCIPAL AGENT,
dec1 Office, No. 167 Broadway, New York.

GUNPOWDER,
MANUFACTURED BY

The Hazard Powder Company,

HAZARDVILLE, CONN.
H. G. HAZARD, President.
A. E. DOUGLASS, Secretary.

The undersigned are always prepared to furnish Mining and Blasting Powder to any extent, delivered at any point on the lines of railroads, or other places of public improvements in the West or South, at the very lowest rates. Also, SAFETY FUSE of the best Eastern manufacture.

We would respectfully urge all contractors and consumers to call upon or correspond with either o us before arranging for their supplies elsewhere.

To the trade generally we would offer all the brands of Sporting and Rifle Powder manfactured by he above concern.

M. D. W LOOMIS,
Southeast corner Main and Second Sts.,
Cincinnati, O.
S. H. LOOMIS,
Nashville, Tenn.

August 16, 1853.—au18†

TO RAILROAD COMPANIES.

THE subscriber, manufacturer and agent for manufacturers of railroad materials, would solicit from railroad managers in the West their orders for

RAILROAD SPIKES, CAR AXLES, RUBBER SPRINGS, RUBBER HOSE, LOCOMOTIVE TIRES, SPRING STEEL, CAST STEEL, NUTS AND WASHERS, LOCOMOTIVE LANTERNS, ETC.

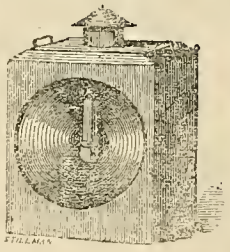
A. S. WINSLOW,
9 and 11 West Second St.,
Between Main and Walnut St., Cincinnati
†mr24

Locomotive Tires and Car Axles.

THE undersigned is prepared to supply Railroad Companies and Builders with Tires and Axles of superior quality and finish, made from faggoted charcoal Iron, formed and finished entirely under the hammer For the character of the manufacture he refers to builders and companies who have used them in the West.

A. S. WINSLOW,
†mr24 9 and 11 West SecondSt., Cincinnati

LOCOMOTIVE LANTERNS.



I AM manufacturing Locomotive Lanterns of the most approved form, with true parabolic Silver-plated reflectors, Copper Cases, and in every way equal to the best manufactured in the country. Orders from Railroad Companies in the West are solicited.

A. S. WINSLOW,
†mr24] 9 and 11 West Second St., Cincinnati

Norris' Locomotive Works,
PHILADELPHIA.

ENGAGED for many years in manufacturing Locomotives, offer to Railroad Companies to construct of any plan or size,

LOCOMOTIVES OF SUPERIOR QUALITY.

Our facilities for doing work have been largely increased this year, and orders can be executed with despatch.

Jy7 RICHARD NORRIS & SON.

ASHCROFT'S
METALIC STEAM GAUGE.
(BOURDEN'S PATENT.)

THE subscribers offer for sale this valuable Steam Gauge. It is adapted to Locomotive and other steam boilers, indicating with accuracy the continual variations of steam within the boiler, enabling the engineer to maintain a uniform and safe pressure. Any of the Eastern Railroads may be referred to for proof of its importance and value.

BRIDGES & BROTHER,
sep15tf 64 Courtlandt Street, New York.



CAR MANUFACTORY,

Dayton, Ohio.

E. THRESHER & Co., having enlarged their shops, are prepared to contract on favorable terms, for building every variety of Railroad Cars, in any quantity and at short notice, made of the best materials, and of the most approved workmanship.

They are prepared also to furnish jaws and boxes; the Washburn wheel, thirty and thirty-three inch, adapted to inside or outside bearing; cast iron frogs steel plated; and switches of the most approved patterns.

They also manufacture blacksmith tuyeres, Harris' patent; portable bolt forges; bolt heading and bolt cutting machines; upright drills, wheel presses; wood planers; tenoning and mortising machines; &c.

They respectfully invite the attention of railroad directors and superintendents to their establishment.

Dayton, January 24th, 1853. jan 25-†

South-Western Car Shops,

Madison, Indiana.

THE Subscriber is prepared to execute orders at short notice, for all kinds of Passenger, Freight and other descriptions of Railroad Cars.

Work delivered at any point accessible by railroad, or by the Ohio and Mississippi rivers.

Facilities for transportation, enable the subscriber to afford peculiar advantages to Companies requiring work delivered in the South and West.

W. CLOUGH.

REFER TO

JNO. BROUGH, Esq. WINSLOW, LANIER & CO.

jan. 19-1**

FULTON CAR WORKS.

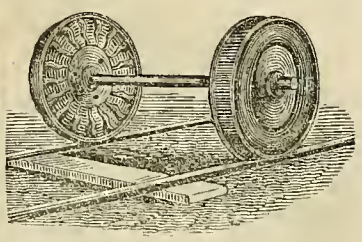
CINCINNATI, OHIO.

THE Proprietors of this establishment would respectfully call the attention of Railroad Companies in the West and South to their establishment at Cincinnati. Their facilities for manufacturing are extensive, and the means of transportation to different points speedy and economical.—They are prepared to execute to order, on short notice, eight-wheeled Passenger Cars of the most superior description. Four or eight-wheeled Baggage, Cattle, Freight and Gravel Cars. Also, Crank and Lever Hand Cars, Trucks, Wheels, and Axles fitted.



WASHBURN WHEEL

Having obtained the *exclusive right* to make this wheel



in Cincinnati, Covington, and Newport, they are now prepared to furnish Railroad Companies with that celebrated Wheel, with or without Axles.—Also, Journal Oil Boxes of any pattern, and Castings for Cars fitted to order at the shortest notice.

Address KECK & HUBBARD,
Fulton Car Works, Cincinnati, Ohio.

fap.14. Office 62 East Second street

FORGINGS.

AXLES, Shafting, and other Forgings, from the Gleadon Forges, for sale by

fm 17 GEO. GARDNER & CO., Boston, Mass.

MUSKINGUM WORKS,

ZANESVILLE, OHIO.

DOUGLASS, SMITH & CO.

WOULD respectfully call the attention of Railroad Companies to their establishment at Zanesville.

They are prepared to execute orders, on short notice, for

Passenger Cars of the most superior description,

Second Class Passenger, Mail Express, and Baggage Cars; Freight, Cattle, four or eight wheeled Gravel Cars.

We manufacture a superior

CAR WHEEL,

Over 2500 of which are now running on the Central Ohio Railroad, and many of these have been in use on the road over two years, having in that time only three to crack, and two to be renewed in consequence of the wearing of the Chill. We have also commenced the manufacture of the celebrated

WASHBURN WHEEL,

And are prepared to furnish this wheel, with or without axles. Also, castings for Cars fitted to order at the shortest notice.

BOLLMAN'S PATENT IRON & WOOD BRIDGE.

We are also agents and builders of the above celebrated Bridge. Are now placing upon the piers an iron bridge on this plan over the Muskingum river at Zanesville. We are ready to contract with companies for the construction of this Bridge. All orders addressed

DOUGLASS, SMITH & CO.,
au4tf. Muskingum Works, Zanesville, O.

WHEELBARROWS!



ON hand, Wheelbarrows, of my own manufacture, suitable for Railroad, Turnpike, Canaling, &c., in lots, to suit purchasers. Orders filled for any reasonable amount

HENRY ROCKEY,
No. 21 East Front street

J. DAVENPORT....M. D. WELLMAN....C. M. RUSSELL

DAVENPORT, RUSSEL & CO.,

Railway Car Manufacturers,

MASSILON, OHIO.

THE subscriber, late of the firm of Davenport, Bridges & Co., Fitchburg, Mass, having associated himself with Messrs. Wellman and Russell, under the above name, would respectfully solicit calls for any kind of Passenger, Baggage, Post Office, Freight, Coal, Gravel, or Hand Cars.

Having had fifteen years experience in the business and having secured the best of workmen from the Car Factory in Cambridge, Mass, I feel confident, that perfect satisfaction can be given in all work entrusted to our care

We have now on hand the best of dry White-Oak with which we think we can build Cars as cheap and as well as any other establishment in the States. JOSEPH DAVENPORT.

Feb. 16†*

James' Railroad & Route Book.

NEW EDITION:

Containing a list of all the Western and Southern Roads with distances, fares, connections, etc., etc. Price, 15 cents. J. A. & U. P. JAMES,

Publishers, 167, Walnut st., Cincinnati, O.

Indianapolis and Cincinnati Railroad, via. Lawrenceburgh.

NEW Route to Indianapolis, Terre Haute, Lafayette, and the West.

Through from Cincinnati to Indianapolis in six hours.

Shortest route between Cincinnati, Indianapolis, Terre Haute, Lafayette and Chicago.

Passengers for this line will leave Cincinnati, from the foot of Main street, at 6 o'clock. A. M., by steamer Forest Queen, every day, (Sunday's excepted,) and arrive at Indianapolis at 12 o'clock, M., in ample time to get dinner, and take any of the trains West or North.

Baggage checked through and baggage master accompanies the same.

Fare between Cincinnati and Indianapolis $3

At Shelbyville passengers may take the Jeffersonville, Rushville and Knightstown cars.

Returning, leave Indianapolis at 12 o'clock, M.

GEO. HAVEN, Superintendent.

Through tickets may be procured on board the boat, or at the ticket office, corner of Water street and landing (foot of Main street.)

jan 12-† C. S. RUSSELL Ag't.

Covington and Lexington Railroad Open to Falmouth.

ON and after Monday, the 7th of Nov., and until further notice, Cars will leave Covington daily (exeept Sundays) at 7 o'clock A. M., for Falmouth,—stopping at DeCoursey, Culbertson, Grant's Bend, New Philadelphia, Canton, Benton, Morning Side, Demossville, Butler and Irving.

Returning, will leave Falmouth at 1 P. M., stopping at all of the above stations.

☞ For freight and passage apply to C. CARPENTER, Freight Agent, Covington Depot.

R. M. SHOEMAKER Superintendent.

Office Cov. and Lex. R. R. Co., Nov. 5th.

dc22

COLUMBUS

Railroad Chair Manufactory.

THE subscriber having enlarged his works, is prepared to fill orders for wrought iron

RAILROAD CHAIRS,

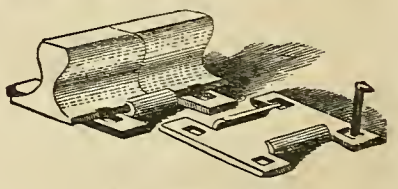
on short notice. He would call the attention of Railroad Companies to his patent Thick Lip Chair. Chairs made to any pattern and of any size which may be required, and warranted of superior quality of iron and workmanship.

P. HAYDEN can be found at 219 Pearl street, New Yurk, where also specimens of the chiars can be seen.

P. HAYDEN.

Columbus, August 11, 1853.—au18-6*

RAILROAD SPIKES,



WROUGHT IRON

Chairs and Fastenings.

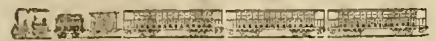
THE subscriber continues to manufacture with increased facilities, **Hook and Flat Head Railroad Spikes, and Wrought Iron Chairs of any pattern,** either punched or plain. The best quality of Iron is used, and the articles are guaranteed to give satisfaction in every respect. We are prepared to fill orders for any quantity with despatch, and at the lowest market prices.

Also, Boat Spikes, Bolts, and Boiler Rivets, superior quality.

All communications addressed to us will meet with prompt attention.

SMITH & TYSON,
No. 25 South Charles Street, Baltimore

Railroad Line.



Cincinnati, Dayton and Sandusky Route.

TO New York via Lake Steamers, by Sandusky, in 36 hours. To Boston in 41 hours. To Chicago in 21¼ hours, via Cincinnati, Hamilton and Dayton Railway.

Five Daily Trains.

First Train—Indianapolis Express.....at 5.30o'clk, A.M.
Second Train—Lightning Express, ...8.20 " A. M.
Third Train—Accommodation.....2 " P. M.
Fourth Train—Eaton and Richmond.....3.30 " P. M.
Fifth Train—Evening Express,.....5 " P. M.

New York, Boston, and Montreal.

First Train—Indianapolis Express—leaves Cincinnati at 5 A. M.; for Indianapolis and Chicago.

Second Train—Lightning Express—leaves Cincinnati at 8.20 o'clock, A. M., connecting at Sandusky with the new and magnificent low pressure Steamers Mississippi, Captain Hazard, St. Lawrence, Captain Hollister; connecting at Buffalo with the 6 A. M. trains Buffalo and Albany, and New York City, and 9 A. M. Trains Niagara Falls Railroad, for New York, Boston, Niagara Falls, Ogdensburgh, Montreal, &c.

Toledo and Chicago.

Second Train—Lightning Express—leaves Cincinnati at 8.20 o'clock A. M., connecting at Clyde with Railroad to Toledo, connecting at Toledo with Evening Express Train Michigan Southern Railroad to Chicago, direct.

Detroit and Chicago.

Second Train—Lightning Express—leaves Cincinnati at 8.20 o'clock A. M., connecting at Sandusky with the low pressure Steamer Bay City, Captain Atwood, connecting at Detroit with Morning Express Train Michigan Central Railroad to Chicago. From Cincinnati direct.

Indianapolis, Terre Haute and Lafayette.

First Train—At 5 A. M., leaves Cincinnati for Indianapolis, Terre Haute, Lafayette and Chicago same day.

Eaton, Richmond, and Centerville.

First Train—Indianapolis Express—at 5 A. M., connects at Hamilton to Eaton and Richmond.

Fourth Train—3 P. M. Through to Eaton and Richmond without change of cars. Connecting at Richmond with Western Railroad to Centerville.

Troy, Piqua, &c.

Second Train—Lightning Express—at 8.20 o'clock, A. M., and Third Train—Accommodation—at 2 P. M., connecting at Dayton with Railroad to Troy, connecting with Doyle's Omnibus and Canal Packets to Piqua, St. Mary's, and all points on Miami and Wabash Canals.

Fifth Train — Evening Express—at 5.00 o'clock P. M., connecting at Dayton with Railroad to Troy, connecting with Doyle's Omnibus Lines to Piqua.

Oxford and Connersville.

Second Train—Lightning Express at 8.20 o'clock A. M., and Third Train—Accommodation Express—at 5 P. M. Passengers by these Train take Western Stage Company's Lines at Hamilton, for Oxford, Connersville, &c.

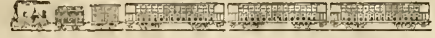
Fifth Train — Evening Express at 5.00 P. M. Passengers by this Train take the Western Stage Company's Lines at Hamilton to Oxford.

FARE.

From Cincinnati to New York via Lake steamers to Buffalo, and Railroad by either route $15 00
From Cincinnati to New York via Lake steamers to Buffalo, Railroad to Albany, and Hudson river steamer to New York 14 00
From Cincinnati to Boston via Lake steamers to Buffalo, and New York city and New York and Erie Railroad..... 19 00
From Cincinnati to Boston, via Lake steamers to Buffalo, Albany and Western Railroads 18 00
An additional charge of 50c. via Niagara Falls and above routes.
From Cincinnati to Montreal via Lake steamers.. 17 00
From Cincinnati to Boston via Lake steamers and Ogdensburg 17 00
From Cincinnati to New York via Lake steamers and Ogdensburg..... 15 75
From Cincinnati to Buffalo via Lake steamers..... 8 00
Do do Detroit 6 75
Do do Chicago via Detroit..... 11 50
Do do Toledo 5 75
Do do Chicago via Toledo..... 11 50
Do do Chicago via Indianapolis..... 9 00
Do do Sandusky 5 00
Do do Clyde ..... ——
Do do Terre Haute..... 5 50
Do do Lafayette..... 5 50
Do do Indianapolis..... 3 00
Do do Greenville 2 50
Do do Troy 2 50
Do do Dayton 1 50
Do do Richmond..... 1 60
Do do Eaton 1 25
Do do Hamilton..... 60
Do do Springfield..... 2 00

For all information and through Tickets, please apply at office, southeast corner of Broadway and Front sts., Cincinnati. W. A. LATHAM, Ticket Agent.
au25 P. W. STRADER, Gen'l Agent

Railroad Line.



CINCIN'I, COLUMBUS & CLEVELAND ROUTE.

To New York, via Railway, in ..... 30 hours.
To N. Y., by Lake Steamers via Cleveland.. 39 "
To Pittsburgh in..... 14 "
To Boston in ..... 34½ "
To Philadelphia in ..... 38 "
To Baltimore in..... 38 "
To Wheeling in..... 18 "

VIA LITTLE MIAMI RAILWAY.

FOUR DAILY TRAINS.

First Train—Lightning Express—at ...6 o'clock, A. M.
Second Train—Accommodation Ex....7.45 " "
Third Train—Hillsborough Train.....3.10 " P. M
Fourth Train—Even'g Accommoda...5 " "

The roads of this route are laid throughout with heavy T rail.

New York, Boston, and Montreal.

First Train—Lightning Express leaves Cincinnati at 6 o'clock A. M., connecting at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo; connecting at Dunkirk with New York and Erie Railroad, and at Buffalo with Buffalo and Albany Railroad to New York and Boston.

Second Train—Accommodation Express, at 7.45 o'clock, A. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad, at Buffalo with Buffalo and Albany and New York City Railroads, and at Buffalo with Niagara Falls Railroad, to New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

—ALSO—

Connects at Cleveland with the new and magnificent low pressure steamers QUEEN OF THE WEST, Capt. McBride; CRESCENT CITY, Capt. Pease; connecting at Buffalo with the Buffalo and Albany, New York City, and Niagara Falls Railroads, for New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

Fourth Train—Evening Express, at 5 o'clock P. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad; connecting at Buffalo with New York City, Buffalo and Albany, and Niagara Falls Railroads, to New York, Boston, and Niagara Falls.

Pittsburgh, Philadelphia, and Baltimore.

First Train—Lightning Express, leaves Cincinnati at 6 o'clock A. M., connecting at Crestline with Ohio and Pennsylvania Railroad to Pittsburgh, connecting with Pennsylvania Railroad to Philadelphia and Baltimore.

Through from Cincinnati to Philadelphia and Baltimore direct.

Zanesville, Wheeling, Baltimore, &c.

First Train—Lightning Express, at 6 o'clock A. M., and second Train, Accommodation Express, at 7.45 o'clock A. M., connect at Columbus with Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Lines, via National road to Wheeling, connecting with Baltimore and Ohio Railroad to Baltimore, Philadelphia, Washington, etc.

Fourth Train — Evening Express, at 5 o'clock P. M. Passengers by this Train sleep at Columbus and resume by Morning Train, via Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Line to Wheeling.

Hillsborough.

Third Train—Leaves Cincinnati at 3 P. M., connecting at Hillsborough with Ohio Stage Co.'s Lines to Chillicothe, Piketon, etc.

FARE.

From Cincinnati to New York via Railroad, either route $16 00
From Cincinnati to New York via Railroad to Albany, and Hudson river steamer..... 15 00
From Cincinnati to New York via Lake Steamers to Buffalo, and Railroad to New York..... 15 00
From Cincinnati to New York via Lake Steamers to Buffalo, Railroad to Albany and Hudson river steamer to New York..... 14 00
From Cincinnati to Boston via Lake Shore, New York and Erie, and New York City Roads..... 20 00
From Cincinnati to Boston via Lake Steamers and New York City and Erie Roads 19 00
From Cincinnati to Boston via Lake Shore, Buffalo, Albany, and Western Roads..... 19 00
From Cincinnati to Boston via Lake Steamer, Buffalo, Albany, and Western Roads 18 00
An additional charge of fifty cents via Niagara Falls and above routes.
From Cincinnati to Montreal via Lake Shore Road, 18 00
From Cincinnati to Montreal via Lake steamer... 17 00
From Cincinnati to Boston via Lake Shore Road and Ogdensburg 18 00
From Cincinnati to Boston via Lake Steamer and Ogdensburg 17 00
From Cincinnati to New York via Lake Shore Road and Ogdensburg..... 16 75
From Cincinnati to New York via Lake Steamer and Ogdensburgh 15 75
From Cincinnati to Buffalo via Lake Shore Road. 9 00
From Cincinnati to Buffalo via Lake Steamer.... 8 00
From Cincinnati to Philadelphia or Baltimore via Crestline and Pittsburgh..... 15 00
From Cincinnati to Philadelphia or Baltimore via Cleveland and Pittsburgh..... 15 [illegible]
From Cincinnati to Pittsburgh via Crestline..... 7 75
From Cincinnati to Pittsburgh via Cleveland..... 9 00
From Cincinnati to Baltimore via Wheeling..... 14 65
From Cincinnati to Washington via Wheeling.... 15 95
From Cincinnati to Philadelphia via Wheeling... 15 95
From Cincinnati to Wheeling..... 7 15
From Cincinnati to Cleveland 6 00
From Cincinnati to Zanesville 4 30
From Cincinnati to Columbus 3 00
From Cincinnati to Springfield 2 00

☞ For all information and Through Tickets, please apply at office, southeast corner of Broadway and Front sts., Cincinnati. W. A. LATHAM, Ticket Agent.
au25 P. W. STRADER, Gen'l Agent.

Cincinnati, Wilmington and Zanesville Railroad.



OPEN TO CIRCLEVILLE.—Two daily Trains, (Sundays excepted) between Washington and Cincinnati, and one daily train between Circleville and Cincinnati. On and after Tuesday, March 14th, 1854, until further notice, trains will run as follows:

Upward train for Circleville, leaves Cincinnati 7:45 A. M., and arrives at Circleville, at 2:40 P. M.

Upward train for Washington, leaves Cincinnati at 3:10 P. M., and arrives at Washington at 8:05 P. M.

Downward train leaves Circleville at 12:15 P. M., and arrives at Cincinnati at 7:45 P. M.

Downward train from Washington, leaves at 6:30 A. M., and arrives at Cincinnati at 11:25 A. M.

Trains will stop for passengers as follows: At Williamsport, Four Corners, New Holland, Washington, Rattle-Snake, Sahina, Cross Roads, Wilmington, Sligo, Clarksville and Morrow; and on the Little Miami Road at Deerfield, Butterworth's Water Station, Loveland, Miamiville, Milford and Plainville, and on proper signal by flag, or to the Conductor, at Branch Hill and Linwood, at Turnpike.

The downward Trains connect at Morrow with the Trains on the Little Miami Road for Columbus.

Lines of Omnibusses will run between Circleville, Chillicothe and Lancaster, connecting with the morning train from and evening train to Cincinnati.

Fare from Cincinnati to Washington.....$2 25
" " " " Circleville..... 3 00

For other information and Tickets, apply at Ticket office, corner of Broadway and Front sts, and at the Little Miami Depot, or to the Station Agents on the line.

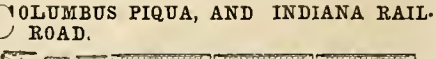
E. W. WOODWARD,
Engineer and Superintendent.

☞ The Omnibus Line will call for and deliver passengers to and from the trains to any part of the City.

J. HOWELL, Conductor.

☞ The Company will not be responsible for baggage exceeding $50 in value, unless the same be returned to the Conductor or Agent, and freight paid at the rate of a passage for every $500 in value above that amount.
mar. 23

COLUMBUS PIQUA, AND INDIANA RAILROAD.



New route from Columbus, West and from Urbana, East.

On and after Monday Septemher 19, 1853, two trains per day, (Sunday excepted) each way, will run on this Road, between COLUMBUS and URBANA. Will leave Columbus at 4.50 a.m., and 3.30 p.m.—arriving at Urbana at 8.12 a.m., and 6.14 p.m. Returning—will leave Urbana, for Columbus, at 9.15 a.m., and 3.00 p.m.—arriving at 12.05 and 6.55 p.m.

The 4.50 a.m. train, from Columbus, will connect with the night Express train from Cleveland and arrive at Urbana in time for the morning train north for Sandusky and intermediate points. Persons arriving by the morning Cleveland and Zanesville trains can have a few hours at Columbus and leave by the 3.30 p.m. train—arriving at Urbana in time to get supper and take the 5.35 p.m. train for Dayton and Cincinnati.

The 9.15 a.m. train from Urbana connects with the morning train from Cincinnati and Dayton that arrives at Urbana 8.40 a.m.—arriving at Columbus at 12.05 p.m in time for the 1 p.m. train for Cleveland, connecting with the Buffalo and Dunkirk boats. The 3.00 p.m. train will leave Urbana on the arrival of the Sandusky train—reaching Urbana at 2.45 p.m.—and arrive in Columbus in time for the various night trains.

A line of Omnibuses will connect with the trains at Urbana for the conveyence of passengers to and from Piqua and Greenville over a good Macadamized road.

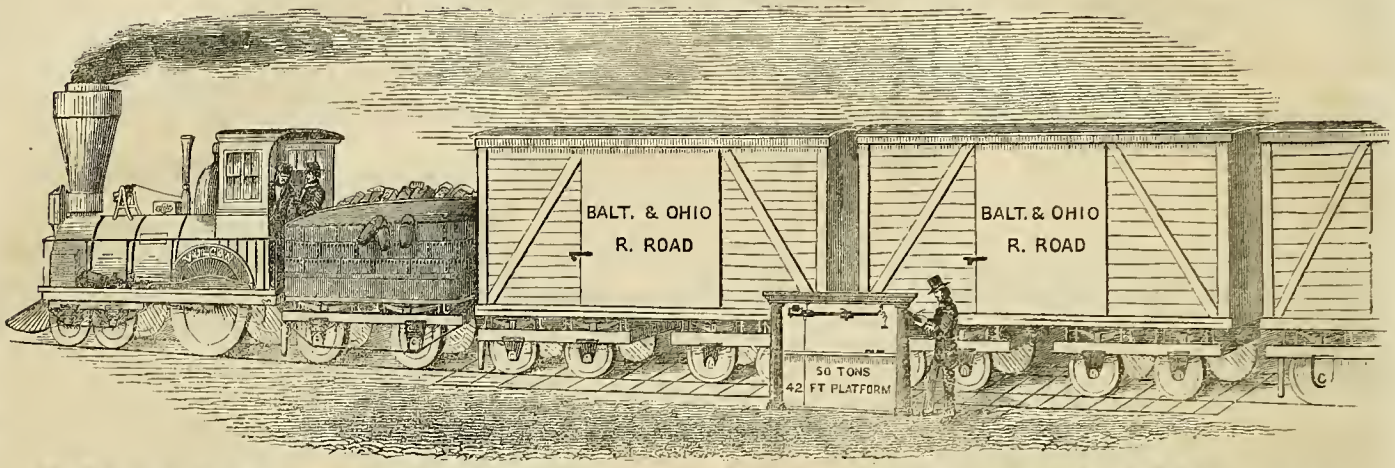
A. G CONOVER, Sup't

Piqua, Sept. 13, 1853. s29-tf.

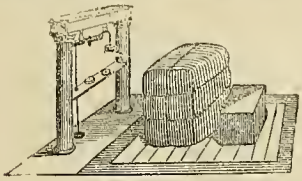
OFFICE OF THE
Cincinnati and Portsmouth R. R. Co.
Felicity, Clermont County.

☞ Communications addressed to T. H. WHETSTONE President, and left with Messrs. JOHN F. DAIR & Co. Cincinnati, will receive prompt attention. s29-tf

FAIRBANKS' SCALES.



Railroad Track Scale---50 Tons.



DEPOT SCALES 12,000 LBS.

FAIRBANKS & CO'S

PLATFORM SCALES,

Long known—Severely tested—Always right—
The acknowledged standard—Adapted to
every required operation of weighing, as

Railroad Track and Depot Scales,

In use on nearly all the principal Railroads in the United States and Great Britain.

WAREHOUSE SCALES,
Dormant and Portable.

HEAVY PORTABLE SCALES,
On Wheels,
For Foundries, Rolling Mills, Iron Houses, &c.,

STORE SCALES,
Various Modifications.

COUNTER SCALES, &c.,

HAY & COAL DEALERS' SCALES,
Made entirely of Iron and Steel.

GENERAL AGENTS:

FAIRBANKS & CO., 89 Water Street, New York.
TRABER & AUBERY, Cincinnati.
L. F. BURGESS, Cleveland.
BROWNING & MAYER, Indianapolis.
C. L. HARMON, & CO., 197 South Water St. Chicago.
S. M. EDGELL & CO., 20 Pine St., St. Louis.
W. B. BELKNAP & CO., Louisville.
M. P. HUTCHINS, Detroit.
J. & F. DAWSON, Charleston, S. C.
GEO. C. EWING, 21 South Charles St., Baltimore.

MANUFACTURERS:

E & T. FAIRBANKS & CO.,

ST. JOHNSBURY, VT.

TESTIMONIALS:

OFFICE OF THE G. & C. U. RAILROAD CO.,
CHICAGO, FEB. 20TH, 1854.

MESSRS. E. & T. FAIRBANKS & Co.,

GENTLEMEN:—All of the principal station buildings on this road are furnished with your Depot and Platform Scales, with the exceptions of two scales. Your Scales were adopted after trial with those of other makers, and I take pleasure in now saying, that after more than four years trial, they have given entire satisfaction to us, and the public doing business with the Company.

I am not aware of a dollar's expense being incurred from wear or defect of materials in any part of the scales. The Track Scale, with suspended platform, which you have recently put into our principal depot at this place, judging from present appearance and the use to which it has been put, will, I doubt not, answer the purpose desired, and be equally satisfactory.

JOHN B. TURNER,
Pres't and Sup't.

CENTRAL RAILROAD CO.
SAVANNAH, JAN. 6TH, 1853.

MESSRS. E. & T. FAIRBANKS & Co.,
St. Johnsbury, Vt.

DEAR SIRS:—Your Scales, which we have used for many years, gave so much satisfaction, that we ordered from your House, all the Scales necessary for our large new Warehouse. Your agent has just finished putting up twenty-two of your No. 1 and No. 2 Depot Scales and a large Road Scale, and I am pleased with the manner in which the job has been done. I trust and believe that this work will do credit to your establishment.

Respectfully, your obedient servant,
R. R. CUYLER, Pres't.

PORT RICHMOND, PA. MARCH 2D, 1852.

MESSRS. E. & T. FAIRBANKS & Co.,
St. Johnsbury, Vt.,

GENTLEMEN:—There are now in the Richmond Wharves at the terminus of the Reading Railroad, Twenty-six of your ten ton Track Scales, which have been in constant use for more than six years. The least quantity of Coal weighed annually upon any one wharf has been 400,000 tons. The aggregate quantity weighed upon the twenty-six scales, has been more than one million two hundred thousand tons per annum.

During the time since they have been in use, they have always retained their adjustment without any expense for repairs. They have been tested every year by the Sealer of Weights for the county of Philadelphia, and always found correct, and at the present time their operation is apparently as perfect and as sensitive as when first built.

JOHN E. HOBERT,
Superintendent of Wharves.

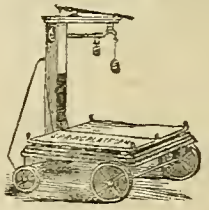
STATE OF NEW YORK,
CANAL COMMISSIONERS OFFICE,
ALBANY, JUNE 21, 1852.

MESSRS. E. & T. FAIRBANKS & Co.,

GENTLEMEN:—Your favor of the 10th, asking my views of the Weigh Lock Scales, manufactured by you, and introduced upon the Erie Canal, is received.

I have no hesitation in saying, that they have fully answered your recommendation in every particular. Their capacity for strength is fully equal to sustain the required burthen. They are not liable to get out of adjustment or repair. The arrangement of the Weighing Beam is admirably adapted to obtain rapid results. I know of no Scale superior to them, in this or any other country.

In great haste, Yours truly,
JOHN C. MATHER,
Canal Commissioner.



PORTABLE SCALES.

The following Railroads have been furnished exclusively, or nearly so, with FAIRBANKS' SCALES:

Alabama & Tennessee.	Huron & Oxford.
Allegheny Valley.	Illinois Central.
Androscoggin & Kennebec	Indiana Central.
Ashuelot.	Indianapolis & Bellefontaine
Atlantic & St. Lawrence.	Iron.
Baltimore & Ohio.	Jeffersonville.
Baltimore & Susquehanna.	Kennebec & Portland.
Belvidere, Delaware.	Knightstown & Shelbyville.
Boston, Concord & Montreal	Macon & Western.
Boston & Maine.	Mad River & Lake Erie.
Boston & Providence.	Manchester & Lawrence.
Buffalo, Brantford & Goderh	Memphis & Charleston.
Buffalo, Corning & N. York.	Michigan & Southern.
Buffalo & New York City.	Milwaukee & Mississippi.
Buffalo & State Line.	Naugatuck.
Canandaigua & Elmira.	New Albany & Salem.
Central, (Ga.)	Newburyport.
Central, (Va.)	New Haven & New London.
Champlain & St. Lawrence.	New Haven & Northampton.
Charlotte & South Carolina.	New Jersey Central.
Cheshire.	New York Central.
Cleveland, Columbus & Cincinnati,	New York & Erie.
	New York & New Haven.
Ciucinnati, Hamilton & Dayton.	Norfolk County.
	Northern Indiana.
Cincinnati, Logansport & Chicago.	Northern, (N. H.)
	Northern, (N. Y.)
Cincinnati, Wilmington & Zanesville.	Norwich & Worcester.
	Old Colony.
Cleveland & Erie.	Orange & Alexandria.
Cleveland & Pittsburgh,	Oswego & Syracuse.
Cocheco.	Petersburg.
Columbus, Piqua & Indiana	Philadelphia & Reading.
Columbus & Xenia.	Pittsfield & North Adams.
Concord,	Plattsburg & Montreal.
Concord & Claremont.	Portland, Saco & Portsmouth
Connecticut River.	Providence & Worcester.
Conn. & Passumpsic River.	Rensselaer & Saratoga.
Dayton & Michigan.	Richmond & Danville.
Eastern.	Richmond & Petersburg.
Essex.	Rome, (Ga.)
East Tennessee & Georgia.	Rome & Watertown.
Evansville & Crawfordsville	Rutland & Burlington.
Fitchburgh.	Rutland & Washington.
Galena & Chicago Union.	Sandusky, Mansfield & Newark.
Georgia.	
Grand Trunk, (Canada.)	Scioto & Hocking Valley.
Great Western, do.	South Reading Branch.
Great Western, (Ill.)	South Side.
Greenville & Columbia.	South Western.
Greenville & Miami.	Springfield, Mt. Vernon
Hartford, Providence & Fishkill.	Pittsburgh.
	St. Charles Branch.
Housatonic.	Steubenville & Indiana.
Hudson River.	St. Lawrence & Atlantic.
Hudson & Berkshire.	Stony Brook.

RAILROAD RECORD.

AND

Journal of Commerce, Banking, Manufactures, and Statistics.

Vol. 2.---No. 11. CINCINNATI, THURSDAY, MAY 11, 1854. Whole No. 63.

Railroad Record

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E. D. MANSFIELD, Editor.

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" " per annum	200 00

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J. A. & U. P. JAMES,

Publishers, and Proprietors,

167 Walnut st., Cincinnati.

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Pittsburgh, Maysville & Cincinnati Railroad Company.

OFFICE AT

McCONNELSVILLE, O.

T. W. Peacock, Pres't.....Rob't McLeod, C. E.

CARDS.

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OFFICE OF THE
Marietta & Cincinnati Railroad Co.
No. 37 Manchester Buildings,
CORNER THIRD AND SYCAMORE STS.
CINCINNATI.
Principal Office at
CHILLICOTHE, OHIO.
W. P. Cutler, President.....S. W. Ely, Secretary.

OFFICE OF THE
Ohio & Mississippi Railroad Co.,
No. 97 Fourth street, south side, west of Vine.
James C. Hall, President....S. S. Pond, Sup't & C. E.

OFFICE OF THE
Dayton & Cincinnati (Short Line) Railroad Co.,
No. 8 Hart's Building, south side of Fourth street, between Main and Sycamore streets.
Peter Odlin, Pres't, Dayton.....John C. Thorpe, Sec'y.

Cincinnati, Logansport & Chicago Railroad Company.
OFFICE AT NO. 169 WALNUT STREET.
CINCINNATI,
ALSO.
NEW CASTLE, IA.
J. T. Elliot, Pres't.....J. W. Grubbs, Sec'y,

Richmond & Miami Railroad Co.
OFFICE AT
RICHMOND, IA.
John W. Hutton.....President.

Indiana Central Railroad Co.
OFFICE AT
CENTERVILLE, IA.
Jno. S. Newman, Pres't.....Jas. M. Smith, Sup't

Hamilton & Eaton Railroad Co.
OFFICE AT
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David Barnet, Pres't.....D. M. Morrow, Sup't.

Cincinnati, Indianapolis & Chicago Railroad Company.
Office in Gregory's Building, south side of Third street, west of Main street
CINCINNATI.
E. M. Gregory.....President.

A "RESPONSE" TO THE "EXPOSITION" OF THE CINCINNATI AND MACKINAW RAILROAD, AND ITS CONNECTION WITH THE BAY OF PENSACOLA.

A pamphlet, entitled an "*Exposition of the Cincinnati and Mackinaw Railroad,*" was published, in January, at the instance of that and the Greenville Companies. Its object was to show the importance of a railway from Cincinnati to Mackinaw,—not only in itself, but, as part of a Grand Arterial Line directly north and south, extending from an extreme point, at the junction of the Great Lakes to Pensacola, the best harbor on the Gulf of Mexico. It was proved, that *no railroad line in North America had such materials for commerce, or spanned the entire Union north and south.*

The pamphlet was prepared by E. D. Mansfield, Esq., (Editor of the *Record,*) and to him is addressed a Response, by A. H. Jones, resident engineer of the Alabama and Florida R. R. Co. The "Response" contains some additional facts, both interesting and useful. To them we shall briefly refer, especially in regard to the advantages of Pensacola as a harbor, and the directness of the sea routes through that port. On this head Mr. Jones has given much information, which we had not before. We shall avail ourselves of them to give our readers some views, in regard to the Gulf Port, which they have not previously had. In the first place, we must observe, Pensacola is *on* the Gulf, looking directly over to Cuba. In the next place, we must note that it is the deepest, and best harbor in all the South. The depth of water in the Gulf Harbors are very nearly as follows, viz :

New Orleans, (bars of the Mississippi,)	17 feet.
Mobile Bay,	21 "
Galveston,	12 "
Pensacola,	24 "

Beside this, Pensacola is one of the very best formed harbors any where to be found. For this reason, the United States Government has made it a great Naval Station, and defended it with extensive fortifications.

Next, let us note the distance and time now required to reach the Gulf, and what will be required by Pensacola :

	By New Orleans.	By Pensacola.
Distance from Cin. to the Gulf,	1600 miles,	663 miles.
Time,	168 hours,	30 hours,
Harbor,	17 feet.	24 feet.

This is the comparison in getting *to* the Gulf, and it is probable that the railway, as

connected with Pensacola will have a most decided superiority.

Now let us take the comparative distances to Foreign ports, as between a railroad to Pensacola and the *river* route to New Orleans :

	By N. Orleans.	By Pensacola.
Cincinnati to Havana,....	2000 miles.	1210 miles.
Time,.....	208 hours.	80 hours.
Cincinnati to Galveston,..	2000 miles.	1210 miles.
Time,.....	208 hours.	80 hours.
Cin. to San Francisco,....	4530 miles.	3740 miles.
Time,.....	16 days 20 hours.	11 days 12 hours.

The simple statement of these facts is enough to show that time, distance, and economy are all greatly in favor of Pensacola, as a Gulf port for the Ohio Valley. To this we may add, that it is a healthy place ; seldom or never visited by tropical epidemics.—In saying this, we would by no means disparage the prospect and resources of New Orleans ; Louisiana, and the neighboring parts of Mississippi, Arkansas, and Texas, whose entreport it is, will forever be sufficient to keep it a large and important city. But when we come to consider what sea ports and outer markets are most convenient, and accessible to the Ohio Valley, the conditions of the question are very different. The Ohio Valley is a central region, to which the whole circumference of the United States affords points of termination for its *radiating lines of Commerce*. For a long time New York was esteemed almost the only port in the North, but now the immense traffic with Philadelphia and Baltimore, indicates clearly enough that the commerce of the West seeks other outlets in the East. So New Orleans has long been the only sea port for the West in the South, but the moment railways are completed to Charleston, Savannah, and Pensacola, the produce of the Ohio Valley will be divided between these places and New Orleans. Rivers are no lunger the sole channels of trade, and it will soon be seen, that for passengers and many kinds of merchandize railways have the advantage.

From Cairo to the Gulf of Mexico, the cost of carrying a ton of freight will be no more by the Mobile and Ohio Railroad than by the steamer on the Mississippi river. If then we consider that it is 500 miles from Cincinnati to Cairo, to which is to be added the river route, we shall readily see that for all the great mass of freight intended for the Southern country, west of the Mississippi, railways must inevitably supplant the river route.

If again, we consider that between Cincinnati and the Southern Atlantic, and between the Mississippi river and the Allegheny mountains there is a vast extent of country, more than 200,000 square miles, filled with all the natural resources, which is absolutely out of the reach of steamboat navigation, (except such as the Cumberland and Tennessee casually afford,) we can also see that there will be a railway business for that country beyond the dreams of imagination. The time will come, when double tracks on the Knoxville, McMinnville, and Nashville routes will all be required, and when the Covington and Lexington Railway will be utterly inadequate to transact the business poured upon it. We know that no such results will be arrived at by any examination, or calculation based upon the comparatively sparse and unproductive region through which a large part of these railways are *now* located. But when they get through that sparsely populated region, what then ? Why they have brought the South and North together, with new and wonderful advantages for commerce, and intercourse. They have given to Cincinnati and the whole Ohio Valley new ports upon the ocean ; some the most direct to Europe, and one looking straight out on the Gulf, in a straight line to Cuba, and affording the shortest route by sea to Havanna, Tehauntepec, San Francisco, and the Pacific.

Finally, The very completion of such works will revolutionize the condition of the entire country. Mines will be worked, factories erected, farms opened, and millions of people will settle in the now secluded Switzerland of America, and the waters of the Tennessee, the Cumberland, the Kentucky, the Holston, the Hinopee, and the French Broad. The pines on the barren lands of the Floridas and the Carolinas will become more valuable than gold. The coal of the hills will burn in a thousand furnaces, The iron will be hammered in a thousand forges. The factories of Cincinnati will be multiplied to supply the wants of the fast growing multitudes of miners, and farmers. Even steamboats will be increased to carry those who come and go from its river intersection.

In fine, It is precisely the railway which is wanting to such a country, and only that to bring out its resources, to expand its growth, to increase its strength, and give that rapid and powerful development to the *interior* which we have heretofore considered as belonging only to the frontier states.

It is our purpose to develope further the idea of Southern seaports for the Ohio Valley, as the *termini* of great Railways ; and especially the fact, that they are the most direct in connection of a large part of the Ocean trade.

North Missouri Railroad.—It is said that the Directors of this road, at their meeting recently, resolved to put their road under contract from St. Louis to St. Charles, and from St. Charles to Mexico, in Audrain county. It is said that there are means to build the road thus far, and there is no serious controversy about the location south of Mexico. The bids for construction were opened then and referred to the Executive Committee.

Railroads.

PENNSYLVANIA CENTRAL RAILROAD—ANNUAL REPORT.

The annual report of the Pennsylvania Central Railroad Company, is one of the most interesting documents of the kind ever presented to the public. It discloses not only the rapid and successful progress of a great railway, but it also shows by the details of its traffic, what an immense amount of railway business is hereafter to be done over the central lines. Now, in this very beginning of its business, the Pennsylvania line shows an amount of receipts, which is almost incredible. That our readers may see not only what is done, but how the result compares with the great railway lines of New York, we give below an analysis of the elements and business of the Pennsylvania Central road. It must be observed that the State Railroad from Columbia, and the Harrisburg and Lancaster roads, are leased by the Pennsylvania Company, for which the company pay both tolls and transportation expenses. The whole taken together, however makes one entire line, whose results must be taken together. The following are the elements:

Whole length.....	357 miles
Cost of Penn. Central Railway, 251 miles	$14,000,000
Cost of the whole line.....	19,000,000
Receipts in gross.....	2,774,889
Net profits on the Penn. Cen. RR.....	1,101,268
Net per cent.....	8 per cent.

Now let us compare this result with the cost and receipts of the New York roads.

NEW YORK AND ERIE :

Length.....	464 miles.
Cost.....	$33,070,863
Gross Receipts.....	4,318,962
Net receipts.....	1,800,151
Net per cent.....	6 per cent.

NEW YORK CENTRAL:

Length.....	504 miles.
Cost.....	$33,659,423

The net receipts of the New York Central are understood to be larger than those of the Erie; but the cost of both the great New York lines is greater, in proportion, than that of the Pennsylvania line. But the extraordinary feature of the case is, that the Pennsylvania road should reach such great results, *before it was even finished*. For it will be remembered, that the Allegheny Tunnel was not opened till March. 1854. Hence, the receipts of the Pennsylvania Central line will be vastly increased in 1854; and we hazard nothing in saying that the aggregate receipts of the Pennsylvania Central Railroad, when it becomes a completely finished line, in all respects, with double tracks, will exceed those of any one line in the United States. This, no doubt, will greatly surprise many people, but will very certainly happen. But our object is to give an analysis and not an opinion.

The report is accompanied by the most ample details of business, (which we may remark, *should* be done in every railroad report,) at once interesting and instructive. We will

begin with the PASSENGER RETURNS. Here, we may remark, the report very properly distinguishes between the passengers derived from all the stations of the road itself; and also, between these and those derived from foreign stations. This last part is very valuable, for it shows at once what parts of the country may be looked to as furnishing the largest number of passengers. Thus:

Total number of passengers on the Pennsylvania Central Railroad	1,134,908
Philadelphia, to and from	82,750
Harrisburg	103,194
Hollidaysburg	62,540
Pittsburgh	177,497
New York	477
Baltimore	12,049
Cincinnati	15,643
Cleveland	10,439
Columbus	1 479
Massilon	3,476
Other places in Ohio	3,677
St. Louis	396
Indiana	440
Chicago	2,760

Most of the passengers set down at Pittsburgh, are doubtless brought there by railways from other places in the West; but confining ourselves only to those *ticketed* from places beyond, we have this result:

From Ohio	34,714
Other places, West	3,596

When the railways are opened through Marietta, on the Hempfield route, the passenger traffic from Ohio to Philadelphia, will be quadrupled, and a new revolution will take place in our Eastern traffic.

The *freight* carried was as follows, viz:

Total tons	159,632
Tons East	85,098
Tons West	74,537

The chief articles sent to and from the West, that is to and from Pittsburgh, were—

FROM PHILADELPHIA :

Boots and Shoes	5,102,305 lbs.
Coarse Goods	2,547,250 "
Dry Goods	33,070,486 "
Coffee	1,232,574 "
Drugs, Medicines and Dye-Stuffs	2,782,757 "
Hardware	4,885,946 "
Queensware, etc	1,517,487 "

TO PHILADELPHIA :

Flour	148,532 bbls.
Whisky	50,000 "
Lard, Oil and Tallow	5,292,295 lbs.
Salt Meats	21,034,944 "
Wool	2,189,109 "
Fruit	3,210,915 "

These results show that the railway to Philadelphia is already accomplishing much for the West; and when in full operation with double track, must do a good deal more.

In Ohio, the Pennsylvania Railroad has very liberally assisted several companies connected with it, viz:

Ohio and Pennsylvania Railroad	$150,000
Ohio and Indiana Railroad	300,000
Marietta and Cincinnati Railroad	750,000
Springfield and Mt. Vernon Railroad	300,000

These roads will all form connections with the Pennsylvania Railroad, thus extending its line into the heart of Ohio and Indiana.

By the Ohio & Pennsylvania and the Ohio & Indiana Railroads, an uninterrupted line will be formed from Philadelphia to Fort Wayne. By the Marietta and Cincinnati Railroad, an uninterrupted line will be formed from Philadelphia to Cincinnati. These several roads will form some of the most important highways of the nation, and will all of them be profitable investments.

MAD RIVER AND LAKE ERIE RAILROAD.

From extracts appearing in the Sandusky *Commercial Register*, we gather the following items, obtained from a recent report of the company.

The road is laid with T rail and double track, and stands with its equipments at nearly $70,000 per mile. That part of the Mad River and Lake Erie Railroad, laid with T rail and on a single track, without equipment is valued at $23,000 per mile. Adding for equipment $4000 and for second track $10,000 per mile, the comparative cost of the two roads as shown by the books, would be as 70 to 37. The New York Central divided for the nine months ending Jan. 31, 5 per cent.; the Mad River and Lake Erie Railroad, during the same months, earned over 8 per cent. on the capital stock paid in.

From the tables we learn that the cost of construction, equipment, etc., of the whole road from

Sandusky to Dayton, is	$4,424,681
Property owned by the Company	842,785
Actual assets	$5,267,466
In offset of which there is—	
Capital stock sold	$2,451,650
Bonds issued but not matured	1,719,500
Bills payable—dividends unclaimed, Coupons, Balances, etc	853,432
	$5,024,582
Excess of assets	242,884

The net earnings for 1853 were $209,197, after the payment of interest and taxes, or about 9 per cent. The following statement gives the gross income since the road was opened :

Year 1848	$269,621 83	Year 1851	$393,571 75
" 1849	343,734 85	" 1852	505,751 71
" 1850	434,961 92	" 1853	681,074 64

MEMPHIS & CHARLESTON RAILROAD—EXTENSION TO CHATTANOOGA.—Surveys have shown this contemplated road to be about 50 miles in length, the estimated cost of construction of which will be about $1,200,000. Of the length of this line, 40 miles are in Tennessee. The Legislature of that state has chartered this portion and included it among those entitled to the state aid of $10,000 per mile, and $100,000 for bridging the Tennessee at Chattanooga.

This road would pass through a region abounding in agricultural resources, and in the immediate vicinity of rich coal and iron mines, all of which would tend to make the road valuable as an investment.

At a recent meeting of the Board, the subject was strongly recommended to the stockholders for immmediate action.

RACINE & MISSISSIPPI RAILROAD, WIS.—Messrs. R. & G. S. Schuyler have undertaken the contract for building this road, including the iron and rolling stock. They are to furnish 6,500 tons of rails, eight first class locomotives, eight first class passenger cars, four baggage cars, thirty gravel cars, one hundred and twenty freight cars, the delivery of which is to be finished by the 15th of October next. They are to lay the track from Racine to Beloit. The terms are as follows: One hundred and eighty-four thousand dollars in stock and the balance in the first mortgage bonds of the company.

LOUISVILLE AND MEMPHIS RAILROAD.

We take the following from the report of the Commissioners, giving the route, etc., of the proposed line:

The entire distance from Louisville to Memphis, on this route, is 352 miles, 139 miles to the line of the state of Kentucky and Tennessee, and 184 miles thence to Memphis.

The road will start in or near to the city of Louisville, and over almost a level ridge, cross Salt River, on an adequate bridge, ¼ of a mile above its mouth; thence, upon a like ridge, in sight of the Ohio river, turn the point of the celebrated Muldrow's Hill, where natural appearances sustain the opinion that the river has forced its way through the mountain. At the base of this hill, above high water mark, the rails will be securely laid upon a rock foundation, supporting the wood and iron superstructure.

No tunnel will be required through this mountain. Leaving Muldrow's Hill at this point, the route may reach the table land to the south of it; up Otter Creek, or continue to a point, (Ditto's) 2½ miles above Brandenburg. Up these ascensions the grade will not exceed 35 and 40 feet to the mile; 40 feet is the maximum grade upon the entire route.

Upon reaching the table land, the road will take the straightest line and the shortest distance over the best ground, through the Illinois coal fields lying in Kentucky, to the town of Hopkinsville, Christian county, 150 miles; thence, observing the same requisites, 19 miles to the line of the state, to join the Memphis and Ohio road at that point.

This route has been viewed by Messrs. Lee, Livermore and Newell, experienced engineers. They report the grade not to exceed 40 feet to the mile. The curve is of a mile diameter.

The cost of the road per mile complete is $22,000; 169 to the line of the states $3,718,000 including the bridges across Salt and Green rivers, and all others on the line.

The coal and iron lie 70 miles from Louisville. Some suppose it may be reached by the line at 45 miles. But the engineers report it plenty at 65 miles from the city. The ground is highly favorable for construction.—The coal field through which the road will pass, if the coal fields be found no nearer to Louisville than 70 miles, is seventy miles long at the distance of 140 miles from this city.—The entire iron and coal field in Kentucky is estimated to be equal in quantity to that in the Iron mountain and Pilot Knob in the state of Missouri. The richness of the iron is so superior and its malleability so great, that it is suitable for horse shoes as it is cooled from the furnace. In four counties of Tennessee, thro' two of which the road will pass, an estimated capital of seventy millions is employed in the manufacture of iron. It passes through a country susceptible of a high state of improvement, the soil of which now produces all kinds of agricultural fruits; also cattle, sheep, hogs, and all sorts of live stock.

On this route no explorations for lead have been made, but its ore has been found in several places of great richness, and a lead mine is now being worked in Grayson county.

The cavernous limestone, making the whitest and purest lime in the world for all sorts of building uses, is found in abundance on this route. Muldrow's hill is composed of it.

Stone of the finest quality, the lowest sandstone of the coal series, is found on this route plentifully. Its quality, for building, is so well known that it is already sent from Kentucky to the state of Alabama for that use. It will supply Louisville, Memphis, and the entire South with abundance of the best building material, the value of which may be estimated from the fact that this stone is now brought on the New Albany and Salem Railroad, a distance one hundred miles, at the cost of $3 per ton, in Louisville, to go into the United States' Custom House, now in progress in that city. This road passes through the finest timbered country in Kentucky.—Near the route are seven saw-mills within a distance of ten miles, actively at work in preparing it for the builders' use, the demand for which, in Louisville, and all along the route, is great, and is annually increasing.

SUSPENSION BRIDGE OVER THE KENTUCKY RIVER, ON THE LEXINGTON AND DANVILLE RAILROAD.

The Lexington *Observer and Reporter*, in some of its recent issues, has had a series of communications from the pen of Julius W. Adams, upon Suspension Bridges. Number 3 of this series we give below; railroad men, as well as others, will find it very interesting:

Suspension Bridges---No. 3.

The suspension bridge now in process of construction over the Kentucky River, on the line of the Lexington and Danville Railroad, is of a single span of 1230 feet between the towers, and being some 300 feet above the bed of the stream, will form, when completed, one of the boldest specimens of engineering skill in the world; second to none with which we are acquainted. The far-famed Tubular bridge over the Straits of Menai, owes its existence to the presumed impossibility of suspension bridges being made to serve the purposes of railway traffic. As ordinarily constructed, we admit this to be the case, but no good reason exists for believing that when modified to suit this new purpose, they may not be made to fulfil all the requirements of such a structure. It is a comparatively simple problem to determine the dimensions and character of a suspension bridge which shall be acknowledged as of sufficient strength to bear any given load with absolute safety, but the difficulty has been to provide a lateral as well as a vertical stiffness to the platform, that shall obviate all danger of injury to the bridge, growing out of the incessant vibration to which it is exposed from the nature of its sustaining principle, and at the same time not to overload the cables through the means taken to confer this stiffness to the platform.—The suspension bridge over the Straits of Menai, (near the site of the Tubular bridge) although sufficiently strong for all ordinary traffic, is yet so flexible as to be constantly in motion; the slightest passing load producing waves of undulation from end to end.

If a cord, like that of a telegraph wire, be suspended between two poles, the nearer the center of the loop approaches the ground the less will be the strain of tension on the wire, but on the other hand the greater will be its undulation from a slight disturbing force.—The more tightly the cord be drawn, the greater the strain on the wire, and the less the liability to vibration. The effects of continual vibration we know to be highly injurious, and the laws which govern it are but little understood, or rather highly complicated, or difficult of investigation, hence we are led to make the deflexion of the cables as small as is consistent with the strength of the material and the load to be borne. The deflexion in the Kentucky bridge being 86 feet in a span of 1230 feet, or 114.3.

To illustrate the strength of the wire and the modification it undergoes by reason of its position in a suspension cable, we will state that a wire, such as is designed for this bridge, if of 5 miles in length, and suspended at one end from a tower of that hight, would just break by its own weight—if suspended by both ends from towers in the same curve as designed for this bridge, the towers must be three miles apart before the wire would break with its own weight; and what is true of one wire, is true of the whole cable.

The location of this bridge is peculiar in one respect, in view of the possible load it may be called upon to bear. The grade rises toward the bridge on either side at the rate of 50 feet to the mile, hence the maximum load ever brought on the bridge, will be limited by the load an engine can take up this grade. The heaviest engines used on this road will weigh 22 tons gross; and can draw on a level with all the wheel drivers, under the most favorable circumstances, some 1000 tons gross; but up a grade of 50 feet, under the same favorable circumstances, can draw no more than 283 tons. This, then, is the maximum load for the bridge, and will occupy about 300 feet of its length. We may assume that no carelessness or ignorance of freight or baggage masters can overload the bridge beyond what it is intended to bear with safety; and as to two trains being on the bridge at the same time, the police of *all* roads forbid that two trains running in the same direction, shall ever be anything like as near each other as the length of this bridge. The only precaution required to insure that this bridge shall not be unduly taxed, will be to attach a heavy penalty to doubling the trains on it. In other words, permit no train drawn by more than one engine ever to cross the bridge. This rule is too simple and plain ever to admit of misunderstanding on the part of the employees of the railroad company.

We come now to the detail of its construction. The two towers on each side are 86 feet in hight, founded on the solid rock, and built in the best manner of heavy stone, coursed, thoroughly bonded throughout, and doweled and laid in cement. The base of the towers are 24½ feet by 16½ wide, and at the top are 7½ feet by 8½. On the top of the towers a heavy cast iron bed plate is fixed, its upper surface dressed smooth to receive the wrought iron rollers which are truly turned to bear on the bed plate, and at the same time to receive through the intervention of a heavy cast iron saddle, the whole of the suspended weight of the bridge, the cables of which rest on the back of the saddle. Thus the weight is distributed uniformly over the whole of the top course. Let there be whatever change there may in the length or position of the cables by reason of a change of temperature or otherwise, no cross strain is thrown on the towers, save that resulting from the friction of the rollers, which being preserved from the action of the weather by a hood, will be reduced to the least possible. Of this hereafter.

From the saddle on either side the land cables descend at the same angle as the main cables, to their junction with the anchor chains. The latter descend for a distance of 36 feet, into pits in the solid rock, excavated to receive them. These pits are widened at the bottom, forming a shelf against which a heavy casting weighing some 6000 lbs. rests on its upper face, forming an anchor plate, through which the bars of the last link of the anchor chain pass, and are secured by a heavy pin. The links of these chains are formed of 14 flat bars, each 7½ inches wide, and 1 1-16 inches in thickness, and from 5 to 10 feet in length, the entire section of iron being 117 square inches, each link is forged from a single bloom, and the eyes for the pin bored out, that there may be no weld, through these eyes pass the wrought iron pins 4 inches in diameter, connecting the links of the chain to each other, and to the anchor plate. The whole chain and plate imbedded in cement masonry, filling the pit entirely, and excluding effectually air and moisture, so that no change need be apprehended in the strength of the iron from corrosion.

Cables.—The cables, two in number, each consists of 4604 No. 9 charcoal iron wire, which are laid by machinery traversing the chasm from side to side, laying each wire in its proper curve and to a uniform strain or tension. A center cable is first laid, the wires side by side without twist, and then six equal and similar cables dispersed around it in a circle, and the whole then wrapped closely from end to end with wire, forming, to appearance, a solid cylinder of iron 12 inches in diameter. Each wire is first coated with linseed oil, and the whole covered with paint.

If the cables were built on shore and then hung, there would be no certainty that each wire was subjected to the same degree of tension, but by making the cable in place, each wire is laid in its final position, and the desired uniformity of action secured.

Platform.—The roadway is hung to the cables at intervals of 5 feet by suspenders attached to the cables by wrought iron screw collars. The suspenders themselves being of wire rope and 1¼ iron rope according to their length. These suspenders are attached to the cross beams of the platform which occur at the same intervals of 5 feet and in pairs, each being 5 by 14 inches deep and 14½ feet in length. Framed to these cross beams, are two built girders, each 5 feet in depth, of solid timber, belted through and through. These girders run lengthwise of the bridge platform, one of them under each rail. Between each pair of cross beams, and secured to them and to the girders, are two posts 7 inches square, which meet in the center some 18 feet below the level of the rail, and at their junction are halted and bolted to two ribbons of timber running lengthwise of the bridge. To relieve the girders of strain and to give additional stiffness to the roadway, these posts have wrought iron diagonal tie rods extending from their lower ends to a distance on each side (measured on the length of the bridge) of 20 feet. These posts are also braced cross wise of the platform by iron tie rods extending from their lower ends to the outer extremity of each pair of cross beams. These double posts, deep girders, and iron tie rods, together constitute a hanging truss, 18 feet deep, so stiff that a length of 40 feet of it would sustain a weight of 20 tons without yielding.

It is this truss that we look to stiffening the roadway to such a degree, that the simple addition of underfloor cables of wire ex

tending from toward its center and at intervals toward the bottom of the cliffs, and also side stays in the plane of the roadway, will prevent any injurious undulation in either the cables or the roadway. I should have added, that to secure the proper action of these underfloor stays, (which may be increased, after the bridge is built, to any number found desirable,) there will be about 40 overfloor stays of wiro rope from the saddle of the towers to the platform. These, beside aiding in the above purpose, relieve the main cables of some of the weight of the bridge.

The strength of the bridge will be shown in our next.

JULIUS W. ADAMS.

MARIETTA AND CINCINNATI RAILROAD.

In noticing the announcement that work on the road had been suspended, and the hands discharged, and that Mr. Wilson had gone to England, the Philadelphia *North American* say :

"In answer to the above paragraph, we are glad to be able to say that we had an interview yesterday with N. L. Wilson, who has since gone to Marietta, and learned from him, what, indeed, we knew before, that the work on the Marietta and Cincinnati road is being prosecuted, and that the financial affairs of the company are in as prosperous a condition as it is possible for them to be, in the existing state of the money market. This statement will be fully confirmed by the following facts. The Marietta and Cincinnati company have just contracted on satisfactory terms, for three thousand tons of iron rails, which are to be delivered the coming summer.—This amount added to that provided for by former contracts, which are being fulfilled, makes the total quantity of rails to be supplied under present agreements, fifteen thousand tons; all of which is now in course of delivery.—Track laying will be commenced in a short time at three points, six thousand tons of rail having been delivered, and the work of grading, masonry and bridging for eighty miles of road being completed and in readiness for the iron. Upwards of one hundred miles of the line will be finished and in use by the next fall. The work is being steadily pushed forward on the hardest points of the entire route from Wheeling westward. There have been completed within a few days, and despatched via the Pennsylvania Central road, for the same company, by the Messrs. Norris & Co., of this city, four first class locomotives, called respectively, "City of Wheeling," "Marietta," "Ross County," and "Cincinnati," which make in all ten engines already furnished for the line, with an ample equipment of passenger and freight cars. About thirty miles of the road will be opened for business in a fortnight. The company have expended within the last month, in the work of construction alone, over $100,000, which has been the average outlay per month for the same purpose, during the last winter. Up to the present period about $3,000,000 have been expended in this important work."

The first passenger train on this road, ran from Chillicothe to Greenfield, and back, on Monday last, 1st inst. The road has been settled a good deal by the late heavy rains, and the train was therefore unable to make very fast time. There is a great deal of cutting and filling between these two points. About one hundred and thirty persons went on the excursion.

NIAGARA SHIP CANAL.

On page 54 vol. 2 of the RECORD we gave some particulars of this great enterprise, in which there are one or two important errors. First, there will be 21 locks, instead of 2; second, the shortest line will be 8 miles, instead of 2; and third, the cost of the shortest line will be $10,956,503, instead of $1,296,056.—These errors originated in taking the items of sections, for those of the complete work.

Our attention was called to these facts, by noticing that the books for the subscription to the capital stock of this Canal, are to be opened according to law, at Rochester, in the state of New York, on the first day of June next. The Commissioners have already given the proper notice.

When it is considered that a very large portion of the commerce of the Union, finds its way to the seaboard by this route, its immense importance must be manifest. The United States are at this time paying about five-sevenths of the tolls on the Welland Canal, in Canada, which is overtaxed and unable to do the business demanded of it. The Erie Canal is crowded to excess, and from time to time, as it is enlarged, the ratio of the business increases much faster than its increased capacity. In addition to the present railroads, there can be no doubt that before the Sunbury and Erie, or the New York and Western can be completed, the increase in the travel and freight, will far exceed the increased facilities which these additional channels will afford.—When Commissioner Ruggles, a few years ago, calculated the amount of business that would be done on the Erie Canal in 1852, according to the then ratio of increase, his official report was ridiculed, and held up to scorn throughout the state, and an entire political revolution was brought about in consequence of the supposed erroneous calculation of the Canal Board; but time has proved that even these so called extravagant expectations were much within the bounds of what has been realized in the practical working of the system, even when under the control of an opposing influence. Such is the mighty growth of the commerce of the West.

The surveys, estimates, plans, etc., have been made by competent engineers, and the work declared practicable, with every prospect of ample remuneration when in operation. This obstruction once removed, a vast amount of shipping which now confines itself to navigating the Lakes, would seek more distant ports, and lend additional impetus to trade and traffic.

We sincerely trust that the subscriptions will be rapidly filled up, and that we shall not long have to pay tribute to Canada upon produce seeking the Atlantic shores from the Lakes.

TELEGRAPH UPON RAILROADS.

We take the following from the Racine *Morning Advocate*. The instrument gives evidence of great ingenuity on the part of the inventor, to say the least of it.

Some time since we noticed an invention of a new method of working telegraph lines upon railroads by Mr. Cushman, of this city. The other day we witnessed two experiments made upon a circular railway track, got up for that purpose, the results of which were as follows :—The telegraph instruments that were upon the train were continually in the circuit so that the operator, also upon the train, could send and receive messages to and from any train or office upon the road. Whether the train was at full speed or not, it seemed to make no difference in the working of the line.

The second experiment was quite different. A portion of the conductors were removed so that the trains were only in the circuit at each station. A clock work (which we cannot describe, but which actually took the place of the operator in this case,) was then placed in one of cars, the train was started, and on coming into the circuit near the first station the clock set to running by an escapement being thrown off by the first motion of the armature. This set a wheel in motion, opening and closing the circuit with great rapidity several times, or as telegraph men would say, the " circuit-breaker " made dots, which was a signal for Mr. Cushman, who was at the home instrument, to adjust. The next instant this clock work caused the following to be written in telegraphic characters by all the instruments in the circuit; "Ex. A. S. 1." which it seems was understood to mean " Express A. at Station 1.," when this had been written the clock work stopped of itself, and on coming near the next station, started again the instant the train came into the circuit. The same thing was again sent to all the stations, except in the place of the " 1" was the figure " 2 " designating station 2. These letters and figures here made are carved upon the wheel or " circuit-breaker," as he calls it, is placed upon the clock at the begining of the road, and so adjusted as to report at each station along the road. On the return, the wheel is replaced by another, which performs the same office, in a reversed manner, for the returning train.

This invention of Mr. Cushman's is worthy of the attention of all railroad companies. It seems to possess a material advantage over all other inventions of the kind. Collisions would be prevented, as every train would be a traveling telegraph office, and could notify all other trains of their whereabouts and circumstances. Passengers on every train would always have a telegraph office at hand. We understand it is four years since Mr. Cushman demonstrated this invention by a small model.

PACIFIC RAILROAD—MR. ALLEN'S RESIGNATION.—On Saturday the Board of Directors of the Pacific Railroad met, and accepted the resignation of Thos. Allen, Esq., the late President. At the same time the Board unanimously passed a resolution approving the official conduct of Mr. Allen, throughout his administration of the affairs of the company.—This fact fully vindicates Mr. Allen, and answers the question of those who ask if Mr

Allen resigned because of any disagreement or difficulty with the Board, or because of any exceptions taken to his acts as President.—He resigns lest the opponents of the proposed special tax should make his connection with the Board a reason of hostility to it.

The Board was temporarily re-organized on Saturday by the election Mr. Hudson E. Bridge, President, and Henry L. Patterson, Vice President.

RAILROADS—THEIR EFFECTS.

The following, from the Mobile *Register*, written upon the subject of constructing a road from Mobile to New Orleans, gives a very strong argument in favor of railroads generally. It says:

"We are suprised that men should apprehend that a railway to New Orleans will be like the lion's den, with the tracks of commerce all pointing one way, and that a connection with the Crescent city will sap and carry off some of our present trade. If this argument in favor of commercial isolation is worth anything, it is equally forcible in favor of stopping up Grant's Pass, and putting a general embargo upon all trade with New Orleans.

"In all these narrow and penny-wise views of this subject—in all this guarding the spigot and leaving the bung open, gentlemen entirely lose sight of those great and unseen modes in which new railroad enterprises, in a thousand ways, universally contribute to the development and growth of the communities which are wise enough to foster them. Who would have supposed that the first section of thirty miles of the Mobile and Ohio Railroad, terminating in a pine wilderness, destitute of people and barren of productions, would do a business of $4,000 a month? Yet, it has not only done, but has itself created this business. It has stimulated improvements, settlements and enterprises all along its line; and every new mile it extends, it will increase the number of persons, acres and enterprises, that will swell the trade of this city.

"We knew a town once in a neighboring state, which had the anti-railroad mania. Its people were flourishing from a local trade of a rich geographical district around them.—They wanted to 'let well alone,' to stand still and not try new fangled experiments, which might carry away their trade. It was in vain to point out the consequences, and to tell them, while you are standing still your neighbors all over the state, are wide awake and actively moving. No matter, they didn't want a railroad within fifty miles of them. The result predicted soon happened. A road soon passed by them, on three sides, each penetrating the country whence the town drew its trade, and each carrying off the cotton bags to more enterprising communities, having cheap connections with the great markets of the world, and therefore able to pay better prices. The business of the town collapsed in an instant. Its streets were emptied of the wagons which brought the staple and carried off the goods; and it was edifying to study the countenances of the wise advocates of 'stand still,' who thought that the whole world was stupified by the drug of apathy which they had swallowed, while, with hands in their breeches pockets, they turned their eyes from their well filled stores to the empty streets. They used to say railroads would destroy the *wagon trade*. They had now found that other peoples' railroads had tolled away their wagon trade. The effect was magical. A more decided railroad town does not exist in the state. They went to work and built a road connecting with the Atlantic, without letting the grass grow under their feet. Their cotton receipts rose from 50 to 80,000 bales the first season, and now that community is projecting railroads to all points of the compass."

Bellefontaine and Indiana Railroad.—The fourth annual report of this company is at hand, from which we learn that the actual cost of the road up to this time, including appurtenances, etc., has been $2,585,769 51, or $21,913 30 per mile.

The gross earnings from July 12, 1853, to January 1, 1854, have been	$135,623 49
Running expenses	33,255 30
Profits	$102,368 19
Deduct 6 months interest on bonds	34,440 00
The length of main track is	11825 miles.
Side track, etc	671 "
	124.94 "
Of which there is compound rail	50.85 "
T rail	74.09 "
Leaves applicable to dividends	$67,928 19
Four per cent div. (mainly in stock)	67,861 77
Surplus	66 42
Capital stock, earnings used in construction, bonds, etc	$2,838,957 26
Maximum grade	39.60 feet.
Longest do	3.00 miles.
Level	20.69 "
Under 20 feet to mile	61.64 "
" 30 " "	80.79 "
Straight line	108.00 "
Curved "	10.23 "
Minimum radius	0.67 "

The length of the whole road, by a line drawn from Galion, through Bellefontaine and Sidney to Union, is but four miles over an air-line.

Galion is 595 feet above the level of Lake Erie. Union is 62.67 feet below Galion.—The difference in elevation, between the lowest depression and the highest point on the line, is 436.97 feet.

There are 14 bridges on the route, measuring 1,749.60 feet all built on Howe's Truss plan improved.

The Result of the Railroad Election. The election in New Orleans, to authorize the city of New Orleans to subscribe to the stock of the Great Northern and Great Western Railroads, resulted in a triumphant majority in favor of the proposition—the vote being over six to one. Although we have received returns from all the precincts, except the Twelfth, we find ourselves so pressed for time and space, at this late hour, as to preclude the possibility of giving more than the bare result, which is as follows:

For the New Orleans and Great Northern Railroad, 5,705; against the same, 988. For the New Orleans, Opelousas and Great Western Railroad, 5,731; against the same, 988. The returns from the Twelfth Precinct, it is supposed, will swell the vote to about 6,000.—*Daily Delta.*

Madison, Indianapolis and Peru Railroad.—The net earnings of this consolidated company for March, 1854, were $32,748 90, being an increase of about $10,000 over February last.

Knoxville and Kentucky Railroad.—From the report of M. B. Prichard, Esq., Engineer of this Company, we gather the following elements, viz:

The termini are Knoxville, in Tennessee, and Danville, in Kentucky.

The length is, in Kentucky,	85 miles.
Tennessee,	60 "
Total,	145 "

For the first sixteen miles, from Knoxville to Clinch river, the work is very heavy, more so than on any other part of the road. It will embrace a tunnel 1000 feet in length, with a viaduct and embankment 1200 feet long and 80 feet high. To preserve the maximum grade of 50 feet per mile, will entail the necessity of a second short tunnel, in preference to having earth work. From the Clinch river to Elk Gap, in the Cumberland Mountains, the line encounters no serious difficulties, the grades all being within the maximum. The summit at Elk Gap is 1640 feet above tide water. Thence to Williamsburg, Ky., the line is very straight, with light grades, and of easy construction. The Cumberland river, 300 feet wide, is crossed at this point. From the embankment a level country 300 to 350 feet higher than the river, extends some fifty miles in the direction of Danville, though frequently broken by tributary streams.

The maximum radius of curvature is 1433 feet, and used but in few places.

The estimated cost of the Kentucky portion, 85 miles is,	$2,550,378 69
Of the Tennessee portion, 60 miles is,	1,7 4,272 74
Total,	$4,284,651 43
Or, per mile, about	29,550 00
Add equipment per mile,	2,450 00
Total Cost	$32,000 00

Throughout the line of the road abundance of coal and iron is found; and when the line is completed, a direct communication with the Southern Atlantic States will then be opened from Cincinnati.

Ohio and Mississippi Railroad.—We understand that this company have disposed of their 2nd mortgage bonds on such terms as will enable them to go on to the completion of their work, with as much rapidity as is desirable. The part from Cincinnati to the Jeffersonville Railroad, will be completed probably in a month; thus forming a complete railroad between Cincinnati and Louisville, on which the time between the two cities will be reduced to six hours.

The business done on the short distance completed surpasses expectation, and leaves no room to doubt that the amount of business done on the entire road, will reach the utmost limit which has been estimated.

Notwithstanding the magnitude of this work, the difficulties which lay in its way, and the recent stringency of the money market, this enterprise will be carried through in reasonable time and to most extraordinary results.

THE LONDON FIRE BRIGADE.

A correspondent of the New York Enquirer gives an interesting history of the Fire Department in London, from which the following particulars are gathered. The present organization was established in 1833, and so perfect an arrangement, and so prompt the action, that a densely populated region, sixty miles in circumference, is protected by one hundred and nine firemen, and fifty-three engines. The value of houses, furniture and merchandise in London, subject to the ravages of fire, is estimated at upwards of four hundred and fifty-eight millions of pounds, or five times that number of dollars, and though fires are numerous, such extensive and sweeping conflagrations as desolate our larger cities, are comparatively very rare. The Superintendant of their brigade says their success in conquering the element results from their concentrated efforts to prevent its spreading into adjoining buildings, rather than from attempts to extinguish it in the houses where it has once gained the mastery—and thinks that the firemen of the United States do not realize in their eagerness to preserve a large building which cannot be saved, they expend an immense amount of energy, time and water to no purpose. The first object should be to confine the flames to the place of their origin by playing upon surrounding buildings—prevent the possibility of their spreading, and then extinguish them if possible.

The Brigade as now organized, consists of one superintendent and fourteen foremen, each being appointed to a district which he never leaves except on some pressing occasion, and who, in the absence of the superintendent, has the sole control of all engines and firemen who may come within the district.

There are seven engineers who get about $7 per week each week, and a free house—seven sub-engineers at $6 50 cents per week, thirty-two senior firemen at $6, thirty-nine junior firemen at $5, and fourteen drivers, who, with the horses to draw the engines, are hired from the cab proprietors by the year. Those men live at the several stations, are clothed by the committe, and are always ready when required. Their uniform is serviceable and plain. Only four firemen and one driver go with an engine when sent to a fire—the hose is carried on the engine, the men ride upon it and drive at a furious rate, without bells or horns, everything as if by mutual consent, making way for the Brigade. At the fire the levers are manned by the bystanders, each of those working being paid one shilling for the first, and sixpence for every succeeding hour, beside refreshments. The foreman in each district makes a minute daily report of the fires in his department, to the chief in office, these are embodied in another made by the Superintendent, and forwarded to each of the Insurance offices with which the Brigade is connected.

Each constable who discovers a fire without having his attention called to it by another, receives $2 50 from the Brigade. This causes vigilance, and upwards of four thousand men are on the watch all night for fires. The men who arrive with the first engine receive thirty shillings, the second twenty shillings, and the third ten—ten shillings are also given to the first man who turns on water.

On the Thames are floating engines for the protection of property on the wharves and docks and along the river side. The entire annual expense of the Brigade is said not to exceed $30,000.

Dayton and Michigan Railroad.—At the annual meeting of the stockholders of the D. & M. R. R. Co., held at Troy, on Thursday last, the following persons were elected Directors .

S. S. L'Hommedieu, Cincinnati; George Carlisle, do.; Thos. J. S. Smith, Dayton; Daniel Beckel, do.; Asa Mayo, Troy; James Myers, Toledo; A. J. Field, do.; Marshall Kay, Perrysburg; Jos. Cummings, Sidney.

At a meeting of the Board, the following officers *pro tem.*, were chosen: President, S. S. L'Hommedieu; Treasurer, Asa Mayo; Secretary, Roswell Giggs.

From the second exhibit of this Company, we gather the following particulars.

The road has been delayed by the iron.—Some 20 miles have been completed and run above a year, earning about $2,500 per month.

Subscriptions to the the capital stock now amount to $1,500,450, sufficient to complete the construction of the road, and furnish a large amount of rolling stock.

Messrs. Doolittle & Shoemaker have taken the contract from Troy to Toledo, to be completed, with all the machinery, rolling-stock, stations, &c., and deliver the whole by the first of June, 1855.

The estimated cost of the road, completed, and to be completed, 140 miles, is $3,020,400. Assets, bonds, sold and unsold, $3,084,450.

the Grades are as follows:

Under 5 feet per mile	84 miles.
" 21 " "	25 "
" 26 " "	8 "
Ascent going north	675 feet.
" " south,	725 "
Length of curved line is	9 miles.
Total curvature	650 degrees.
Gauge 4 feet 10 inches.	

STATEMENT OF THE PONTCHARTRAIN RAILROAD COMPANY.

Statement of Receipts and Expenditures of the Ponchartrain Railroad for the year ending November 30, 1853.

232,020 passengers, at 25c, each		$58,505 00
Freight, &c		51,742 95
		$110,247 95
Rents and mail transportation		4,500 00
		$114,747 95
Gross expenses for the year		59,427 97
Net gain		$55,319 98
Capital	$500,000. Dividend	50,000 00
Surplus		$5,319 98

P. H. GOODWIN, Secretary.

New Orleans, April 15, 1854.

Twin Creek Railroad.—We have before us the annual report of President Gunckle, which shows the work to be progressing successfully.

The Twin Creek Railroad is a short line between the Hamilton & Dayton and the Greenville and Miami Railroads. It commences at Carlisle, on the Dayton Railroad, and goes to Junction on the Greenville Railroad, making 21 miles in length. It passes up the valley of Twin Creek through Germantown, and as a short local road, is sustained by a very fertile district of country.

The work was put under contract to Messrs. DeGraff & Shoup, and is expected to be finished by the 1st of January next. The company have the means to complete the work on the terms of the contract. The distance from Cincinnati to Greenville on this route will be 86 miles, while on the Dayton route it is 97. This road becomes of great importance when considered in connection with the Cincinnati and Mackinaw line, of which it will form part.

Tennessee and Alabama Central Railroad Company.—The Commissioner's Court of Limestone County, Ala., has subscribed $200,000 to the capital stock of the Tennessee and Alabama Central Railroad Company. The Company organized on the 27th ult., by electing Dr. A. A. Burleson, President, and John T. Tanner, Secretary, pro tem. The road is to commence at Montevallo via Decatur, Athens, etc., to Nashville. Committees have been appointed to solicit stock in Limestone, Morgan, Walker and Shelby counties; and the route is soon to be surveyed.

Louisville and Nashville Railroad.—The Nashville *Banner* says, we regret to learn that orders have been received to stop all work upon this road in this State by the first of next month, (May)

We understand the Coupons of the Buffalo and New York City Railroad Bonds due on Monday May 1st, in New York were not paid, the arrangements for the funds having failed at the last moment.

ACKNOWLEDGMENTS.

We are indebted to Hon. Thos. J. Rusk for Congressional documents, being the report of the Secretary of the Treasury, in answer to the resolution of the Senate, calling for the amount of American securities held in Europe and other Foreign countries, on the 30th June, 1853.

Hunt's Merchants' Magazine.—The May number of this journal is at hand, filled with an unusual amount of valuable statistical and mercantile matter. This magazine ranks among the very best in the world, and should be in every mercantile man's hands.

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

CORRECTED TO WEDNESDAY OF EACH WEEK.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'D.	ASK'D
Alabama and Tennessee	1st mortgage, convertible till 1872	7	1872		96
Baltimore and Ohio	Transferable. Taxed	6	1885	85	37
Do do	Coupons. Not Taxed	6	1875	87	88
Do do	" "	6	1880	86	90
Do do	"	7	1890		87
Do do		6	1885	85	90
Bellefontaine and Indiana	1st mortgage, convertible	6	1866	103	104
Buffalo and Penn. State Line	1st mortgage, not convertible	7	1866	100	101
Chicago and Rock Island	1st mortgage, convertible	7	1870	92	95
Chicago and Mississippi	1st " "	7	1862	90	92
Do do	2d " "	7	1874	80	90
Chicago and Aurora	1st " "	7	1866	90	92½
Cincinnati and Fort Wayne			....		
Cleveland, Columbus, and Cincinnati	1st mortgage, convertible	7	1859	128	130
Do do do	No mortgage, convertible	7	1855	124	127
Cleveland and Mahoning			....		
Cleveland, Painesville and Ashtabula	1st mortgage	7	1861	95	96
Do do	2d " not convertible	7	1861	99	100
Cleveland and Pittsburgh	1st " convertible	7	1860	95	96
Do do	Income "	7	1855	89	90
Cleveland, Zanesville, and Cincinnati			....		
Cincinnati, Hamilton and Dayton	1st mortgage " till 1855	7	1861		95
Cincinnati, New Castle and Michigan	1st mortgage, real estate, convertible	10	5 & 10 y's	96	100
Cincinnati Western	1st " " " "	10	5 & 10 y's	90	98
Cincinnati, Wilmington and Zanesville	1st "	7	1862	94	95
Cincinnati, Indianapolis and Chicago			....		
Columbus and Lake Erie			....		
Columbus, Piqua and Indiana	1st mortgage, convertible	7	1862	84	86
Do do do	2d "		1852	80	83
Columbus and Xenia	1st mortgage, convertible	7	1859	118	120
Covington and Lexington	1st " " till 1862	7	1883	90	95
Do do	2d " "	6	1862	85	90
Dayton and Michigan	1st " "	7	1867	94	97
Dayton and Western	1st " "	7	1862	90	97
Dayton, Xenia and Belpre			....		
Eaton and Hamilton	1st mortgage	7	1862	84	87
Eaton and Piqua			....		
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.	7	1862	93	96
Evansville and Illinois	1st Mortgage, convertible 1857	7	1862	85	87
Frankfort and Lexington	1st " "	6	....		
Franklin and Warren			....		
Galena and Chicago Union	Pledge of 2d section, convertible	10	1853-6	125	130
Do do do	" 3d " not convertible	6	1862	80	85
Greenville and Miami			....		
Illinois Central	1st mortgage, not convertible	7	1875	77	80
Illinois and Wisconsin		10	....		
Indiana Central	1st mortgage, convertible	7	1866	95	97
Do do	" "	10	1857	99	100
Indianapolis and Bellefontaine	1st " "	7	1860-1	101	103
Indianapolis and Lafayette	" "	7	1861	95	100
Jeffersonville	1st " not "	7	1861	90	94
Junction (Ohio)	1st " "	7	1867	106	108
Do do	2d " "	7	....	104	106
La Crosse and Milwaukie			....		
Lawrenceburg and Upper Mississippi	1st mortgage, convertible	7	1866	100	101
Lexington and Big Sandy			....		
Little Miami	No mortgage, convertible 1852-4	7	1858-61	114	116
Do	" " till 1855	7	1861	117	120
Louisville and Nashville			....		
Lyons', Iowa, Central	1st mortgage, convertible	7	1873	25	45
Mad River and Lake Erie	1st mortgage, convertible till 1855	7	1855-6	97½	100
Do do	2d " "	7	1866	87	90
Do do	Dividend	7	1860	78	83
Madison and Indianapolis	1st mortgage, convertible after 1853	6	1861	100	103
Marietta and Cincinnati	1st " convertible	7	1868	89	90
Maysville and Big Sandy			....		
Maysville and Lexington	1st mortgage, convertible	6	1873	49	70
Memphis and Charleston			....		
Michigan Central	No mortgage, convertible	8	1860	108	110
Do do	" "	8	1855-6	100	102
Do do	" not "	8	1857-8	105	106
Michigan Southern	1st " " "	7	1860	96	97
Milwaukie and Mississippi	1st " " 1857	8	1862	100	101
Nashville and Chattanooga			....	83	93
New Albany and Salem	mortgage on 1st section	10	1858-62	109	111
Do do	1st " on other sections, convert.	8	1864-75	91	92
New Castle and Richmond	1st " convertible	6	1873	87	90
New Orleans and Ohio, Ky	Guar. of McCracken Co		....	86	93
New York and Erie	1st mortgage, not convertible	7	1867	115	116
Do do	2d " convertible	7	1859	98	100
Do do	Income, not convertible	7	1855	96	98
Do do	Convertible till 1861	7	1871	85½	90
Do do	" " 1862	7	1862	87	90
Northern Indiana	1st mortgage, not convertible	7	1860	94	95
Do do	2d "	7	1863	83	85
Do do	1st mortgage Goshen line		....	92	95
Do do	Construction Bonds		....	102½	104
Ohio Central	1st mortgage, convertible, west section	7	1861	103	105
Do	1st " " east "	7	1864	103	105
Ohio and Indiana	1st " "	7	1867	97	99
Ohio and Pennsylvania	" "	7	1865-6	107	109
Do do	Income. No mortgage, convertible	7	1872	93	95
Ohio River and Wabash			....	95	98
Pacific, Mo			....		
Panama	1st mortgage, convertible	7	1866	106	109
Parkersburgh (or Northwestern Va.)	" Guar. City of Baltimore	7	1873	99	100
Pennsylvania	1st mortgage, convertible till 1860	6	1880	107	109
Peru and Indianapolis	1st " convertible	7	....	78	83
Rock River Valley Union	1st " convertible	7	1872	98	100
Sandusky and Mansfield	1st "	7	1860	71	75
Do do	2d "	10	1853-7	102	104
Scioto and Hocking Valley	1st " conv. coupons	7	1861	90	87
Southwestern, Tennessee			....		
Springfield and Columbus			....		
Steubenville and Indiana	1st mortgage, convertible	7	1865		94½
Terre Haute and Alton	1st " convertible		1862-72		
Do do	2d " do	8	1865		
Terre Haute and Richmond	1st mortgage, convertible	6	1866	103	105
Toledo, Norwalk and Cleveland	1st "		1861	92	95
Do do do	2d "		....	90	95
Do do do	" Guar of C. C. & C.		1883	90	95

TABLES OF RAILROAD SHARES.

☞ The following quotations are not PER SHARE, but upon the HUNDRED DOLLARS.

	shares.	off'd.	ask'd.
Baltimore and Ohio	100	61	63
Bellefontaine and Delaware	50	40	50
Bellefontaine and Indiana	50	88	95
Belleville and Illinoistown			
Buffalo and Pennsylvania State Line		125	130
Central Military Tract			
Central Ohio	50	84	90
Chicago and Rock Island		97	99
Chicago & Miss., (Alton & Springf'd.)			
Cincinnati, Cambridge and Chicago		30	35
Cincinnati and Fort Wayne			
Cincinnati Hamilton and Dayton	100	99	102
Cincinnati, Indianapolis and Chicago			
Cincinnati, Logansport and Chicago	50		90
Cincinnati Western	50	37	45
Cin. Wilmington and Zanesville	50	72½	80
Cleveland, Columbus and Cin	100	117	118
Cleveland, Medina and Tuscarawas			
Cleveland, Painesville and Ashtabula	100	110	111
Cleveland and Pittsburgh	50	79½	85
Cleveland and Mahoning			
Cleveland and Toledo	50	92	93
Cleveland, Zanesville, and Cincinnati			
Clinton Line			
Columbus and Lake Erie	50	50	70
Columbus, Piqua and Indiana	50	51¼	65
Columbus and Xenia	50	105	110
Covington and Lexington	50	56	66
Covington and Ohio, Va			
Dayton and Michigan	50	60	65
Dayton and Western	50	73½	80
Dayton Short Line	50		
Dayton, Xenia and Belpre			
Detroit and Pontiac			
Eaton and Hamilton	25	52	60
Eaton and Piqua			
Erie and Northeast		112	120
Erie and Kalamazoo		95	100
Evansville and Crawfordsville			
Fort Wayne and Mississippi	50		
Fort Wayne and Southern	25		
Franklin and Warren			
Galena and Chicago Union	100	125	130
Greenville and Miami	50	73	75
Hannibal and St. Joseph			
Hempfield			
Henderson and Nashville			
Hillsboro' and Cincinnati	50	50	55
Illinois Central	100	120	122
Illinois and Wisconsin			
Indiana Central	50	80	85
Do do 10 per cent	50	81	85
Indianapolis and Bellefontaine	25	88	95
Indianapolis and Cincinnati	50	68	75
Indianapolis and Lafayette	50	76	80
Jeffersonville and Indianapolis	50	72	78
Junction (Ohio)	50	90	95
La Crosse and Milwaukie	100		
Lake Erie, Wabash and St. Louis			
Lawrenceburg and Upper Mississippi	50	68	75
Lexington and Frankfort			
Lexington and Danville			
Little Miami	50	109	110
Logansport and Pacific			
Logansport and Marion			
Louisville and Frankfort	50	62	70
Louisville and Nashville	100		
Macon, Georgia	10	103	105
Mad River and Lake Erie	50	68	80
Madison and Indianapolis	50	50	55
Madison, Indianapolis and Peru	50	65¾	72
Marietta and Cincinnati	50	50	65
Marion and Mississinewa Valley			
Maysville and Lexington	50	50	60
Maysville and Big Sandy			
Memphis and Charleston			
Michigan Central		104½	106
Michigan Southern		114	115
Milwaukie and Mississippi		77	82
Mobile and Ohio			
Nashville and Chattanooga			
New Albany and Salem	50	45	50
New Orleans and Ohio			
New York Central		104	105
New York and Erie	100	71	72
Northern Indiana		113	115
Ohio and Indiana		76	80
Ohio and Mississippi	50	80	90
Ohio and Pennsylvania	50	90	91
Ohio River and Wabash			
Owl Creek Valley			
Pacific, Mo			
Panama		106	107
Parkersburg, or Northwestern Va.			
Pennsylvania	50	93	95
Peru and Indianapolis	25	71	75
Sandusky and Mansfield	50	55	60
Sandusky, Mansfield, and Newark	50		
Sangamon & Morgan, or Great West'n,			
Scioto and Hocking Valley	50	55	60
Southwestern Indiana			
Southwestern, Tenn.			
Springfiled Mt. Vernon and Pittsb'gh.	50	70	80
Springfield and Columbus			
Steubenville and Indiana			
Terre Haute and Alton			
Terre Haute and Richmond		100	102
Toledo and Illinois			
Toledo, Norwalk and Cleveland	50	95	100

STOCK TABLE.

CORRECTED WEEKLY.

Government Securities.

	INT.	DUE.	OFF'D.	ASK'D.
U. S. Loan	6	1856	108	109
Do	6	1862	117¾	118
Do	6	1867	122¾	123
Do	6	1868	122¾	123
Do (int. ceased July 1).	5	1853	101¾	102
Do Coupons		1862	117¾	118
Do "	6	1868	122	123
Do "		1853	100	101

State.

Alabama	5	....	90	95
Do	6	....	102	104
Arkansas	6	....	95	100
Georgia	6	....	107	108
Do	7	....		
Illinois Canal Bonds		1860	96	98
Do do registered		1860	110	110½
Do do		1847	92	95
Do do registered		1847	90	96
Do do Internal Impt.		1847	90	95
Do Interest do		....	60	64
Indiana	5	....	98	100
Do	2½	....	63	64
Do Canal Loan	6	....	93	94
Do do preferred	5	....	54	55
Do do deferred	5	....	30	32
Do special preferred	5	....	28	30
Do do deferred.	5	....	10	11
Kentucky, 30 years	6	1871	101	102
Do 15 years	6	....	107	108
Do large bonds	6	....	105	108
Do	5	....	92½	93½
Michigan	6	....	94½	96
Ohio	6	1856	102	103
Do	6	1860	106	108
Do	6	1870	112	113
Do	6	1873	114	115
Do	5	1853	102	105
Do	5	1864	105	107
Pennsylvania	6	....	103	105
Do	5	1870	87	90
Tennessee, new loan	6	1890	105	106
Do	5	....	87	88
Virginia Coupons	6	1886	106	107

City Securities.

Albany	6	1867-9	106	107
Allegheny	6	1873	84	85
Baltimore	6	1870-90	104	105
Do	5	1865	87	89
Boston Bonds	4½	1860	101	102
Chicago	6	1876-7	99	100
Covington	6	1881	93	95
Cincinnati	6	1860	102	103
Do	6	1897	104	104½
Do	5	1884	86	87
Do W. W	6	1865	102	103
Jeffersonville, Indiana	7	1872-82	85	88
Lawrenceburgh, Ia	7	....	80	90
Louisville	6	1880	86	87
Memphis	6	1882	90	92
New York	7	1857	101	103
Do	5	1858-60	97	98
Do	5	1870-5	102	103
Do	5	1890	105	107
Philadelphia	6	1876-90	95	96
Pittsburgh	6	1869-71	92	98
Do coupons	6	1883		87
Richmond	6	1882	93	94
St. Louis	6	1870	89	90
Wheeling	6	1872	105	106

County Bonds.

Bourbon, Ky	6	1881	89¼	90
Darke, O	7	....	92	95
Fairfield, O	7	1862	90	92
Fayette, Ky	6	1881-2	89½	90
Guernsey, O	7	1862	97	99
Mason, Ky	6	1881	90	92
McCraken co. Ky., endorsed by New Orleans and Ohio R.R.			86	93
St. Louis	6	1866	98	100
Do	7	1871	107	108

Banks.

	DIVID.	
Ohio Life Insurance and Trust Co	91	95
Lafayette, Cincinnati, (closing)	113	115
Franklin do		
Commercial do		
Mech. & Traders do		
State Branches		
KENTUCKY.		
Bank of Kentucky and Branches	107	108
Northern, and Branches	115	116
Southern, and Branches	103	106
Bank of Louisville	111	112
Kentucky Trust Co	99	100
Farmers' Bank of Kentucky	107	110
Newport Safety Fund Bank	98	100
Commercial Bank of Kentucky		
INDIANA.		
State Bank and Branches		
TENNESSEE.		
State Bank and Branches		
Union	94	100
Planters'	97¼	100

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g.
On New York	Sight	1	1¼ prem.
Boston	Sight	1	1¼ prem.
Philadelphia	Sight	1	1¼ prom.
Baltimore	Sight	1	1¼ prem.
New Orleans	Sight	¼	¾ prem
England		110½	112½.

SPECIE.

GOLD.

California, ℔ oz	$17 50	@	$17 65
Spanish Doubloons	16 50	@	16 60
Patriot Doubloons	15 60	@	15 80
Sovereigns	4 85	@	4 88
Guineas	5 00	@	5 00
American, new	1 00½	@	1 01
American, old	1 04	@	1 06
Portuguese	1 00	@	1 01

SILVER.

American Dollars	1 02	@	1 04
American, halves	1 02	@	1 04
Spanish Dollars	1 05	@	1 07
Spanish Quarters	1 02	@	1 03
Mexican Dollars	1 03	@	1 04
Five Franc pieces	95	@	96

LAND WARRANTS.

	Off'd.	Ask'd
160 acre warrants	$185	$190
80 acre warrants	95	98
40 acrew arrants	46½	47¾

Reported for the Railroad Record.

CINCINNATI STOCK SALES.

AT THE STOCK BOARD,

MERCHANTS' EXCHANGE

And at Private Sale.

ISAAC OSBORN DAVIS, AUCTIONEER.

BY HEWSON & HOLMES,

For the week ending Wednesday, May 10, 1854

THE SALES WERE AS FOLLOWS:

80	Shares	Peru and Indianapolis Railroad		$69 09
4	"	Indiana Central	"	80 00
50	"	" "	"	80 00
51	"	Ohio and Miss.	"	80 00
20	"	Cov. and Lex.	"	60 00
30	"	" "	"	53 00
50	"	Indianapolis and Cincinnati	"	69 00
15	"	Bellefoutaine and Ind.	"	80 00
20	"	" "	"	88 00
30	"	New Alhany and Salem	"	45 00
20	"	" "	"	45 00
28	"	" "	"	45 00
20	"	Columbus & Xenia,	"	105 00
20	"	" "	"	105 00
87	"	" "	"	105 00
20	"	Cin., Ham. and Dayton,	"	99 00
20	"	" " "	"	98 50
20	"	" " "	"	99 00
20	"	Little Miami	"	109 25
20	"	" "	"	109 00
54	"	Mad. Ind. and Peru	"	50 00
50	"	Springfi'd, Mt. Ver. & Pitts.	"	70 00
30	"	Central Ohio	"	84 00
40	"	Mad River and Lake Erie	"	70 00
25	"	Cin. Wil. and Zanesville	"	75 00
20	"	Clevoland and Pittsburgh	"	79 00
20	"	Dayton and Western	"	72 00
10	"	Ky. Trust Co. Bank		93 00
10	"	Burnet House Stock, per share		38 50
$2,000	Bonds	Cin., New Castle and Michigan, 10 pr. ct		47 50

MONETARY.

At the East, Money is still scarce, though discounts continue easy in the street, at rates from 10 to 15 per cent. Call loans on prime securities, are readily had at 7 per cent. Railroad paper is dull, and parties negotiating must submit to heavy discount, as there never was a time when money was so difficult to be had, except upon securities that can find purchasers at the Board at any moment. Railroad bonds or shares, not thoroughly established in the maket find dull sale.

The Stock Market has rather declined than otherwise since our last report, as will he seen by our quotations. The New York Tribune gives the following comparative table of the value of stocks, May 2d, '53 and May 2d, '54:

	1853.	1854.		1853.	1854.
Erie	90	70	Mich. South.	131	112
Reading	90¾	74¾	Panama	121	106
Hudson River.	72¼	64¼	Del. & Hud.	125	110
Harlem	56¾	49¾	Crystal Pal.	132	47
Nicaragua	33¾	25¾	Canton	31¾	25
Cumberland	50¼	28¾	Mad. & Ind.	102	65
Parker Vein	32¾	5¾	Rome & Wat.	106	93
N. Jersey Zinc	12	8¾	Erie B'ds '62.	100	86¼
Morris	23	14½	Erie B'ds '71.	98½	85¼
N. Y. Central.	125	105	Erie 2d m'rt.	103¼	93
Mich. Central.	115	105¾	Hud. 1st m'rt.	107¼	101

Foreign Exchange is dull at 109¼ @ 109¾ for best names.

The receipts for California Gold this year compare as follows with those of last year:

	1853.	1854.
January	$4,962,062	$4,201,900
February	3,548,523	2,514,000
March	7,533,752	3,982,000
April	4,766,000	3,442,000
	$20,811,237	$13,139,000

This shows a great falling off, but it is not a sign of a failure in the California supplies. Large amounts of gold are shipped to Europe in bars from the San Francisco Assay office, which do not come to the Philadelphia mint. The receipts of California Gold this year continue to be much larger than the exports of specie.

Sales by A. H. Nicolay, May 1st.

$3,000	Lyons', Iowa, Cen. RR. 1st mor. 7s, '73,	41 50
1,000	Chicago & Rock Island Bonds	89 00
10	Shares Wells, Fargo & Co's Express Co.	100 75
10	" do. do. do. do.	100 37½
20	" do. do. do. do.	100 25
20	" Third Avenue R. R. Co	59 50

On the 4th, as follows:

$400	Ohio Canal 6s, 1860	100 75
1,000	Mansfield & Sand'y R.R. 1st mor. 7s, '60	71 00
1,000	Lyons, Iowa, Cen. Bonds, 1st mor. 7s, '73	27 00
1,000	" do. do. do. do.	26 00

By Simeon Draper, 2d inst.

$2,000	Peru & Indianapolis 1st mort	72 00
4,000	Cleveland and Pittsburgh	88 00
3,000	Lyons, Iowa, Central	27 00
3,000	" do. do.	24 50
19,000	" do. do.	25 00
77	Shares Illinois Central RR.	112 50
15	" Third Avenue	50 50
500	" City of Cairo Stock	31 00

Money Matters at the West remain unchanged since our last quotations. The supply in hands of Banks and Banking houses is small, and inadequate to the demand. Out of doors the supply is more abundant but is absorbed by railroad wants, at rates from 2 to 3 per cent. per month

The rates of Exchange continue high, and the pressure upon the country banks for coin and drafts, remains as active as heretofore, causing them to contract their business to meet emergencies.

Business paper rates at 1@2 per cent. per month. Exchange remains at our last quotations.

Cincinnati, Logansport & Chicago Railroad.



TO CHICAGO IN 15 HOURS.

ALL THE WAY BY RAILROAD.

TWO daily trains, at 6 A. M. and 3 30 P. M. Cincinnati, Hamilton and Dayton Railroad.

BAGGAGE CHECKED THROUGH.

FARE:

From Cincinnati to	Indianapolis		$3 00
do	do	Lafayette	5 00
do	do	Chicago	9 00

For information and through tickets, please apply at the General Railroad Ticket Office, No. 169 Walnut st., next door below the Gibson House, or at the Sixth street Depot.

JOHN W. SHIPLEY, Agent.

The Hamilton and Dayton Railroad Omnibus Line will call for passengers in any part of the city by leaving directions at the Ticket Office.

W. H. SMITH, Conductor.

Trains run by Columbus time, seven minutes faster than Cincinnati.

NOTICE.—The Subscriber having become proprietor of MYERS' PATENT CYLINDER CAR, for a considerable portion of Western territory, including the State of Ohio, offers the same to Rail Road Compauies on favorable terms. The public will be furnished within a short time with complete explanations of its operation, together with the results of actual experiments testing its applicability to all the uses for which it is recommended.

W. CLOUGH,
South-western Car Works.

Madison, Indiana, May 11.

RAILROAD IRON, LIGHT WEIGHT.

470 TONS, 47 lbs. per yard, good quality and pattern, now lying at New Orleans. For terms, apply to VOSE, PERKINS & CO.,
ap27-tf New York.

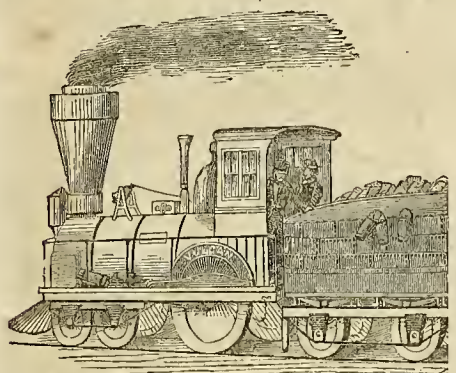
TO ENGINEERS.

THE Nashville and North-Western Railroad Company wishes to employ an Engineer-in-Chief. Early applications are solicited. Applicants are requested to furnish references and testimonials of their qualifications. JNO. A. GARDNER, Pres't,
Nashville, Tenn., Apr. 13, '54. N. & N. W. RR. Co.

Office Dayton & Cincinnati RR. Co.
Cincinnati, April 7th, 1854.

NOTICE is hereby given to the Stockholders of this Company, that the eighth instalment of five dollars per share is required to be paid on the first day of May next. By order of the Board of Directors.
JOHN C. THORPE,
Apr. 13-tt. Sec'y.

Cincinnati Locomotive Works!



THE undersigned are prepared to furnish Locomotives equal in efficiency and durability to the best Eastern manufacture. Also, Shaping and Slotting Machines suitable for railroad shops. Also, all kinds of heavy forging and casting done at short notice. Also, bolts for bridges cut with dispatch.
ap. 20 MOORE & RICHARDSON.

THE SHORTEST ROUTE TO CHICAGO.



Ohio & Missippi Railroad

THREE regular passeuger Trains daily, (except Sundays.) On Monday, April 17th, and until further notice,

Leave Cincinnati at 6.15 A. M., 2.15 P. M., and 4.40 P. M. Connecting at Lawrenceburg, at 7.30 A. M., and 3.30 P. M. with Train for Indianapolis, Terre Hauto, Lafayette and Chicago.

AND RETURNING,

Leave Aurora at 6.40 A. M., 4.20 P. M., and 8.20 P. M. connecting at Lawrenceburgh, at 4.30 P. M. and at 8.30 P. M. with the Trains that leave Indianapolis at 12 A. M. and 4 P. M., uniting at that point with all the Trains from the North and West.

☞ Tickets may he procnred at the office on Fourth street, near Vine.

☞ Omnibusses will run to and from the cars in the customary mauner.
S. S. POST,
Chief Engineer and Superintendent.
Cincinnati, April 14, 1854.

ENGINEERS' & SURVEYORS' INSTRUMENTS!
JAMES FOSTER, Jr.,
MATHEMATICAL AND PHILOSOPHICAL
INSTRUMENT MAKER!

HAVING removed from his old stand to south-west corner of Fifth and Race street, and increased his facilities for making instruments, is now ready to supply Levels, Transits, Theodolites, the Dumpy or Gravatt Level, Circular Protractors of Tronghton & Simms model, Surveyors Compasses, Pocket Compasses with and without sights, in great variety. All kinds of Land Chains; Ivory and Box wood Scales of all kinds and graduation; Drawing instruments of all kinds, brass and German silver. Measnring tapes of all kinds, Magnets. Maguifyers, Barometers, Spy Glasses, &c., &c. Repairing promptly attended to. ap.6-6t.

Office Cincinnati, Hamilton and Dayton Railroad,
Cincinnati, April 4th, 1854.

THE Annual Meeting of the Stockholders of this company will he held at the Office of the Company, in Cincinnati, on Monday, the first proximo, at 9 o'clock, A. M. The annual election, for the choice of Directors to serve the ensuing year, will be held at the same place and on the same day, between the hours of 2 and 5 o'clock, P. M. FRANK. S. BOND,
ap. 6-tt. Secretary.

BANK NOTE ENGRAVING.
DANFORTH, WRIGHT & Co.,
No. 25 West Third Street, Cincinnati.
Bank Notes, Drafts, Bills of Exchange,
RAILROAD BONDS, & CERTIFICATES
†mr3] Engraved in a style unsurpassed.

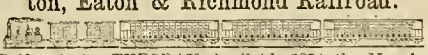
Rawdon, Wright, Hatch & Edson,
Bank Note Engravers and Printers.
Also, engraved in a style corresponding in excellence with that of Bank Notes—
RAIL ROAD, STATE, AND COUNTY BONDS,
BILLS OF EXCHANGE, CHECKS,
Drafts, Certificates of Stock and Deposit, Promissory Notes, Bill and Letter Heads. Visiting and Professional Cards, Notarial, County and Hand Seals, &c., &c.

Constantly on hand, Bank Note Paper, made to order of a superior quality.
The above office is under the supervision of
GEORGE T. JONES,
South-East corner of Main and Fourth Sts., Cin.
†mr3

ISAAC OSBORN DAVIS, AUCTIONEER.
HEWSON & HOLMES,
Auctioneers & Commission Merchants,
Stores Nos. 83 and 85 Walnut Street,
CINCINNATI, OHIO.

Bank, Insurance, & Railroad Stock Sales
At the Merchant's Exchange every Wednesday and Saturday.
Have regular sales of
GROCERIES EVERY TUESDAY & FRIDAY
at their Sales Rooms.
Hewson & Holmes have always on hand a
Large Stock of Groceries,
Which they will sell at private sale.
Are agents for the sale of the SUPERIOR SHEETINGS manufactured at the Anchor Mills, Pittsburgh.
Also, agents of
DURYEE & FORSYTH, Rochester, N. Y.
Manufacturers of Fire Proof Safes, Scales of all sizes, Trucks, and Letter Presses.
HEWSON & HOLMES will also attend to the purchase and sale of Merchandise, Produce, and Real Estate, and the forwarding of Goods.
Will make liberal CASH ADVANCES on consignments to their address. †mr24

Change of Time on Cincinnati, Hamilton, Eaton & Richmond Railroad.



ON and after TUESDAY, April 4th, 1854, the Morning Train for Richmond and Indianapolis, will leave Depot, foot of Sixth street, at 6 o'clock, A. M.

Passengers by this Train connect at Indianapolis with the 1 o'clock, P. M. Train on Lafayette and Indianapolis Railroad for Lafayette and Chicago; arriving at Chicago by 9 o'clock, P. M., of same day, being 9 hours less time than by any other railroad route leaving Cincinnati.

Also, connect at Indianapolis with 1.15 P. M. Train for Terre Haute.

Trains for St. Louis leave Chicago at 11 o'clock P. M., after the arrival of 1 P. M. Train from Indianapolis in the morning, making this the quickest route by far between Cincinnati and St. Louis.

Evening Train will leave as usual, at 3.30 P. M. connecting at Richmond with 7 P. M. Train for Indianapolis; arriving at Indianapolis at 10.30 P. M.

Chicago and Lafayette passengers, by this Train, sleep at Indianapolis, and resume at 6, A. M. next morning,

FARE—Cincinnati to Richmond.....$1 75
Cincinnati to Indianapolis..... 3 00
Cincinnati to Chicago..... 9 00
ap. 6 D. M. MORROW, Sup't.

STEREOTYPE FOUNDRY,
AND AGENCY OF
L. JOHNSON & Co.'s TYPE FOUNDRY.

C. F. O'DRISCOLL, (Successor to A. C. JAMES,) is prepared to execute in the best manner all kinds of
STEREOTYPING,
including Books, Pamphlets, Music, and Jobs of every description. He will keep on hand an assortment of
Card and Job Type, Cuts, Rules, &c. &c.
from the foundry of L. JOHNSON & CO., of Philadelphia, and will furnish to order PRINTING MATERIALS OF EVERY KIND,
AT THE FOUNDRY PRICES.
C. F. O'DRISCOLL,
No. 167 Walnut Street,
Cincinnati, O.

OFFICE OF THE AGENCY OF THE
Indianapolis and Cincinnati Junction Railroad Company.
No. 23 West 6th St., between Main and Walnut
CINCINNATI.

THE following Directors of the above Company re-elected on the 20th inst., at Connersville, Ia., o serve for one year, viz:
JOHN WOODS, President.
John D. Jones, Cincinnati,
Johnathan M. Ridenour, College Corner.
Samuel W. Parker, Connersville.
George Hibben, Rushville,
James Blake, Indianapolis.
Wm. M. Smith, Connersville.

This road connects with the Cincinnati, Hamilton and Dayton Railroad at Hamilton, theuce to Oxford, College Corner, Liberty, Brownsville, Connersville, Rushville, Burlington, Morristown, Palestine and Indianapolis, passing through five of the best counties in the State of Indiana, viz:—Union, Fayette, Rush, Hancock and Marioc.
M. JONES, Ag't.
Junction Railroad Co.
January 7th, 1854. jan. 12-tf

BANKERS AND BROKERS.

GEORGE MILNE. GEO. M. REED.
GEORGE MILNE & CO.
BANKERS, EXCHANGE AND BILL BROKERS.
No. 19 West Third Street,
CINCINNATI, O.

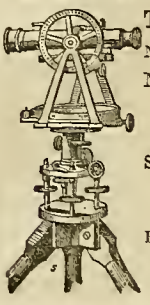
T. S. GOODMAN & Co.,
No. 101 Main St. west side, bet. 3d and 4th Sts.
CINCINNATI.
Dealers in Exchange, Bank Notes, Merchants' Pape &c. &c.

ELLIS & STURGES,
BANKERS & EXCHANGE BROKERS.
N. E. Corner Third and Walnut Sts.
CINCINNATI.

ADRIAN H. MULLER & CO.,
AUCTIONEERS
Of the City of New York.
Hold their regular Auction Sales of Stocks, Bonds and other Securities every Wednesday at 12½ o'clock, at the Merchants' Exchange. They would respectfully tender their services in the negotiation of the same, either at private or public sale.
Office, No. 2, Pine Street, corner of Broadway, Metropolitan Bank Building.
REFERENCES BY PERMISSION:
Moses Taylor, Esq.; W. W. DeForest, Esq.; Geo. S. Robins, Esq.; Dow D. Williamson, Esq., Pres. Farmers' Loan and Trust Co.; Wm. F. Havemeyer, Esq., Pres. Bank North America; Edward Whitehouse, Esq.; Messrs. Camman & Co.; Messrs. Carpenter & Vermilye; Messrs. Fisher, Denny & Co.; Messrs. Wm. & Jno. O'Brien; Messrs. Week, & Co. mh96*

ALBERT H. NICOLAY,
AUCTIONEER.
Holds his regular auction sales of Stocks, Bonds and other securities, every Monday and Thursday, at 12½ o'clock, at the Merchants' Exchange. First class Stocks and Bonds, at private sale.
Office No. 4 Broad street, New York.

MATHEMATICAL INSTRUMENTS.



T. F. RANDOLPH & BRO,
N. W. Corner Fifth and Walnut sts.,
No. 1, 2n STORY APOLLO BUILDING,
CINCINNATI, O.,
MANUFACTURERS OF
Surveyors' and Engineers' Instruments, Theodolites, Transits, Levels, &c.
REPAIRING AND ADJUSTING INSTRUMENTS DONE TO ORDER.
Orders promptly attended to.

ENGINEERING!!

The undersigned is prepared to furnish
SPECIFICATIONS, ESTIMATES, AND PLANS,
In general or detail of all kinds of
Steam Vessels, Engines, Boilers, Mill Work, &c.
Particular attention given to the superintending of
LOCOMOTIVES, TENDERS, CARS,
And Railway Machinery of every Description,
While under construction.

AGENT FOR THE PURCHASE of, on commission, all articles required for Railroads, Steam Vessels, Locomotives, Engines, Boilers, Machinery, &c.
General Agent for
ASHCROFT'S STEAM GAUGE, ALLEN AND NOYES' METALIC SELF ADJUSTING CONICAL PACKING, DUDGEON'S HYDRAULIC JACK.
Also, of Water Gauges, Indicators, Steam Whistles, &c., &c.
CHAS. W. COPELAND,
Consulting Engineer,
64 Broadway, N. Y
s5-tf

TOPPAN, CARPENTER, CASILEAR & Co.,
Bank Note Engravers & Printers.

Also, of Drafts, Notes, Certificates of Stock and Deposit; Bonds for U. S. Government, State Governments, Railroad and other Corporations, &c., New York, Philadelphia, Boston and Cincinnati.

All the best securities against counterfeiting and alterations are combined in the Notes and other Instruments executed by this establishment for every State in the Union, and for the General Government; for Canada and other countries. Their means of supplying the demands of business with *new Designs* and Ornamental Die-work are unsurpassed.

Bank Note Paper of a superior quality, manufactured with particular regards to strength and durability, constantly on hand.

Cincinnati Office, corner of Third and Walnut Streets. [†mr3] CHAS. A. JEWETT, Ag't.

ENGINEERS' MATERIALS.

EGGERS & CO.,
WHOLESALE DEALERS IN
PAPER & STATIONERY,
Since first January,
No. 127 Walnut St., bet. Third and Fourth.
CINCINNATI,

Keep the most complete stock in the West of every thing used by Engineers. On application, a catalogue with prices will be forwarded. jy21†

Lithography and Engraving.

RAILROAD BONDS,
CERTIFICATES AND MAPS,
BUSINESS AND SHOW CARDS,
Views of Buildings, Diplomas, and Portraits,
And all kinds of
Lithographic Engraving,
DESIGNING AND PRINTING,
Executed in the finest style.
MIDDLETON & WALLACE,
No. 115 Walnut Street, Odd Fellow's Building,
†mr3 Cincinnati, Ohio.

To Draughtsmen.

A FINE ASSORTMENT OF
DRAWING INSTRUMENTS
JUST RECEIVED, OF THE VERY BEST
SWISS, FRENCH, AND ENGLISH MAKE,

Either in cases of every size, or in the single piece. Draughtsmen in want of a fine instrument, will find among the stock, Accurate Scales of various materials, Ivory, Glass, Box, Paper, and Horn; Beam Compasses of different capacities, Bow Do., Pocket Do., Curves, Squares, Dividers, in German Silver and Brass, &c., &c.

For sale by E. MENDENHALL,
At his MAP ESTABLISHMENT,
nov17 3 College Hall, Walnut St

Railroad Car Findings.

BRIDGES & BROTHER,
64 Courtlandt Street, New York.
Wheels & Axles, Jaws, Boxes, and Castings Fitted
Wrought Nuts, Bolts, & Washers,
Engine and Car Screw Bolts, all sizes; Coach Lag and Telegraph Screws,
LOCOMOTIVE ENGINE LANTERNS,
From the best Manufacturers, and at their prices. Car Hand, and Signal Lanterns.
Cotton Duck for Car Covering,
Of any required width to 124 inches.
ENAMELLED HEAD LININGS,
Plush and Curled Hair.

Hand Cars and Baggage Barrows. Passenger, Freight-Car, and Switch Locks, Door Knobs and Butts. Brass and Iron Wood Screws. Brass and Silver Plated Trimmings for Windows and Seats. Varnish, Coach Japan, and Glue; Paints, Varnish and Glue Brushes.
Silver Plated and White Metal Letters. Engine and Signal Bells, anti-friction or Babbitt Metal.
Portable Forges and Jack Screws.
Hemp Packing,, American, Russia, and Italian. Conductors' Badges and Baggage Checks. Iron, Bronzed and Brass Hat Hooks. Ventilators and White Metal Rings. And all other Articles pertaining to Cars.
ALBERT BRIDGES,
Late Davenport & Bridges, Car Manufacturers, Cambridgeport, Mass.
ALFRED BRIDGES,
Late Davenport, Bridges & Co., Fitchburg, Mass.
†oc6

WASON'S
CAR MANUFACTORY,
Near the Pittsburgh R. R. Shops,
CLEVELAND, OHIO.
Passenger, Baggage, Freight, Dumpers, Hand Cars, &c.,

Of the best quality in all respects, style, workmanship, and material, made to order with promptness.
Orders respectfully solicited, with the assurance that no pains will be spared to give entire satisfaction in all cases.
CHARLES WASON,
Late of the firm of T. & E. Wason, Springfield,
†oc20 Massachusetts.

Maysville Car Factory.

THE undersigned are prepared to manufacture for Railroad Companies, Passenger, Baggage, Cattle, Freight, Gravel and Hand Cars; also Baggage Barrows and Warehouse Trucks.
We are agents for the Portsmouth Powder Mills, and Toy, Bickford & Co's safety fuse. Contractors and dealers supplied at manufacturers prices.
F. HUNGERFORD & CO.
Maysville, Ky., Feb. 16, 1854. 2**

S. C. THOMSON & CO.,
MANUFACTURERS OF
PATENT PAD LOCKS,
For Railroad Switches, Merchandise Cars, Stores, Cemeteries, Iron Safes, &c.,
Cor. Railroad Avenue and Market st.,
jan.12† NEWARK, N. J.

OUR RAILROAD MAP---NEW EDITION.

We have now ready a new and revised edition of our RAILROAD MAP, containing corrections and additions from reliable sources, making it as reliable as it is possible to make such a map.

We are prepared to print maps for Railroad Companies to illustrate their reports, either from the stone as it now is, or make any alterations to suit parties. Railroad Companies will find this much more economical than getting up maps especially for their roads.

Price of maps as follows:

Plain, sized,	40 cents.
Colored in outline,	50 "
Colored in States,	75 "

A liberal discount where a number are taken.

TYLER DAVIDSON & CO.,
Agents for the
BOSTON BELTING COMPANY.

India Rubber Machine Belting in any quantity, from 2 to 20 inches.
India Rubber Steam Packing;

Mixed	do	do	1-32 to ½ inch thick.
Plain	do	do	1-32 to 1 inch thick.
Pure	do	do	

Pipe and Manhole Rings, all sizes;
Square or Rope Packing, do.

HOSE.

India Rubber, Hydrant, Conducting, Fire Engine, and Locomotive, of all sizes, manufactured from the best of Vulcanized Rubber, and for sale only by the agents.

Car Springs, and all other kinds of Vulcanized India Rubber used for Mechanical and Manufacturing purposes.

The undersigned, having been appointed Agents of the Boston Belting Company, beg leave to advise Dealers and Consumers that they are now prepared to supply the above goods in any quantities, on the most favorable terms. On hand and for sale,

50,000 Feet Vulcanized India Rubber Machine Beltings, from 2 inch to 20 inches, 3 and 4 ply.

TO STEAMBOATS AND RAILROADS.

India Rubber Hose, for Pavements, Streets, Gardens, Locomotives, Engines, etc.

40,000 feet Hose, 3, 4, 5, 6, and 7 plys, suitable for pavements, streets, gardens, locomotives, fire engines, etc., 1 to 3 inch, warranted extra quality. Also,

THE vulcanized India Rubber Break Springs now in use by all the Eastern Railroads, and possessing decided advantage over the Steel Springs now in use, for the following reasons:

1st, They are much easier put on.
2d, They are a great deal cheaper.
3d, They are much more durable than steel, and no time lost in making them, the weather having no effect on them.

ALSO—Large 6 inch hose for water stations.—This is a new and important invention. The coldest weather will have no effect on them whatever They are warranted to remain as pliable, in the LOWEST of weather, as they are in 150 Fahrenheit heat.

Armitage Anvils,—10 casks, assorted weights, now in store.

Allen's Revolvers and Self-Cocking Pistols.—Now in store, a large assortment of the above, 3, 4, and 5 inch Revolvers; 3, 4, 5, and 6 inch Pocket Pistols. Also, Dueling Pistols.

Leland's Superior C. S. Car and Auger Bitts.—All sizes.

Brass Kettles, and Sheet Brass, &c.—Brass Kettles, assorted from 6 to 30; Sheet Brass assorted from No. 0 to 30; Brass Wire, do do do.

Star Breast Chains.—Four casks of those superior double-linked Chains, just received.

Walker's Trace Chains.—70 casks of those superior goods, warranted full length and sizes, 8 to 20 links, straight and twisted, now in store.

American Anvils.—Eagle brand, faced with with cast steel, and warranted by the manufacturers equal to Armitage's Monsehole.

Plated Spoons.—Plain, tipped, and threaded heavy plate, on best quality of German Silver.

Premium Gimlet Screws.—10,000 gross just received.

Mill Saws. Hoe & Co.'s C. S. Wm. Rowland's, and W. H. Rowland's 6, 6½, 7, 7½, and 8 ft.

Cross Cut Saws.—Hoe & Co.'s C. S., John ockcrell's C. S. and G. S., Wm. Rowland's and W. & H. Rowland's 5, 5½, 6, 6½, 7, 7½, and 8 feet. Also, 4 and 4½ feet Tennon Saws.

Axes—1000 doz. Axes, assorted Yankee and Kentucky patterns, first, second, and third quality

Nails.—4000 kegs Shoenberger's and Wheeling Nails, now in store.

For sale by TYLER DAVIDSON & CO.,
mr 3 140 and 142 Main street

RAILROAD COMPANIES, ENGINEERS AND OTHERS,

Are respectfully requested to note the following as FACTS, and to remember that the facilities of the establishment for manufacturing are UNSURPASSED.

PAGED

BLANK BOOKS,

OF THE

First Qualities made to Order;

AND

STATIONERY

OF ALL KINDS SOLD LOW BY

MOORE, ANDERSON, WILSTACH & KEYS,

Corner of Main and Fourth Streets,

CINCINNATI. jan12-†

MEMPHIS & OHIO RAILROAD.

SEALED proposals will be received at the office of the Memphis and Ohio Railroad Company, at Memphis, Tenn., until the 15th day of April next, for the grubbing, clearing, graduation and masonry of the first 65 miles, from Memphis to Cherryville.

Contractors must give the most undoubted security for the completion of the work, at the time, and in the manner specified, and contracts will be let in sections, or for the entire work, as may be deemed best by the director.

The directory reserve the right of rejecting all bids, should none prove satisfactory; and it is desireable that all propositions should be submitted with the view of preparing the whole work for the iron as soon as possible. Bids of that character and otherwise equally favorable, will have preference.

Maps plans, and specifications may be seen at the office of the company, after the 1st of April.

mar.16-1† E. PEABODY, Eng. in charge.

Sales of Stocks and Bonds at Auction,

THE UNDERSIGNED have adopted the mode for the conducting of Sales of

STOCKS AND BONDS AT AUCTION,

Similar to that now in use in the CITY OF CINCINNATI. They are convinced that, by pursuing a method which will satisfy the Public, that all Stocks and Bonds struck off by them at auction as sales, are bona fide such, a business honorable in its character and satisfactory to both buyer and seller, can be conducted, and which will not only meet with the approbation, but also with the support of the public. The undersigned pledge themselves strictly to adhere to the following plan in conducting their sales at auction of Stocks and Bonds:

The vendor will give his confidential instructions to the Auctioneers as to the lowest price at which he will allow his Stocks or Bonds to be sold. They will be offered by Catalogue, as heretofore, but instead of the seller being allowed to make, as they now do, small advance bids on bona fide bidders, the Auctioneers will reserve to themselves the right of making one bid for the protection of and on behalf of the seller, pledging themselves that but ONE BID shall be made; and in all cases where the Stocks or Bonds shall be struck down on their reserved bid, the fact will be publicly announced that no sale was made.

Reporters for the Press will by this method not only be enabled to report real sales, but also the prices offered for such as are not sold.

ADRIAN H. MULLER & CO., Auct'rs.

OFFICE—No. 2 Pine street, cor. of Broadway,

NEW YORK, } Metropolitan Bank Buildings.

March 1st, 1854.}

☞ Stocks, Bonds and Securities received for private Sale, and to the negotiation of which particular attention will be paid. mar9-3*

NOTICE TO CONTRACTORS.

PACIFIC R.R. OF MISSOURI, 3d and 4th DIVISIONS.

IT is intended to make contract for the 2d and 4th divisions of this road, extending from the Missouri river at Jefferson City, passing near Georgetown and Warrenburgh, to the Missouri river, near Independence, about 160 miles, so soon after the first of May next as satisfactory proposals shall be made.

Contract will be made for the whole now offered, or such parts as particular contractors may select in form and quantity to suit the interests of the Company. Proposals are asked for by the cubic yard, with cash payments; but contractors may if they desire, accompany their offer with proposals for two-thirds cash, and one-third in county and railroad mortage bonds or other securities.

Profiles of maps of approximate location can be seen after the 1st of April next at Pacific Railroad Office, in St. Louis, and any information will be given on application to the Engineer.

The first division of this road is now in operation; the second division to Jefferson City under present course of construction.

The third and fourth divisions now offered pass over a high, rolling mixed prairie and timbered country, and for healthfulness and supply of provisions will compare favorably with any part of the West.

THOS. ALLEN, President.

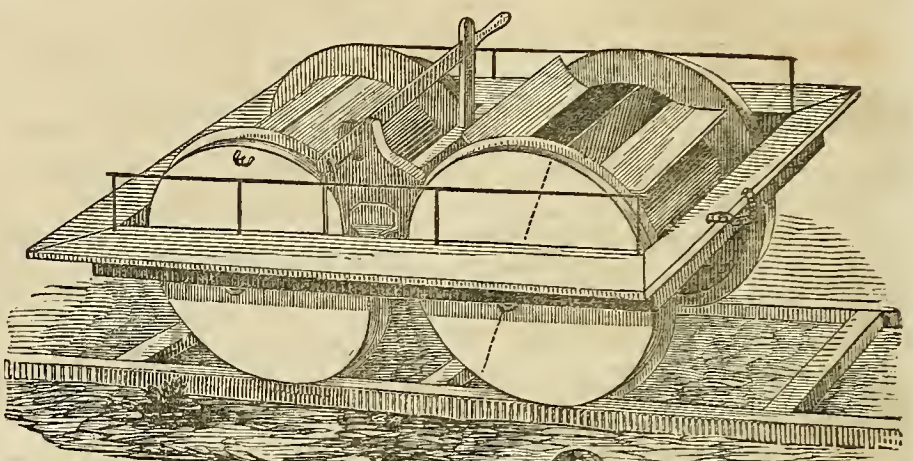
THOS. S. O'SULLIVAN, Chief Engineer.

Pacific Railroad Office, }

St. Louis, Feb., 1854.} mar9 7t.

MYERS' PATENT CAR,

FOR COAL, GRAIN, &c., &c.



FOR PARTICULARS OF COST, RIGHT OF USE, &c., ADDRESS,

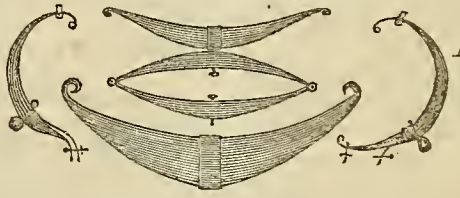
C. TIERS MYERS,

No. 33 WALNUT STREET,

dec15-3* PHILADELPHIA.

McDANEL & HORNER,

LOCO-MOTIVE AND CAR SPRING



MANUFACTURERS, WILMINGTON, DEL.

Locomotive and Car Springs of all descriptions manufactured on the most reasonable terms, made of the best STEEL, which we have manufactured to order from the BEST SWEDE IRON. Orders from any part of the United States will be thankfully received and promptly attended to.

McDANEL & HORNER.

All Springs ordered from a distance will be delivered on shipboard at *Philadelphia* free of charge

References.

NORRIS BROTHERS, Locomotive Builders, Philad.
A. C. GRAY, Pres't New Castle Manuf. Co.
U. WELLS, R. R. Car Manuf. Petersburg, Va.
I. R. TRIMBLE, Supt. Philad. R. R. Co.
†May 19.

M. B. MILLEN, Gen. Supt. C. R. R. Savannah, Ga.
EMERSON FOOTE, Supt. M. & W. R. R. Macon, Ga
THOMAS DOUGHERTY, Master Mach. do.
THOS. SHARP, Supt. R. F. & P. R. R. Richmond, Va

R. M. SHOEMAKER, J. P. SHOEMAKER, A. T. LEVIS, H. Y. SLAYMAKER.

COPARTNERSHIP.

SHOEMAKER, LEVIS & CO.,

SUCCESSORS TO

MORRELL, SHOEMAKER & CO.

MANUFACTURERS OF

Boiler Iron, Railway Chairs & Spikes.

WORKS—Covington, Ky.

STORE, No. 64 EAST COLUMBIA St.

CINCINNATI, O.

January 5, 1854 jan.12-6*

GLENDON LOCOMOTIVE TIRES.

TIRES of every diameter, for sale

†mr17] GEO. GARDNER & CO., Boston, Mass.

"GARDNER'S ROCK DRILL."



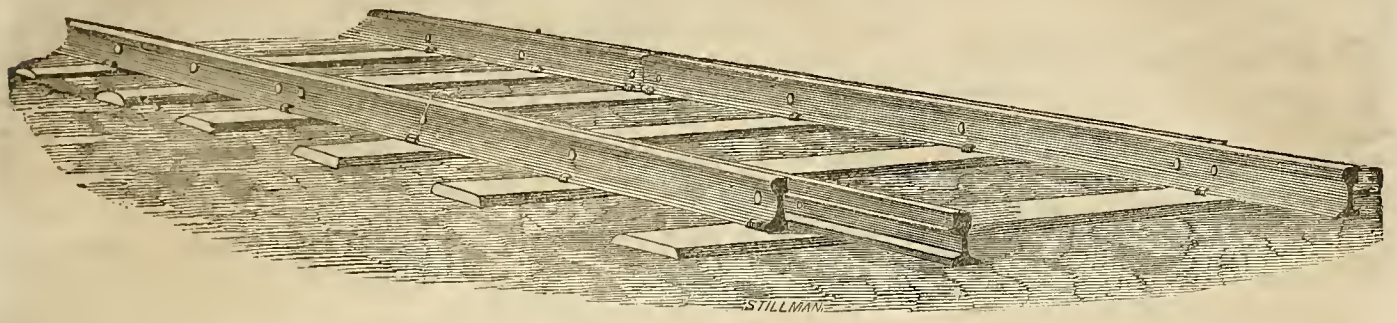
DESIGNED for Mining, Tunneling, Quarry Use, and Rock Excavations of all descriptions, by the use of which a saving of 50 to 75 per cent. is made. This drill can be operated by hand, horse, or steam power. A Machine is now in operation at the Crystal Palace.

Applications for Territorial Rights and Machines must be made to the Patentee.

G. ARTHUR GARDNER,

nov17† Trinity Building, New York

WINSLOW'S PATENT COMPOUND RAIL.



THIS RAIL ,which is represented by the above, has now been in use on several Roads for upwards of three years; during which time it has become established among Railroad Managers as realizing the advantages of a THEORETICALLY PERFECT RAIL.

Its advantages over the common form of "T" Rail are,—a saving in the wear and tear of Machinery—it saves to a great extent in the repairs of track—it secures a high rate of speed with the same power, and what is certainly of equal importance, complete protection against some of the accidents to which roads are liable. Being practically a continuous Rail for the entire length of the Road, without break at the ends of bars the jarring motion communicated thereby in passing over the common "T" Rail is avoided, as is also its effect upon cars and machinery. The comfort of travelers must of course be greatly increased.

This Rail is now manufactured at HANGING ROCK IRON WORKS, upon the Ohio River, and at MT. SAVAGE IRON WORKS, Maryland. Specimen of the Rail and patterns of same will be gladly shown, as well as all information in relation thereto, given by application to

A. S. WINSLOW, Nos. 9 & 11 West Second St., bet. Main and Walnut Sts. CINCINNATI.

J. F. WINSLOW, Troy, New York
ERASTUS CORNING & CO., Albany, N. Y.

ap7tf

LIGHTNER'S PATENT AXLE BOXES FOR RAILWAY CARS.

THE attention of Railway Managers and others is respectfully called to this great improvement in

AXLE BOXES,

As possessing numerous advantages over all others now in use. Some of which are:

1st.—The first cost and "fitting up" is much less.

2d.—It saves seventy-five per cent. in oil.

3d.—The journals and oil are perfectly secure from dust.

4th.—It prevents all possibility of "*heating.*"

5th.—Cars furnished with them run much easier, and require less power to move them.

6th.—Its construction is simple—not liable to become loose by service, and allows a free inspection of the journals and boxes.

7th,—The composition bearings of an eight-wheel LOADED car, can be removed from the journals while under the car, and returned in twenty minutes, by ONE man.

8th.—The trucks and wheels are free from oil and dirt usually seen on Railway cars.

The following testimonials are submitted :—

OFFICE BOSTON AND PROVIDENCE R. R.
Boston, January 1st. 1853.

MR. JOHN LIGHTNER:

SIR:—It affords me pleasure to say, that after three years trial of your boxes, I am fully and entirely satisfied of their superiority over any other pattern we have used. This superiority consists in economy of oil and freedom from "heating."—I have tried every pattern of box in use, of any note, and do not hesitate to say, that you have devised one which in every respect combines greater advantages than any other within my knowledge; these advantages are so manifest, that I am fitting up all our cars with your boxes, as fast as practicable. Very respectfully yours,

W. RAYMOND LEE, Supt.

The Subscriber begs leave to suggest to all Railroad Corporations (new or old) the importance of an EARLY application of this valuable improvement, to their NEW CARS, WHILE IN PROCESS OF CONSTRUCTION· as thereby much detention of cars, and great expense will be avoided.

Models and testimony of the above Boxes, may be examined, and arrangements may be made for the right to use the same with the subscriber.

WM. SHERBURNE,
PRINCIPAL AGENT,
dec1 Office, No. 167 Broadway, New York.

GUNPOWDER,

MANUFACTURED BY

The Hazard Powder Company.

HAZARDVILLE, CONN.

H. G. HAZARD, President.
A. E. DOUGLASS, Secretary.

The undersigned are always prepared to furnish Mining and Blasting Powder to any extent, delivered at any point on the lines of railroads, or other places of public improvements in the West or South, at the very lowest rates. Also, SAFETY FUSE of the best Eastern manufacture.

We would respectfully urge all contractors and consumers to call upon or correspond with either of us before arranging for their supplies elsewhere.

To the trade generally we would offer all the brands of Sporting and Rifle Powder manfactured by the above concern.

M. D. W LOOMIS,
Southeast corner Main and Second Sts.,
Cincinnati, O.
S. H. LOOMIS,
Nashville, Tenn.

August 16, 1853.—au18†

TO RAILROAD COMPANIES.

THE subscriber, manufacturer and agent for manufacturers of railroad materials, would solicit from railroad managers in the West their orders for

RAILROAD SPIKES, CAR AXLES, RUBBER SPRINGS, RUBBER HOSE, LOCOMOTIVE TIRES, SPRING STEEL, CAST STEEL, NUTS AND WASHERS, LOCOMOTIVE LANTERNS, ETC.

A. S. WINSLOW,
9 and 11 West Second St.,
Between Main and Walnut St., Cincinnati

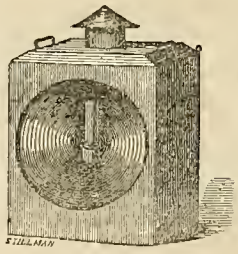
†mr24

Locomotive Tires and Car Axles.

THE undersigned is prepared to supply Railroad Companies and Builders with Tires and Axles of superior quality and finish, made from faggoted charcoal Iron, formed and finished entirely under the hammer. For the character of the manufacture he refers to builders and companies who have used them in the West.

A. S. WINSLOW,
†mr24 9 and 11 West SecondSt., Cincinnati.

LOCOMOTIVE LANTERNS.



I AM manufacturing Locomotive Lanterns of the most approved form, with true parabolic Silver-plated reflectors, Copper Cases, and in every way equal to the best manufactured in the country. Orders from Railroad Companies in the West are solicited.

A. S. WINSLOW,
†mr24] 9 and 11 West Second St., Cincinnati

Norris' Locomotive Works,

PHILADELPHIA.

ENGAGED for many years in manufacturing Locomotives, offer to Railroad Companies to construct of any plan or size,

LOCOMOTIVES OF SUPERIOR QUALITY.

Our facilities for doing work have been largely increased this year, and orders can be executed with despatch.

Jy7 RICHARD NORRIS & SON.

ASHCROFT'S METALIC STEAM GAUGE.

(BOURDEN'S PATENT.)

THE subscribers offer for sale this valuable Steam Gauge. It is adapted to Locomotive and other steam boilers, indicating with accuracy the continual variations of steam within the boiler, enabling the engineer to maintain a uniform and safe pressure. Any of the Eastern Railroads may be referred to for proof of its importance and value.

BRIDGES & BROTHER,
sep15tf 64 Courtlandt Street, New York.



CAR MANUFACTORY,
Dayton, Ohio.

E. THRESHER & Co., having enlarged their shops, are prepared to contract on favorable terms, for building every variety of Railroad Cars, in any quantity and at short notice, made of the best materials, and of the most approved workmanship.

They are prepared also to furnish jaws and boxes; the Washburn wheel, thirty and thirty-three inch, adapted to inside or outside bearing; cast iron frogs steel plated; and switches of the most approved patterns.

They also manufacture blacksmith tuyeres, Harris' patent; portable bolt forges; bolt heading and bolt cutting machines; upright drills, wheel presses; wood planers; tenoning and mortising machines; &c.

They respectfully invite the attention of railroad directors and superintendents to their establishment.

Dayton, January 24th, 1853. jan 25-†

South-Western Car Shops,
Madison, Indiana.

THE Subscriber is prepared to execute orders at short notice, for all kinds of Passenger, Freight and other descriptions of Railroad Cars.

Work delivered at any point accessible by railroad, or by the Ohio and Mississippi rivers.

Facilities for transportation, enable the subscriber to afford peculiar advantages to Companies requiring work delivered in the South and West.

W. CLOUGH.

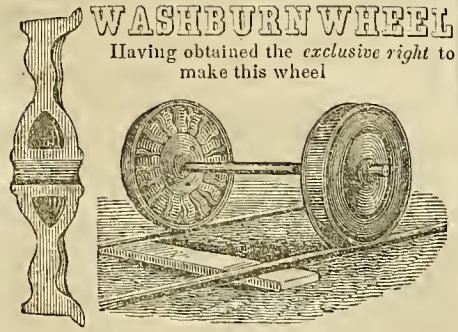
REFER TO

JNO. BROUGH, Esq. WINSLOW, LANIER & CO.

jan. 19-1**

FULTON CAR WORKS,
CINCINNATI, OHIO.

THE Proprietors of this establishment would respectfully call the attention of Railroad Companies in the West and South to their establishment at Cincinnati. Their facilities for manufacturing are extensive, and the means of transportation to different points speedy and economical.—They are prepared to execute to order, on short notice, eight-wheeled Passenger Cars of the most superior description. Four or eight-wheeled Baggage, Cattle, Freight and Gravel Cars. Also, Crank and Lever Hand Cars, Trucks, Wheels, and Axles fitted.



WASHBURN WHEEL

Having obtained the *exclusive right* to make this wheel

in Cincinnati, Covington, and Newport, they are now prepared to furnish Railroad Companies with that celebrated Wheel, with or without Axles.—Also, Journal Oil Boxes of any pattern, and Castings for Cars fitted to order at the shortest notice.

Address KECK & HUBBARD,
Fulton Car Works, Cincinnati, Ohio.
†ap.14. Office 62 East Second street

FORGINGS.

AXLES, Shafting, and other Forgings, from the Gleadon Forges, for sale by

†m 17 GEO. GARDNER & CO., Boston, Mass.

MUSKINGUM WORKS,
ZANESVILLE, OHIO.

DOUGLASS, SMITH & CO.

WOULD respectfully call the attention of Railroad Companies to their establishment at Zanesville. They are prepared to execute orders, on short notice, for

Passenger Cars of the most superior description,

Second Class Passenger, Mail Express, and Baggage Cars; Freight, Cattle, four or eight wheeled Gravel Cars. We manufacture a superior

CAR WHEEL,

Over 2500 of which are now running on the Central Ohio Railroad, and many of these have been in use on the road over two years, having in that time only three to crack, and two to be renewed in consequence of the wearing of the Chill. We have also commenced the manufacture of the celebrated

WASHBURN WHEEL,

And are prepared to furnish this wheel, with or without axles. Also, castings for Cars fitted to order at the shortest notice.

BOLLMAN'S PATENT IRON & WOOD BRIDGE.

We are also agents and builders of the above celebrated Bridge. Are now placing upon the piers an iron bridge on this plan over the Muskingum river at Zanesville. We are ready to contract with companies for the construction of this Bridge. All orders addressed

DOUGLASS, SMITH & CO.,
au4tf. Muskingum Works, Zanesville, O.

WHEELBARROWS!



ON hand, Wheelbarrows, of my own manufacture, suitable for Railroad, Turnpike, Canaling, &c., in lots, to suit purchasers. Orders filled for any reasonable amount

HENRY ROCKEY,
No. 21 East Front street

J. DAVENPORT....M. D. WELLMAN....C. M. RUSSELL

DAVENPORT, RUSSEL & CO.,
Railway Car Manufacturers,
MASSILON, OHIO.

THE subscriber, late of the firm of Davenport, Bridges & Co., Fitchburg, Mass., having associated himself with Messrs. Wellman and Russell, under the above name, would respectfully solicit calls for any kind of Passenger, Baggage, Post Office, Freight, Coal, Gravel, or Hand Cars.

Having had fifteen years experience in the business and having secured the best of workmen from the Car Factory in Cambridge, Mass., I feel confident, that perfect satisfaction can be given in all work entrusted to our care

We have now on hand the best of dry White-Oak with which we think we can build Cars as cheap and as well as any other establishment in the States. JOSEPH DAVENPORT.

Feb. 16†*

James' Railroad & Route Book
NEW EDITION:

Containing a list of all the Western and Southern Roads with distances, fares, connections, etc., etc. Price, 15 cents. J. A. & U. P. JAMES,

Publishers, 167, Walnut st., Cincinnati, O.

Indiana polis and Cincinnati Railroad, via. Lawrenceburgh.

NEW Route to Indianapolis, Terre Haute, Lafayette, and the West.

Through from Cincinnati to Indianapolis in six hours.

Shortest route between Cincinnati, Indianapolis, Terre Haute, Lafayette and Chicago.

Passengers for this line will leave Cincinnati, from the foot of Main street, at 6 o'clock, A. M., by steamer Forest Queen, every day, (Sunday's excepted,) and arrive at Indianapolis at 12 o'clock, M., in ample time to get dinner, and take any of the trains West or North.

Baggage checked through and baggage master accompanies the same.

Fare between Cincinnati and Indianapolis $3

At Shelbyville passengers may take the Jeffersonville, Rushville and Knightstown cars.

Returning, leave Indianapolis at 12 o'clock, M.

GEO. HAVEN, Superintendent.

Through tickets may be procured on board the boat, or at the ticket office, corner of Water street and landing (foot of Main street.)

jan 12-† C. S. RUSSELL, Ag't.

Covington and Lexington Railroad Open to Falmouth.

ON and after Monday, the 7th of Nov., and until further notice, Cars will leave Covington daily (except Sundays) at 7 o'clock. A. M., for Falmouth,—stopping at DeCoursey, Culbertson, Grant's Bend, New Philadelphia, Canton, Benton, Morning Side, Demossville, Butler and Irving.

Returning, will leave Falmouth at 1 P. M., stopping at all of the above stations.

☞ For freight and passage apply to C. CARPENTER, Freight Agent, Covington Depot.

R. M. SHOEMAKER Superintendent.

Office Cov. and Lex. R. R. Co., Nov. 5th.

dc22

COLUMBUS
Railroad Chair Manufactory.

THE subscriber having enlarged his works, is prepared to fill orders for wrought iron

RAILROAD CHAIRS,

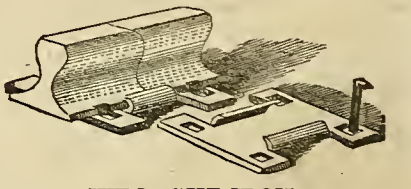
on short notice. He would call the attention of Railroad Companies to his patent Thick Lip Chair. Chairs made to any pattern and of any size which may be required, and warranted of superior quality of iron and workmanship.

P. HAYDEN can be found at 219 Pearl street, New York, where also specimens of the chairs can be seen.

P. HAYDEN.

Columbus, August 11, 1853.—au18-6*

RAILROAD SPIKES,



WROUGHT IRON
Chairs and Fastenings.

THE subscriber continues to manufacture with increased facilities, **Hook and Flat Head Railroad Spikes, and Wrought Iron Chairs of any pattern,** either punched or plain. The best quality of Iron is used, and the articles are guaranteed to give satisfaction in every respect. We are prepared to fill orders for any quantity with despatch, and at the lowest market prices.

Also, Boat Spikes, Bolts, and Boiler Rivets, superior quality.

All communications addressed to us will meet with prompt attention.

SMITH & TYSON,
No. 25 South Charles Street, Baltimore.

Railroad Line.

Cincinnati, Dayton and Sandusky Route.

TIME New York via Lake Steamors, by Sandusky, in 36 hours. To Boston in 41 hours. To Chicago in 21½ hours, via Cincinnati, Hamilton and Daytou Railway.

Five Daily Trains.

First Train—Indianapolis Express.....at 5.30o'clk, A.M.
Second Train—Lightning Express, ...8.20 " A. M.
Third Train—Accommodation,.....2 " P. M.
Fourth Train—Eaton and Richmond.....3.30 " P. M.
Fifth Train—Evening Express,.....5 " P. M.

New York, Boston, and Montreal.

First Train—Indianapolis Express—leaves Cincinnati at 5 A. M.; for Indianapolis and Chicago.

Second Train—Lightning Express—leaves Cincinnati at 8.20 o'clock, A. M., connecting at Sandusky with the new and magnificent low pressure Steamers Mississippi, Captain Hazard, St. Lawrence, Captain Hollister; connecting at Buffalo with the 6 A. M. trains Buffalo and Albany, and New York City, and 9 A. M. Trains Niagara Falls Railroad, for New York, Boston, Niagara Falls, Ogdensburgh, Montreal, &c.

Toledo and Chicago.

Second Train—Lightning Express—loaves Cincinnati at 8.20 o'clock A. M., connecting at Clyde with Railroad to Toledo, connecting at Toledo with Evening Express Train Michigan Southern Railroad to Chicago, direct.

Detroit and Chicago.

Second Train—Lightning Express—leaves Cincinnati at 8.20 o'clock A. M., connecting at Sandusky with the low pressure Steamer Bay City, Captain Atwood, connecting at Detroit with Morning Express Train Michigan Central Railroad to Chicago. From Cincinnati direct.

Indianapolis, Terre Haute and Lafayette.

First Train—At 5 A. M., leaves Cincinnati for Indianapolis, Terre Haute, Lafayette and Chicago same day.

Eaton, Richmond, and Centerville.

First Train—Indianapolis Express—at 5 A. M., connects at Hamilton to Eaton and Richmond.

Fourth Train—3 P. M. Through to Eaton and Richmond without change of cars. Connecting at Richmond with Western Railroad to Centerville.

Troy, Piqua, &c.

Second Train—Lightning Express—at 8.20 o'clock, A. M., and Third Train—Accommodation—at 2 P. M., connecting at Dayton with Railroad to Troy, connecting with Doyle's Omnibus and Canal Packets to Piqua, St. Mary's, and all points on Miami and Wabash Canals.

Fifth Train — Evening Express—at 5.00 o'clock P. M., connecting at Dayton with Railroad to Troy, connecting with Doyle's Omnibus Lines to Piqua.

Oxford and Connersville.

Second Train—Lightning Express at 8.20 o'clock A. M., and Third Train—Accommodation Express—at 5 P. M. Passengers by these Train take Western Stage Company's Lines at Hamilton, for Oxford, Connersville, &c.

Fifth Train — Evening Express at 5.00 P. M. Passengers by this Train take the Western Stage Company's Lines at Hamilton to Oxford.

FARE.

From Cincinnati to New York via Lake steamers to Buffalo, and Railroad by either route $15 00
From Cincinnati to New York via Lake steamers to Buffalo, Railroad to Albany, and Hudson river steamer to New York 14 00
From Cincinnati to Boston via Lake steamers to Buffalo, and New York city and New York and Erie Railroad 19 00
From Cincinnati to Boston, via Lake steamors to Buffalo, Albany and Western Railroads 18 00
An additional charge of 50c. via Niagara Falls and above routes.
From Cincinnati to Montreal via Lake steamers.. 17 00
From Cincinnati to Boston via Lake steamers and Ogdensburg 17 00
From Cincinnati to New York via Lake steamers and Ogdensburg 15 75
From Cincinnati to Buffalo via Lake steamers..... 8 00
Do do Detroit 6 75
Do do Chicago via Detroit..... 11 50
Do do Toledo 5 75
Do do Chicago via Toledo..... 11 50
Do do Chicago via Indianapolis..... 9 00
Do do Sandusky 5 00
Do do Clyde ..... ——
Do do Terre Haute..... 5 50
Do do Lafayette..... 5 50
Do do Indianapolis..... 3 00
Do do Greenville 2 50
Do do Troy 2 50
Do do Dayton 1 50
Do do Richmond..... 1 60
Do do Eaton 1 25
Do do Hamilton..... 60
Do do Springfield 2 00

For all information and through Tickets, please apply at office, southeast corner of Broadway and Front sts., Cincinnati.
W. A. LATHAM, Ticket Agent.
au25 P. W. STRADER, Gen'l Agent

Railroad Line.

CINCIN'I, COLUMBUS & CLEVELAND ROUTE.

To New York, via Railway, in ..... 30 hours.
To N. Y., by Lake Steamers via Cleveland.. 39 "
To Pittsburgh in..... 14 "
To Boston in ..... 34½ "
To Philadelphia in ..... 38 "
To Baltimore in..... 38 "
To Wheeling in..... 18 "

VIA LITTLE MIAMI RAILWAY.

FOUR DAILY TRAINS.

First Train—Lightning Express—at ...6 o'clock, A. M.
Second Train—Accommodation Ex....7.45 " "
Third Train—Hillsborough Train.....3.10 " P. M
Fourth Train—Even'g Accommoda...5 " "

The roads of this route are laid throughout with heavy T rail.

New York, Boston, and Montreal.

First Train—Lightning Express leaves Cincinnati at 6 o'clock A. M., connecting at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo; connecting at Dunkirk with New York and Erie Railroad, and at Buffalo with Buffalo and Albany Railroad to New York and Boston.

Second Train—Accommodation Express, at 7.45 o'clock, A. M., connects at Cloveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erio Railroad, at Buffalo with Buffalo and Albany and New York City Railroads, and at Buffalo with Niagara Falls Railroad, to New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

—ALSO—

Connects at Cleveland with the new and magnificent low pressure steamers QUEEN OF THE WEST, Capt. McBride; CRESCENT CITY, Capt. Pease; connecting at Buffalo with the Buffalo and Albany, New York City, and Niagara Falls Railroads, for New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

Fourth Train—Evening Express, at 5 o'clock P. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad; connecting at Buffalo with New York City, Buffalo and Albany, and Niagara Falls Railroads, to New York, Boston, and Niagara Falls.

Pittsburgh, Philadelphia, and Baltimore.

First Train—Lightning Express, leaves Cincinnati at 6 o'clock A. M., connecting at Crestline with Ohio and Pennsylvania Railroad to Pittsburgh, connecting with Pennsylvania Railroad to Philadelphia and Baltimore.

Through from Cincinnati to Philadelphia and Baltimoro direct.

Zanesville, Wheeling, Baltimore, &c.

First Train—Lightning Express, at 6 o'clock A. M., and second Train, Accommodation Express, at 7.45 o'clock A. M., connect at Columbus with Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Lines, via National road to Wheeling, connecting with Baltimore and Ohio Railroad to Baltimore, Philadelphia, Washington, etc.

Fourth Train — Evening Express, at 5 o'clock P. M. Passengers by this Train sleep at Columbus and resume by Morning Train, via Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Line to Wheeling.

Hillsborough.

Third Train—Leaves Cincinnati at 3 P. M., connecting at Hillsborough with Ohio Stage Co.'s Lines to Chillicothe, Piketon, etc.

FARE.

From Cincinnati to New York via Railroad, either route $16 00
From Cincinnati to New York via Railroad to Albany, and Hudson river steamer..... 15 00
From Cincinnati to New York via Lake Steamers to Buffalo, and Railroad to New York..... 15 00
From Cincinnati to New York via Lake Steamers to Buffalo, Railroad to Albany, and Hudson river steamer to New York..... 14 00
From Cincinnati to Boston via Lake Shore, New York and Erie, and New York City Roads..... 20 00
From Cincinnati to Boston via Lake Steamers and New York City and Erie Roads 19 00
From Cincinnati to Boston via Lake Shore, Buffalo, Albany, and Western Roads..... 19 00
From Cincinnati to Boston via Lake Steamer, Buffalo, Albany, and Western Roads 18 00
An additional charge of fifty cents via Niagara Falls and above routes.
From Cincinnati to Montreal via Lake Shore Road, 18 00
From Cincinnati to Montreal via Lake steamer... 17 00
From Cincinnati to Boston via Lake Shore Road and Ogdensburg 18 00
From Cincinnati to Boston via Lake Steamer and Ogdensburg 17 00
From Cincinnati to New York via Lake Shore Road and Ogdensburg..... 16 75
From Cincinnati to New York via Lake Steamer and Ogdensburgh 15 75
From Cincinnati to Buffalo via Lake Shore Road. 9 00
From Cincinnati to Buffalo via Lake Steamer.... 8 00
From Cincinnati to Philadelphia or Baltimore via Crestline and Pittsburgh..... 15 00
From Cincinnati to Philadelphia or Baltimore via Cleveland and Pittsburgh..... 15 50
From Cincinnati to Pittsburgh via Crestline..... 7 75
From Cincinnati to Pittsburgh via Cleveland..... 9 00
From Cincinnati to Baltimore via Wheeling..... 14 65
From Cincinnati to Washington via Wheeling.... 15 95
From Cincinnati to Philadelphia via Wheeling... 15 95
From Cincinnati to Wheeling..... 7 15
From Cincinnati to Cleveland 6 00
From Cincinnati to Zanesville 4 3 0
From Cincinnati to Columbus 3 0 0
From Cincinnati to Springfield 2 00

☞ For all information and Through Tickets, please apply at office, southeast corner of Broadway and Front sts., Cincinnati.
W. A. LATHAM, Ticket Agent.
au25 P. W. STRADER, Gen'l Agent.

Cincinnati, Wilmington and Zanesville Railroad.

OPEN TO CIRCLEVILLE.—Two daily Trains, (Sundays excepted) between Washington and Cincinnati, and one daily train between Circleville and Cincinnati. On and after Tuesday, March 14th, 1854, until further notice, trains will run as follows:

Upward train for Circleville, leaves Cincinnati 7:45 A. M., and arrives at Circleville, at 2:40 P. M.

Upward train for Washington, leaves Cincinnati at 3:10 P. M., and arrives at Washington at 8:05 P. M.

Downward train leaves Circleville at 12:15 P. M., and arrives at Cincinnati at 7:45 P. M.

Downward train from Washington, leaves at 6:30 A. M., and arrives at Cincinnati at 11:25 A. M.

Trains will stop for passengers as follows: At Williamsport, Four Corners, New Holland, Washington, Rattle-Snake, Sabina, Cross Roads, Wilmington, Sligo, Clarksville and Morrow; and on the Little Miami Road at Deerfield, Butterworth's Water Station, Loveland, Miamiville, Milford and Plainville, and on proper signal by flag, or to the Conductor, at Branch Hill and Linwood, at Turnpike.

The downward Trains connect at Morrow with the Trains on the Little Miami Road for Columbus.

Lines of Omnibusses will run between Circleville, Chillicothe and Lancaster, connecting with the morning train from and evening train to Cincinnati.

Fare from Cincinnati to Washington.....$2 25
" " " " Circleville..... 3 00

For othor information and Tickets, apply at Ticket office, corner of Broadway and Front sts, and at the Little Miami Depot, or to the Station Agents on the line.

E. W. WOODWARD,
Engineer and Superintendent.

☞ The Omnibus Line will call for and deliver passengers to and from the trains to any part of the City.
J. HOWELL, Conductor.

☞ The Company will not be responsible for baggage exceeding $50 in value, unless the same be returned to the Conductor or Agent, and freight paid at the rate of a passage for every $500 in value above that amount.
mar. 23

COLUMBUS PIQUA, AND INDIANA RAILROAD.

New route from Columbus, West and from Urbana, East.

On and after Monday September 19, 1853, two trains per day, (Sunday excepted) each way, will run on this Road, between COLUMBUS and URBANA. Will leave Columbus at 4.50 a.m., and 3.30 p.m.—arriving at Urbana at 8.12 a.m., and 6.14 p.m. Returning—will leave Urbana, for Columbus, at 9.15 a.m., and 3.00 p.m.—arriving at 12.05 and 6.55 p.m.

The 4.50 a.m. train, from Columbus, will connect with the night Express train from Cleveland and arrive at Urbana in time for the morning train north for Sandusky and intermediate points. Persons arriving by the morning Cleveland and Zanesville trains can have a few hours at Columbus and leave by the 3.30 p.m. train—arriving at Urbana in time to get supper and take the 5.35 p.m. train for Dayton and Cincinnati.

The 9.15 a.m. train from Urbana connects with the morning train from Cincinnati and Dayton that arrives at Urbana 8.40 a.m.—arriving at Columbus at 12.05 p.m in time for the 1 p.m. train for Cleveland, connecting with the Buffalo and Dunkirk boats. The 3.00 p.m. train will leave Urbana on the arrival of the Sandusky train—reaching Urbana at 2.45 p.m.—and arrive in Columbus in time for the various night trains.

A line of Omnibuses will connect with the trains at Urbana for the conveyence of passengers to and from Piqua and Greenville over a good Macadamized road.

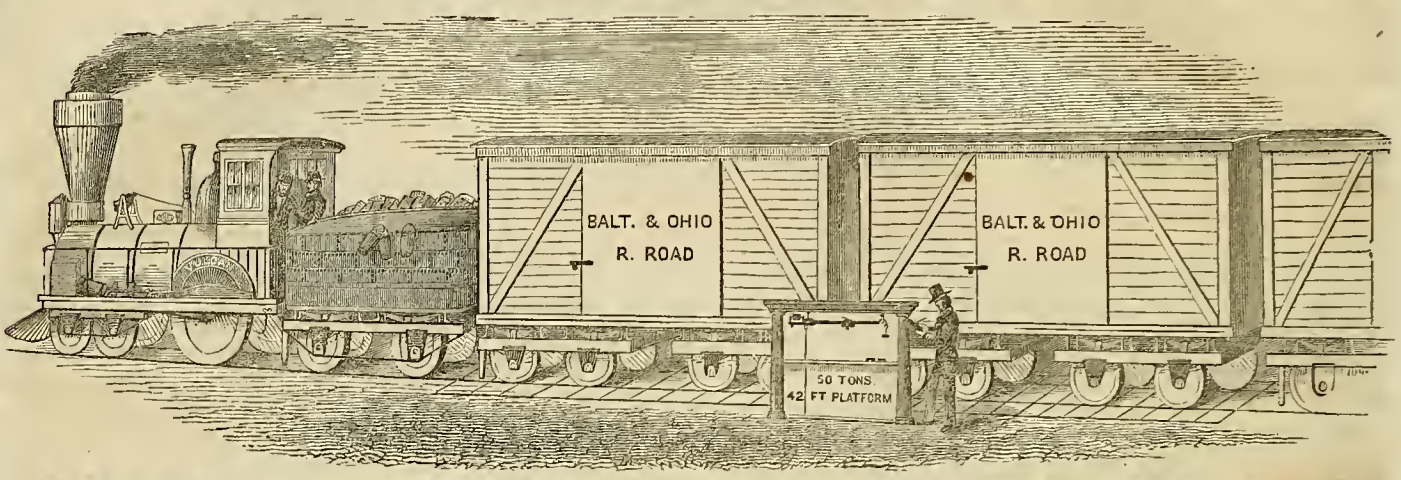
A. G CONOVER, Sup't

Piqua, Sept. 13, 1853. s29-tf.

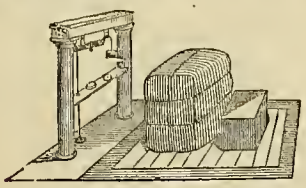
OFFICE OF THE
Cincinnati and Portsmouth R. R. Co.
Felicity, Clermont County.

☞ Communications addressed to T. H. WHETSTONE President, and left with Messrs. JOHN F. DAIR & Co. Cincinnati, will receive prompt attention. a29-tf

FAIRBANKS' SCALES.



Railroad Track Scale---50 Tons.



DEPOT SCALES 12,000 LBS.

FAIRBANKS & CO'S

PLATFORM SCALES,

Long known—Severely tested—Always right—
The aeknowledged standard—Adapted to
every required operation of weighing, as

Railroad Track and Depot Scales,

In use on nearly all the prineipal Railroads in the United States and Great Britain.

WAREHOUSE SCALES,
Dormant and Portable.

HEAVY PORTABLE SCALES,
On Wheels,
For Foundries, Rolling Mills, Iron Houses, &e.,

STORE SCALES,
Various Modifications.

COUNTER SCALES, &c.,

HAY & COAL DEALERS' SCALES,
Made entirely of Iron and Steel.

GENERAL AGENTS:

FAIRBANKS & CO., 89 Water Street, New York.
TRABER & AUBERY, Cincinnati.
L. F. BURGESS, Cleveland.
BROWNING & MAYER, Indianapolis.
C. L. HARMON, & CO., 197 South Water St. Chicago.
S. M. EDGELL & CO., 20 Pine St., St. Louis.
W. B. BELKNAP & CO., Louisville.
M. P. HUTCHINS, Detroit.
J. & F. DAWSON, Charleston, S, C.
GEO. C. EWING, 21 South Charles St., Baltimore.

MANUFACTURERS:

E & T. FAIRBANKS & CO.,

ST. JOHNSBURY, VT.

TESTIMONIALS:

OFFICE OF THE G. & C. U. RAILROAD CO.,
CHICAGO, FEB. 20TH, 1854.

MESSRS. E. & T. FAIRBANKS & CO.,

GENTLEMEN:—All of the principal station buildings on this road are furnished with your Depot and Platform Scales, with the exceptions of two scales. Your Scales were adopted after trial with those of other makers, and I take pleasure in now saying, that after more than four years trial, they have given entire satisfaction to us, and the public doing business with the Company.

I am not aware of a dollar's expense being incurred from wear or defect of materials in any part of the scales. The Track Scale, with suspended platform, which you have recently put into our principal depot at this place, judging from present appearance and the use to which it has been put, will, I doubt not, answer the purpose desired, and be equally satisfactory.

JOHN B. TURNER,
Pres't and Sup't.

CENTRAL RAILROAD CO.,
SAVANNAH, JAN. 6TH, 1853.

MESSRS. E. & T. FAIRBANKS & CO.,
St. Johnsbury, Vt.

DEAR SIRS:—Your Scales, which we have used for many years, gave so much satisfaction, that we ordered from your House, all the Scales necessary for our large new Warehouse. Your agent has just finished putting up twenty-two of your No. 1 and No. 2 Depot Scales and a large Road Scale, and I am pleased with the manner in which the job has been done. I trust and believe that this work will do credit to your establishment.

Respectfully, your obedient servant,
R. R. CUYLER, Pres't.

PORT RICHMOND, PA. MARCH 2D, 1852.

MESSRS. E. & T. FAIRBANKS & CO.,
St. Johnsbury, Vt.,

GENTLEMEN:—There are now in the Richmond Wharves at the terminus of the Reading Railroad, Twenty-six of your ten ton Track Scales, which have been in constant use for more than six years. The least quantity of Coal weighed annually upon any one wharf has been 400,000 tons. The aggregate quantity weighed upon the twenty-six scales, has been more than one million two hundred thousand tons per annum.

During the time since they have been in use, they have always retained their adjustment without any expense for repairs. They have been tested every year by the Sealer of Weights for the county of Philadelphia, and always found correct, and at the present time their operation is apparently as perfect and as sensitive as when first built.

JOHN E. HOBERT,
Superintendent of Wharves.

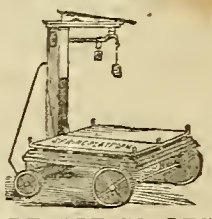
STATE OF NEW YORK,
CANAL COMMISSIONERS OFFICE,
ALBANY, JUNE 21, 1852.

MESSRS. E. & T. FAIRBANKS & CO.,

GENTLEMEN:—Your favor of the 10th, asking my views of the Weigh Lock Scales, manufactured by you, and introduced upon the Erie Canal, is received.

I have no hesitation in saying, that they have fully answered your recommendation in every particular. Their capacity for strength is fully equal to sustain the required burthen. They are not liable to get out of adjustment or repair. The arrangement of the Weighing Beam is admirably adapted to obtain rapid results. I know of no Scale superior to them, in this or any other country.

In great haste, Yours truly,
JOHN C. MATHER,
Canal Commissioner.



PORTABLE SCALES.

The following Railroads have been furnished exclusively, or nearly so, with FAIRBANKS' SCALES:

Alabama & Tennessee.	Huron & Oxford.
Allegheny Valley.	Illinois Central.
Androscoggin & Kennebec	Indiana Central.
Ashuelot.	Indianapolis & Bellefontaine
Atlantic & St. Lawrence.	Iron.
Baltimore & Ohio.	Jeffersonville.
Baltimore & Susquehanna.	Kennebec & Portland.
Belvidere, Delaware.	Knightstown & Shelbyville.
Boston, Concord & Montreal	Macon & Western.
Boston & Maine.	Mad River & Lake Erie.
Boston & Providence.	Manchester & Lawrence.
Buffalo, Brantford & Goder'h	Memphis & Charleston.
Buffalo, Corning & N. York.	Michigan & Southern.
Buffalo & New York City.	Milwaukee & Mississippi.
Buffalo & State Line.	Naugatuck.
Cauandaigua & Elmira.	New Albany & Salem.
Central, (Ga.)	Newburyport.
Central, (Va.)	New Haven & New London.
Champlain & St. Lawrence.	New Haven & Northampton.
Charlotte & South Carolina.	New Jersey Central.
Cheshire.	New York Central.
Cleveland, Columbus & Cincinnati.	New York & Erie.
	New York & New Haven.
Cincinnati, Hamilton & Dayton.	Norfolk County.
	Northern Indiana.
Cincinnati, Logansport & Chicago.	Northern, (N. H.)
	Northern, (N. Y.)
Cincinnati, Wilmington & Zanesville.	Norwich & Worcester.
	Old Colony.
Cleveland & Erie.	Orange & Alexaudria.
Cleveland & Pittsburgh,	Oswego & Syracuse.
Cocheco.	Petersburg.
Columbus, Piqua & Indiana	Philadelphia & Reading.
Columbus & Xenia.	Pittsfield & North Adams.
Concord,	Plattsburg & Montreal.
Concord & Claremeut.	Portland, Saco & Portsmouth
Connecticut River.	Provideuce & Worcester.
Coun. & Passumpsic River.	Renssalaer & Saratoga.
Daytou & Michigan.	Richmond & Danville.
Eastern.	Richmond & Petersburg.
Essex.	Rome, (Ga.)
East Tenuessee & Georgia.	Rome & Watertown.
Evansville & Crawfordsville	Rutland & Burlington.
Fitchburgh.	Rutland & Washington.
Galeua & Chicago Union.	Sandusky, Mansfield & Newark.
Georgia.	
Grand Trunk, (Canada.)	Scioto & Hocking Valley.
Great Western, do.	South Reading Branch.
Great Western, (Ill.)	South Side.
Greenville & Columbia.	South Western.
Greenville & Miami.	Springfield, Mt. Vernon
Hartford, Providence & Fishkill.	Pittsburgh.
	St. Charles Branch.
Housatonic.	Steubenville, & Indiana.
Hudson River.	St. Lawrence & Atlantic.
Hudsou & Berkshire.	Stony Brook.

RAILROAD RECORD.

AND

Journal of Commerce, Banking, Manufactures, and Statistics.

Vol. 2.---No. 12. CINCINNATI, THURSDAY, MAY 18, 1854. Whole No. 64.

Railroad Record

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E. D. MANSFIELD, Editor.

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J. A. & U. P. JAMES,

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167 Walnut st., Cincinnati.

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Pittsburgh, Maysville & Cincinnati Railroad Company.

OFFICE AT

McCONNELSVILLE, O.

T. W. Peacock, Pres't.....Rob't McLeod, C. E.

CARDS.

ALBERT M. LEA,
CIVIL ENGINEER,
KNOXVILLE, TENN,
†oc27

E. GEST,
CIVIL ENGINEER,
Room No. 7 Hart's Building,
South side of Fourth st. bet. Main and Sycamore sts,
CINCINNATI.

OFFICE OF THE
Marietta & Cincinnati Railroad Co.
No. 37 Manchester Buildings,
CORNER THIRD AND SYCAMORE STS.
CINCINNATI.
Principal Office at
CHILLICOTHE, OHIO.
W. P. Cutler, President.....S. W. Ely, Secretary.

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Ohio & Mississippi Railroad Co.,
No. 97 Fourth street, south side, west of Vine.
James C. Hall, President....S. S. Pond, Sup't & C. E.

OFFICE OF THE
Dayton & Cincinnati (Short Line) Railroad Co.,
No. 8 Hart's Building, south side of Fourth street, between Main and Sycamore streets.
Peter Odlin, Pres't, Dayton.....John C. Thorpe, Sec'y.

Cincinnati, Logansport & Chicago Railroad Company.
OFFICE AT NO. 169 WALNUT STREET,
CINCINNATI,
ALSO,
NEW CASTLE, IA.
J. T. Elliot, Pres't.....J. W. Grubbs, Sec'y,

Richmond & Miami Railroad Co.
OFFICE AT
RICHMOND, IA.
John W. Hutton.....President.

Indiana Central Railroad Co.
OFFICE AT
CENTERVILLE, IA.
Jno. S. Newman, Pres't.....Jas. M. Jmith, Sup't

Hamilton & Eaton Railroad Co.
OFFICE AT
EATON, OHIO.
David Barnet, Pres't.....D. M. Morrow, Sup't.

Cincinnati, Indianapolis & Chicago Railroad Company.
Office in Gregory's Building, south side of Third street, west of Main street
CINCINNATI.
E. M. Gregory.....President.

PROGRESS OF OHIO RAILWAYS.

Last year we gave a statement of the Ohio Railways then completed. As it is well to know, even in one state, the actual addition of railways at this time, we shall give a bird's-eye view of those in Ohio, with some of the most important elements and results.

1. COMPLETED RAILROADS IN WHOLE OR PART.

	Miles.
Cincinnati, Columbus, and Cleveland Line	253
Cincinnati, Dayton and Sandusky,	213
Cincinnati, Wilmington and Zanesville, (part)	90
Cincinnati and Hillsborough,	37
Cincinnati and St. Louis, (part,)	20
Eaton and Richmond,	41
Dayton and Western	36
Greenville and Miami	46
Dayton and Michigan, (part)	20
Bellefontaine and Indiana	118
Springfield and Columbus,	19
Columbus, Piqua and Indiana,	102
Columbus and Wheeling line, (part)	86
Sandusky, Mansfield and Newark	117
Scioto and Hocking Valley, (part)	45
Iron Road,	13
Cleveland and Toledo line,	147½
Cleveland and Erie,	70
Cleveland and Pittsburg,	99
Cleveland and Zanesville,	14
Ohio and Pennsylvania,	143
Ohio and Indiana, (part)	38
Springfield, Mt. V. & P	45
Find a Branch of Mad River,	15
Steubenville and Indiana,	20
Completed,	1,707½

Of this aggregate, 357 miles have been opened since the first of November last, about six months. Of all these lines, about 500 miles remain to be completed, in order to reach the *ultimate termini*. All of them have the ability to go on with their several works till finished. This will make what may be called 2,200 miles of completed railway, independent of double tracks. Three or four of these roads are now engaged in making double tracks, as a matter of indispensable necessity to their growing business.

2. OF THE RAILWAYS IN PROGRESS.

The following are the most important :

Cincinnati and Marietta, 260 miles. This work has about 70 miles graded, and nearly all the route much worked upon. From Chillicothe to Greenfield, 20 miles, is ironed, and is now run by both freight and passenger trains. It is expected the whole distance from Cincinnati to the coal mines, about 12[illegible] miles, will soon be opened.

Cincinnati and Dayton Short Line is [illegible] miles. This comprehends the great tun of 10,000 feet, of which 3000 have been The whole line is now under constructi

Cincinnati, Xenia, & Cleveland Shor Between Cincinnati and Cleveland by

route, will be 220 miles. From Cincinnati to Delaware is under contract.

Clinton Line, between Tiffin and Pennsylvania State line is constructing.

Tiffin and Fort Wayne, a prolongation of the Clinton line, 102 miles, is under contract.

Pittsburg and Cincinnati Railroad, via McConnellsville, is partly under construction from McConnellsville to Cambridge.

These lines are now in course of construction, under such circumstances, as will probably secure their completion. They comprehend about 600 miles, and will bring the aggregate to 2,800 miles. Besides which, there are 1,500 miles of additional railway projected, and much, without doubt, will be accomplished. On the whole, there is scarcely a doubt that within five years full 4,000 miles will be made in Ohio. The stringency of the money market only increases the *time* required to finish the roads. It will not prevent the completion of any. We neither have, nor shall have, such severe pressure in the financial world as will prevent the investment of surplus capital, constantly accumulating in whatever business is likely to afford large profits. Every day demonstrates, with more certainty, the fact that Western Railways are profitable, and will remain so. On this subject we present

3. A VIEW OF PROFITS.

The only lines in Ohio which have been in operation long enough to give a view of their receipts, are the Cincinnati, Columbus, and Cleveland, the Cincinnati, Dayton and Sandusky, the Hamilton and Eaton, Greenville and Miami, the Sandusky, Mansfield, and Newark, the Cleveland and Pittsburg, the Cleveland and Erie, Ohio and Pennsylvania. Of these Roads, we give below the cost and the gross and *net* receipts, after deducting the expenses, for 1853.

	Cost.	Gross Rec'pts.	Net Rec'pts.
Little Miami,	$3,480,140	$667,558	$352,132
Columbus and Xenia,	1,291,700	314,434	168,612
Cleveland and Columbus,	3,833,348	1,191,873	611,097
Cincinnati and Dayton,	2,508,04	321,793	200,956
Mad River,	4,110,148	540,518	113,401
Eaton and Hamilton,	1,124,000	89,855	49,974
Cleveland and Pittsburg,	3,280,000	432,602	267,278
Greenville and Miami,	462,448	37,062	22,821
Aggregates,	$3,595,683		$1,786,271

Of the Cleveland and Erie, and the Sandusky and Mansfield roads, we have no returns. From the above aggregate, it appears,

1. That the aggregate *cost* of the roads is $20,105,787.

2. That the *net* receipts were 8¾ per cent, on the entire cost.

3. That the net receipts are about 50 per cent of the gross receipts.

4. INTRINSIC AND MARKET VALUE OF STOCK.

Collecting the aggregate value of stock *in market*, by the quotations of the *American Railroad Journal*, we have the following result in round numbers:

Little Miami Railroad,	$3,860,000
Columbus and Xenia,	1,382,000
Cleveland and Columbus,	4,410,000
Cincinnati and Dayton,	2,560,000
Eaton and Hamilton,	640,000
Mad River,	3,100,000
Cleveland and Pittsburg,	2,724,000
Greenville and Miami,	250,000
Aggregate,	$18,986,000

The market *depreciation* of these stocks is, therefore, $1,219,000, and at that, the rate of interest paid by the net receipts is 9½ per per cent. An *eight* per cent stock, however, will be allowed by all persons, to be intrinsically worth par, allowing for taxes and charges. The railway stocks of Ohio are, therefore, now to be bought in market at full *eighteen per cent below their real value*, calculated by the strictest rules of financial estimation. This is a direct consequence of what is called a *stringent money market*. But while this fact remains, the demand for railways will not be materially diminished, for the simple reason that railway stocks offer the greatest temptation to the money holder. At the present time, real estate, in all our great cities, is enormously high, and cannot be invested in without the risk of a great depreciation in price. The business of railways, however, does not diminish, but increases, so that a relative fall in their value is not to be looked for much beyond what has already taken place.

The above view of the Ohio railways proves one thing most conclusively, that the investment in Ohio railways has been advantageous to all parties, while it is equally clear they have contributed largely to the prosperity of the country.

Railroads.

INDIANA AND ILLINOIS CENTRAL RAILWAY.

The new Board of Directors of the Indiana and Illinois Central Railroad Company organized by electing Judge J. L. Roache, President; William Martin, Vice President; John S. Spann, Secretary; Elijah Newland, Treasurer; J. A. Liston, Attorney, and John C. Campbell, Engineer.

The Indianapolis *Daily Journal* of the 10th, contains the following relative to this company:

INDIANA AND ILLINOIS CENTRAL RAILROAD.—From a statement submitted by the President to the Annual Meeting of the Stockholders, on the 3d inst., we glean some items which will be of interest to the public generally. A careful survey of the route from this city to Decatur, Illinois, has been made by the Chief Engineer, John C. Campbell, Esq., presenting the following result:

GRADIENTS:

57.55	miles,	level.
26.26	do	under 20 feet per mile.
18.87	do	from 20 to 30 feet per mile.
46.86	do	over 30 do do
149.54	total length.	

LINES AND CURVES:

139.05	miles	straight line.
6.14	do	curved, radius 5730 feet.
2.08	do	do do 2865 do
2.27	do	do do 1910 do
149.54		

Giving 93 per cent. of straight line.
Longest tangent, 70 60-100 miles.

The whole work has been undertaken by a most responsible firm in New York, M. C. Story & Co., who are to complete the road for $22,000 per mile, as follows:

"To grub, grade and construct the road from Indianapolis to Decatur, with the bridging, culverts, cattle-guards, switches, road-crossings, drains, and ditches, furnishing and laying down the superstructure, and completing the same ready for ballasting, also to expend $75,000 under the direction of the company, in the erection of suitable station-houses, water-stations, turn-tables, &c., and to supply furniture as follows:

10 Locomotive Engines of 20 tons weight.
10 First Class Passenger Cars.
4 Baggage Cars.
2 Mail Cars.
30 Gravel Cars.
50 Box Cars.
25 Platform Cars.
25 Stock Cars } Of Eight Wheels.
15 Hand Cars.

The aggregate sum of all the excavations not to exceed fifteen thousand yards per mile.

ESTIMATED COST:

149 56 miles at $22,000 per mile	$3,289,280
Estimate for excess of excavation over fifteen thousand yards per mile	448,620
	$3,738,500

Which sum, by the contract, is to be paid as follows:

30 per cent. in the 7 per cent. bonds of the company, secured by a first mortgage on the road	$1,869,250
20 per cent. in Stock	747,700
30 per cent in cash	1,121,550

The following is a statement of the

STOCK ACCOUNT:

Cash Stock subscriptions	$239,500
Land Stock subscriptions	1,566,050
Stock issued to solicitors	3,400
Stock issued to contractors for construction	6,100
	$1,914,050

Several divisions of the work have been sub-let, embracing the entire Western Division from the Wabash river to Decatur, a distance of eighty-four miles, and a large force is now upon the line. Ample means for the summer's work have been provided, and the prospects for the future are of the most flattering character.

INDIANA, KALAMAZOO AND GRAND RAPIDS, RAILROAD.—This company organized under the General Railroad Law of Indiana, proposes to build an air line road from Hartford, city, county seat of Blackford county where it intersects the Fort Wayne and Southern road, to Grand Rapids, in Michigan. The length of the road from Hartford to Grand Rapids is about 213 miles; about 107 miles in the State of Indiana. The road is calculated to run through the following places. From Hartford to Warren, Columbia, Huntington, Albion, LaGrange, Lima, Sturgis, Centerville, Kalamazoo, to Grand Rapids.

The country through which it runs is generally level and easily graded. Most of the way, the land within ten miles of the road is well cultivated, and densely populated.

In Lima, over $75,000 have already been subscribed, more is being taken.

In Sturgis over $50,000 stock has been taken. We gather the above items from the Centerville (Mich.) *Chronicle*. We had heard of the company before, but knew not of the whereabouts of its location.

ASHTABULA & NEW LISBON RAILROAD.

This is a line of road of which we have had but little information heretofore. We are indebted to Mr. Hubbard, a Director, for a copy of the Engineer's report, from which we gather the following elements of the road, from which it will be seen that the estimate of cost of construction is below the average of Ohio roads.

The surveys were commenced in October last. The line is divided into two divisions, northern and southern; the former extending from Ashtabula Harbor, to the point of intersection with the Cleveland and Mahoning road, near Niles and Warren; the latter lies between this point of intersection and New Lisbon.

On the Northern Division, two routes have been surveyed. The Jefferson route gives the distance to Niles 50.7 miles; maximum grade, 26.4 feet per mile; estimate for grading and bridging $2,813 00 per mile.

The Austinburgh route gives the distance to the Cleveland and Mahoning intersection as 47.8 miles, making only 3.10 miles difference in favor of this route; the maximum grade is 26.4 feet per mile; estimate for grading and bridging, $3,523 00.

On the Southern Division, the route known as "the Middle Beaver" is decidedly the best. It crosses the Ohio and Pennsylvania road near the town of Franklin Square, following the valley of the Middle Beaver to New Lisbon, requiring no grade higher than 32 feet per mile.

The entire distance from Ashtabula Harbor to New Lisbon, via Warren and Niles, is 84.13 miles.

Grades as follows:

Of 31.7 feet to mile	4.72	miles.
" 26.4 do do	6.17	do
" 10 to 20 do	7.16	do
10 do and less	31.62	do
Continuous straight line	73.00	do

Average of grading and bridging per mile, $5,582 00. Total cost, $1,515,920 00.—These estimates are for a first class road.

From Ashtabula to New Lisbon the general course is nearly due south, through one of the best agricultural regions of the Reserve. From Niles to New Lisbun, 30 miles, is one continuous coal field, of excellent quality, furnishing an unlimited amount of freight for the road when completed. Iron, in inexhaustible quantities, is also found at Niles and New Lisbon; at the latter places also are hydraulic cement and lime in quantities.—The connections, crossings, and intersections of this road are many and valuable.

The report of the engineer, Mr. Wm. Hale, is very able and full; we regret that we cannot find room for it all.

PANAMA RAILROAD.—The length of the part completed is 31 miles, and the receipts for that part, for the month of March, were $66,070.

Communications.

For the Railroad Record.

THE MISSISSIPPI & TENNESSEE RAILROAD.

MR. EDITOR:—The above road which has thus far excited but little attention abroad, is destined soon, in view of its important connections, to occupy a prominent position among the Railroads of the South.

Its southern terminus is Grenada, Miss., where it connects with the Central road, extending south to Canton, and thence to New Orleans and Mobile, by the Great Northern, and the Mobile and Ohio roads. At Memphis, its northern terminus, it connects with the Memphis and Louisville, and the Memphis and St. Louis roads on the north, the Memphis and Charleston on the east, and the Memphis and Little Rock on the west, (all of which roads, except the latter, are in actual process of construction,) thus making Memphis a grand focus, from which radiate roads permeating every quarter of the Union, exchanging at this point, the rich mineral and agricultural products of the North, for the great textile product of the South. If a straight line be drawn from St. Louis to New Orleans, it will pass through Memphis and over the Mississippi and Tennessee road, and connect those two points by a practicable railroad route not exceeding 530 miles, whereas by the Mississippi river, a great highway, paved with human bones, the distance is 1246 miles, and from Cincinnati to New Orleans by this route, a saving of nine hundred miles is effected over the river route.

This road penetrates for its entire length of 97 miles, the richest cotton-growing section of Mississippi, and at the lowest estimate, will add to the trade of Memphis, one hundred thousand cotton bales, which find their way to New Orleans through the small tributaries of the Mississippi river. The road is one of easy construction, passing over a comparatively level country, with a light sandy earth and no rock whatever. The attention of capitalists and contractors is invited to it as affording unusual facilities for good investments and profitable work.

MINOR MERIWETHER,
Chief Engineer.

For the Railroad Record.

MR. EDITOR:—Having observed an occasional notice in your valuable RAILROAD RECORD, of the charter of the Kentucky Union Railroad, at the last session of the Legislature of that state, in very flattering terms, which, according to the provisions of its charter, will constitute a part of the railway entitled by an act of the Legislature of Tennessee "the Cincinnati, Cumberland Gap and Charleston Railroad." The charters of the roads, both in Tennessee and Kentucky, make Cumberland Gap a point, it being on an almost direct line from Cincinnati to Charleston. Believing, as I do, that you fully appreciate the importance of this great work, and that you, and many of your numerous patrons, would be interested in knowing what steps are being taken in Tennessee to consummate the speedy construction of this most magnificent railway, being equal in importance to any that has ever been, or that ever will be built in the United States, connecting as it will, the Ohio Valley at Cincinnati, via Cumberland Gap, with the Atlantic sea-board, and Beaufort, by the shortest, cheapest and most practicable route, with an intermediate country equal to any in the world for stock and grain-growing, and surpassed by none for the variety abundance and richness of its minerals. Where can there be found more extensive or inexhaustible coal fields than those extending from Cumberland Gap to, or near, Richmond? There, too, are the Goose Creek salt works, and many other valuable minerals, in Tennessee, south of Cumberland Gap. The counties penetrated by, and situated east of this contemplated road, contain the principal valuable minerals of the state, and in no part of the state are there to be found so great a variety and abundance of minerals, as in the counties through which this road will pass. In Claiborne county, touching at Cumberland Gap, are to be found rich and very extensive zinc and lead mines; iron ore of the best quality in endless quantity; quarries of the best mill-stone rock, equal to the best French burr, extending through the entire length of the country; hydraulic lime in endless quantity, and probably extensive quarries of marble and plaster of paris. In other counties in Tennesse, along the line of this road, are found the most extensive marble quarries in the United States, of the finest quality; it is from one of these quarries that the Capital, at Washington, is now being furnished with marble.

But what are we doing in Tennessee to promote the immediate construction of this road, which will be about seventy-five miles long in this state? The last session of the Legislature passed a charter for it, with very liberal provisions, making but two points, Cumberland Gap and Paint Rock—the latter in the French Broad valley. The Commissioners appointed by the charter, have opened books, and raised more than the amount required by the charter to organize or form a company. They have appointed a day for the stockholders to elect their directory, or board of officers, and in two weeks from this time the Cincinnati, Cumberland Gap and Charleston Railroad Company will be organized, and a sufficient number of agents will be in the field soliciting stock, until the amount necessary to grade the entire road shall be raised, which will require but a short time, from present indications of public spirit. Also, the company will in a very short time

have a competent body of engineers to make estimates of cost and construction, (which must be from ten to twenty thousand dollars per mile less than upon any other route heretofore spoken of,) and to locate the road permanently. In fact, the counties of Clairborne, Hancock, Hawkins, Grainger, Jefferson, Green, Cook, and others east of this road, that feel a deep interest in its construction, will be able, and will at once take the remainder of stock necessary to build this road, there being but little more to raise in addition to the individual subscriptions already taken, and the very liberal aid the state has given this road by an act of the last session of its General Assembly. No road in the state was better cared for than this. The distance as before mentioned between Cumberland Gap and Paint Rock, on the southern boundary line of the state, is about seventy five miles. The state, by the act above referred to, loaned the company her bonds to the amount of ten thousand dollars per mile, and two hundred thousand dollars in addition to build road bridges, and the masonry on the road, which would be nine hundred and fifty thousand dollars, or nearly equal to thirteen thousand dollars per mile, at least two thirds of the whole amount necessary to construct that part of the road in Tennessee, the other third will be easily raised in a short time—much of which has already been subscribed by individuals.—Thus you see there can be no barrier in the way to check the immediate construction of that part of the road that will be situated within the limits of Tennessee. We hope that your flourishing city, which must be immensely benefitted by this vast enterprise, by being connected by railroad on the nearest possible route with the Atlantic sea-board at Charleston, passing through one of the richest agricultural countries in the world; the most extensive coal fields, and in East Tennessee, through or near immense mineral regions, that would in all time to come, prove a source of employment and wealth to it, will at once take this subject in hands and give it all possible encouragement by a liberal subscription, that we may be enabled to interchange commoditics—let you have our pig-iron, blooms, zinc, lead, burr-rock, copper, hydraulic-lime, fine marble, and many other articles produced in East Tennesssee, in exchange for your groceries, dry goods, and every kind of articles manufactured in your city, and become rivited together by the cement of interest into one brotherhood.

CUMBERLAND GAP.

Tazewell, Tenn., May 4th, 1854.

HILLSBORO' RAILROAD—ELECTION. — The following gentlemen were chosen Directors for the ensuing year: William P. Cutler, Washington Mc'Lean, Samuel B. Keys, W. S. Nye, Alphonso Taft, Samuel O. Byrd, D. J. Fallis. The vote was unanimous.

SETTLEMENT OF THE "ERIE" DIFFICULTY.

As many of our readers are interested in the settlement of this vexed question, we give at length the act passed by the Pennsylvania Legislature, and accepted by the Cleveland, Painesville and Ashtabula Railroad Company, and needing only the signature of Gov. Bigler, which it will undoubtedly have, to become a law.

A perusal of the act will convince any one that no concessions are made by the Ohio Company, that would not have been willingly made at any time heretofore, had the besotted inhabitants of Erie so willed it.

AN ACT relating to the Sunbury & Erie Railroad Company and the Cleveland, Painesville & Ashtabula Railroad Company.

SEC. 1. The Cleveland, Painesville & Ashtabula Railrood Company, as incorporated under an act of the General Assembly of the state of Ohio, passed the 13th of February, A. D., 1848, entitled "An Act to incorporate the Cleveland, Painesville & Ashtabula Railroad Company," and an act supplementary thereto, passed Dec. 10, 1850, be, and they are hereby authorized to construct and use a railroad, with one or more tracks, commencing at and in the city of Erie, thence extending south-westwardly by the most practicable route on or along the Franklin Canal Railroad, to a point on the state line of Ohio, where it may connect with the Cleveland, Painesville & Ashtabula Railroad, subject to the provisions of an act regulating railroad companies, passed the 19th February, 1849, and that they be and are hereby authorized to connect their road with any railroad or railroads, legally authorized to come to or lay a road within the city of Erie. *Provided*, That all such connections shall wholly cease so soon as the Sunbury and Erie Railroad Company shall have a track or tracks open for use leading into said city, unless they shall also make a connection therein with the said Sunbury and Erie Railroad at the depot of the said last named company.

SEC. 2. That the said Cleveland, Painesville and Ashtabula Railroad Company be and are hereby authorized and required to purchase the railroad now constructed from the city of Erie to the Ohio state line and all the right or interest of the Franklin Canal Company, or any other parties in and to the same, with its appurtenances and the right of way, and all other rights and property connected therewith, and shall also purchase any shares of the said original Franklin Canal Company's stock at par and pay the interest and principal on all bonds of said company according to their tenor, and thereafter the said Cleveland, Painesville and Ashtabula Railroad Company may use and enjoy the said railroad and its appurtenances, with a full release of any and all the rights and claims of the Commonwealth thereto or therein, and the said Franklin Canal Company is authorized to make such sale and transfer to said Cleveland, Painesville and Ashtabula Railroad Company.

SEC. 3. That the said Cleveland, Painesville and Ashtabula Railroad Company shall extend the track or tracks of their road, equal in all respects except the grades, to the main track from a point west of Liberty street, being the western boundary of the city of Erie, north-westwardly by the most practicable route to the harbor of Erie, at or near the depot grounds of the Sunbury and Erie Railroad Company, and have the same opened and ready for use within two years, or sooner, if the said Sunbury and Erie, or any other railroad coming from an eastwardly direction, shall have one or more tracks completed to the said harbor: *Provided*, That the Sunbury and Erie Railroad Company shall grant such use of their depot grounds as may be agreed upon by the parties, and that the city of Erie shall grant free the right of way over and along such public streets or public grounds as may be required for the track or tracks of said road to the harbor.

SEC. 4. That all the privileges and immunities granted to the Cleveland, Painesville and Ashtabula Railroad Company in and by this act, are granted upon the following terms and conditions, namely:

First, The said Cleveland, Painesville and Ashtabula Railroad Company, shall make such connection between their railroad and that of the Sunbury and Erie Railroad Company, at or near the city of Erie as may be best adapted to the safe, cheap and ready transferring of cars, passengers baggage and freigbt from one road to another, so soon as the western division of the said Sunbury and Erie Railroad shall be finished, and that so soon as the said Sunbury and Erie Railroad Company shall have laid down a track of road from Sunbury to Erie, then and thereafter the said Cleveland, Painesville and Ashtabula Railroad shall run their freight and passenger trains to the depots of the Sunbury and Erie Railroad Company, and from then and thereafter, shall not grant, furnish or allow any company whose railroad shall terminate or pass through or near the city of Erie, nor to any company or companies whose road or roads shall connect with or be contiguous to such road terminating at or passing through or near the city of Erie, any facilities privileges or advantages which are not equally granted and furnished to the Sunbury and Erie Railroad Company, nor give or furnish or permit to be given or furnished, by any agent or by any person or persons, company or companies, using their road directly or indirectly, any inducement of any kind whatever to any party to travel or to send or forward property or mail matter in any direction on or over any railroad so terminating at or passing through or near the city of Erie, or connecting as contiguous therewith, in preference to traveling or sending or forwarding such property or mail matter on or over the said Sunbury and Erie Railroad, and all passengers, property and mail matter passsing over the same, shall be received and dispatched by the said Cleveland, Painesville and Ashtabula Railroad Company with all proper and reasonable speed and dispatch. *Provided*, That the Commonwealth hereby reserves the right, at any time that may be deemed necessary, to protect her interests, to impose such taxes on the Cleveland, Painesville and Ashtabula Railroad Company as may be imposed by any general law upon all the railroads of the Commonwealth.

Second. The said Cleveland, Painesville and Ashtabula Railroad Company shall, before exercising any of the rights or franchises hereby granted, subscribe for 5,000 shares of the capital stock of the Sunbury and Erie Railroad Company, to be paid for in the bonds of the said Cleveland, Painesville and Ashtabula Railroad Company, as hereinafter authorized to be issued, bearing 7 per centum per annum interest, payable half yearly, the principal

payable in twenty years, to be secured by a mortgage of all their property, rights and franchises, and which shall be a first lien or mortgage on that part of their property in Pennsylvania, and on the rights and franchises granted or to be granted by this act. Said mortgage to be executed to such trustee as shall be satisfactory to the said Sunbury and Erie Railroad Company. The payments in bonds on account of such subscription to be made, and stock issued therefor in the same proportions, and at the same times, that the city of Philadelphia shall make their payments on their second subscription of ten thousand shares to the capital stock of the said Sunbury and Erie Railroad Company, which said five thousand shares of stock, unless otherwise agreed to by both parties, shall be inalienable until the maturity of the bonds given in payment therefor, and so declared on the face of the certificate for the same, and in all the elections or stock votes of the Sunbury and Erie Railroad Company, one thousand six hundred and sixty-seven shares and no more, may be voted upon by the said Cleveland, Painesville and Ashtabula Railroad Company.

Third, That at least three of the Directors of the said Cleveland, Painesville and Ashtabula Railroad Company shall be citizens of the Commonwealth of Pennsylvania.

Sec. 5. That said Cleveland, Painesville and Ashtabula Railroad Company be, and are hereby authorized to issue their bonds in sums of not less than $100 each, bearing interest at the rate of 7 per centum per annum, payable half-yearly to be secured by a mortgage or deed of trust of all their property, rights and franchises, to the amount of $500,000; and the said Sunbury and Erie Railroad Company are hereby authorised to receive said bonds at par in payment as before provided, for the subscription to their stock hereinbefore authorized and directed to be made.

Sec. 6. That if the said Cleveland, Painesville and Ashtabula Railroad Company shall in any respect knowingly and intentionally refuse or neglect to perform and comply with all and singular the terms and conditions hereinbefore recited and imposed, the fact of such refusal or neglect having been adjudged by a court of competent jurisdiction, then, and in such case, all the rights and privileges, powers and immunities granted to said Company, by this act, or intended so to be, shall forthwith cease and determine. *Provided*, That nothing herein contained, shall be construed to release the Cleveland, Painesville and Ashtabula Railroad Company from liability to the Sunbury and Erie Railroad Company by reason of such refusal or neglect; but the said Sunbury and Erie Railroad Company may from time to time recover from said Cleveland, Painesville and Ashtabula Railroad Company such damages as they may sustain therefrom.

Sec. 7. That immediately upon the passage of this act the Susquehanna and Erie Railroad Company may assign and transfer to the Sunbury and Erie Railroad Company all their estate and effects, rights, liberties and franchises; and from and after such transfer and assignment, duly executed under their corporate seal, the said Sunbury and Erie Railroad Company shall become vested with all the estate and effects of the said Susquehanna and Erie Railroad Company, and shall and may exercise and enjoy, all the rights, privileges and franchises of said company in their own name, and in addition to those now employed or possessed by themselves, as fully as though the same had been directly granted to the said Sunbury and Erie Railroad Company. *Provided*, That if the said Sunbury and Erie Railroad Company shall, under the rights and franchises transferred to them by the said Susquehanna and Erie Railroad Company, or under any other legislative authority, construct a railroad leading from the city of Erie to the Ohio state line, parallel with the said Cleveland, Painesville and Ashtabula Railroad, or shall connect with any other such railroad, then and in such case the Sunbury and Erie Railroad Company shall pay to the said Cleveland, Painesville and Ashtabula Railroad Company so much as may have been paid on account of the said subscription of 5,000 shares of stock, either in cash or in the bonds aforesaid, at the option of said Sunbury and Erie Railroad Company; and thereupon the said Cleveland, Painesville and Ashtabula Railroad Company shall deliver up the certificates of stock issued to them to be canceled, and thenceforth the said Cleveland, Painesville and Ashtabula Railroad Company shall be, and are hereby authorized to exercise all the rights and privileges hereinbefore granted, or intended so to be freed and discharged from all and singular the terms and conditions hereinbefore imposed and provided.

Sec. 8. That before exercising any of the rights and immunities hereby granted to the Cleveland, Painesville and Ashtabula Railroad Company, and to the Sunbury and Erie Railroad Company, respectively, either company shall give to the other notice in writing, under their respective corporate seals, that they accept this act and agree to become bound by all the provisions and conditions therein contained; and immediately upon either of said companies giving such notice to the other, then such company shall forthwith be and become entitled to all the benefits, rights, privileges and immunities granted by this act, subject, however, to the performances of the terms, provisions and conditions therein contained.

Fort Madison, Bloomfield and Southern Iowa Railroad.—A meeting of the Directors of this company was held at Fort Madison on the 2d inst. The preliminary report of the engineer was read and discussed, and it was resolved that certain portions of the line should be carefully re-surveyed prior to permanent location.

Among other business the following scale of salaries for the officers of the company was adopted:

The officers, agents and directors of the Board, to be paid only for the time they are actually engaged in the service of the company. The President at the rate of $1,000 per year; Vice President same pay as a Director, except when he acts in place of the President; the Agent $3 a day; each Director $2 a day; Secretary $2 a day for each day's attendance on the Board, and ten cents for every hundred words recorded. The Treasurer for the first one thousand dollars received and disbursed by him—5 per cent.; on the next $5,000 at the rate of 2½ per cent., and for larger sums such pay as the Board shall hereafter fix. Officers, Directors and Agents, to have allowed them traveler's expenses, when from home on business of the company.

A memorial to Congress, relative to the land grants in Iowa, was also adopted.

Nail Machine.—There has recently been invented and put into practical operation in Troy, N. Y., a new machine for making cut nails, the great peculiarity of which is, that it is self-feeding, and will manufacture in a given time nearly, if not quite, as many again nails as any other known process; and that one man, (as it is claimed,) with the assistance of a boy, will operate ten machines. There is also a great saving in iron, there being a waste of only about a quarter of an inch in ten feet, which is the length of the pieces of iron placed in the machine at a time. It has been shown that one machine will manufacture from 300 to 350 nails per minute, all of which are perfect in form and finish.

Pacific, Mo., Railroad.—The city of St. Louis, on Monday, 8th inst, voted for the subscription of $1,200,000 to the Pacific Railroad, to be paid by a direct tax on their own property. Out of near 4,000 voters only about 600 voted against it.

Lexington & Danville Railroad.—The regular annual meeting of the stockholders of the Lexington and Danville Railroad Company was held at Nicholasville, on Tuesday last the 2nd inst. We understand that the late Board of Directors, composed of Messrs. Joseph Wasson, John McMurthy and Phil. E. Yeiser of Lexington, Mr. John G. Sims, of Nicholasville, and Messrs. Thos. Barbee and James Kinnaird, of Danville, was re-elected to serve during the ensuing year.

Heavy Verdict against a Railroad Corporation.—The referees to whom was referred the disputed claim of Boody, Ross & Harris, contractors, against the New Haven and New London railroad, and who have been in session lately at New Haven, have awarded $34,721 to the claimants. The latter once offered to take $30,000 and settle the case. The claim was for unpaid services in the construction of the road, and the referees by whom its merits were passed upon were Capt. William P. Parrott, Col. C. L. Slaughter, and Judge Allen of Boston.—*Springfield Rep.*

Savannah River Railroad.—We are pleased to learn, says the Savannah Courier, that the survey of the route of the above road by Mr. Armes, has been highly satisfactory in many respects It demonstrates the fact, however, that it will cost $150,000 less to cross the river above Augusta and re-cross it again to Hamburgh, than to pursue the Carolina side to the latter place. This road is an exceedingly important one to both Augusta and Savannah, as it will connect both those cities by the Rabun Gap road with Louisville, Kentucky and Cincinnati, Ohio. The line will pass through the richest portions of East Tennessee and Kentucky, and will no doubt pay handsomely.

Louisville and Nashville Railroad.

The suspension of work upon this road has caused considerable excitement among the stockholders at Louisville and elsewhere.—The City Council of Louisville called upon the company for a statement of affairs, which was responded to by Col. Riddle, Vice President, in the absence of Mr. Shreve, President, who is East on business of the company, in substance as follows:

The entire amount of stock subscribed, including the million of dollars voted by the people of Louisville, is $3,328,700, of which $1,218,117 have been paid in, in the forms of bonds, cash, "etc." The estimates for work done on the road to the 1st of April last, "amount to $341,076 26, all paid for; that $63,504 56 have been paid for depot grounds, right of way, and land damages; that the sum of $44,500 have been paid on account of rolling stock for the road; that $50,000 have been paidfor railroad iron,and $89,447 62 have been paid for engineering expenses, instruments, office expenses, salaries, etc."

Of the $500,000 Louisville city bonds, issued to the company $302,000 have been turned into cash and expended on the road and $125,000 of the remaining $198,000 have been pledged for a purchase of three thousand tons of American railroad iron, toward the payment of which the company have supplied $50,000 cash and given their acceptance for $50,000 more.

In consequence of the want of means to prosecute the enterprise, work has been suspended on the whole line with the exception of the section of thirty-two miles from the depot grounds in Louisville, to the crossing of the Rolling Fork of Salt River, the tunnels and other heavy work on Muldrow's Hill, and the crossing of Green river. The thirty-two miles here spoken of, it is stated, will be completed and equipped at an early day the ensuing autumn. And an intimation is thrown out that with such improvement in money matters as will enable them to raise means on such terms as would be just and prudent, the rest of the work can be pushed forward with a vigor that will insure its completion "at a period not far beyond that originally fixed by contract.

The President's return is anxiously looked for, when a more full and complete statement of the affairs of the company is expected, and we sincerely hope that the suspension will be found to be but temporary. This is an important road, affecting the entire interest of the South-west, and we should dislike very much to hear that it cannot be completed.—There surely must be means enough within the reach of the company to finish so important an enterprise, and we cannot but believe that the hope of available means held out in Col. Riddle's report above, is not without foundation.

IRON MANUFACTURE IN THE UNITED STATES.

From the Philadelphia *Bulletin* we take the following:

"To show our readers the importance of the American iron interest so lately revived, we copy below some statisical facts showing the number of mills engaged in the manufacture of railway iron; the probable amount of manufactures in 1854; the items of raw material used in the manufacture; the labor employed; the capital employed, and a few other items of general interest pertinent to the subject:

Railway Mills and their estimated production for the year 1854.

Montour Iron works, Danville Pa.....tons	18,000
Rough and Ready, Danville, Pa.....	4,000
Lackawanna, Scranton, Pa.....	16,000
Phœnix Iron Works, Phœnixville, Pa.....	20,000
Safe Harbor, Safe Harbor, Pa.....	15,000
Great Western, Brady's Bend, Pa.....	12,000
New Works, Pittsburg Pa.....	5,000
Pottsville Iron Works, Pottsville Pa.....	3,000
Cambria Iron Works, Cambria Pa.....	5,000
Trenton Iron Works, N. J.....	15,000
Massachuscetts Iron Works, Boston, Mass.....	15,000
Mt. Savage Iron Works, Mt. Savage Md.....	12,000
Richmond Mill, Richmond Va.....	5,000
Washington Rolling Mill, Wheeling Va.....	5,000
Crescent Works, Wheeling, Va.....	5,000
New Mills, Portsmouth, Ohio.....	5,000
Total.....	160,000

Represented items in the production of 160,000 *tons of Railway Iron.*

Pig Iron required··1¼ ton per ton of rails.....	213,333
Coal used.....5¼ tons per ton of rails.....	840,000
Iron Ore.....3½ tons per ton of rails.....	560,000
Limestone.....1⅜ tons per ton of rails.....	214,333
Total number of tons raw material	1,826,666

Labor employed from the materials in the ground to the finished rail in the market.

In mining, transporting and delivering coals, per ton of coal at $1 92.....	$1,612,800
In mining, transporting and delivering Iron Ore, per ton of ore at $1 60.....	896,000
In mining, transporting and delivering Limestone, per ton of limestone at 65 cts.....	138,666
At and about the furnace per ton of Pig Iron at $3 11.....	663,466
At and about the Mill, per ton of rails at $2	1,920 000
Carrying Rails to market, say average $2.....	320,000
Number of men employed, 18,500—Yearly earnings, $300 per head.....	$5,550,932
Population supported, 5 times 18,500 equal to.	92,500
Breadstuffs consumed per annum, 92,500 persons at $50 per head.....	4,625,000
Capital employed in rail iron works now erected.....	10,000,000

Other interests, as below:

Owners of Coal Lands—royalty—valued on a ton of rails at $1 84.....	294,000
Coal Operator—his average profit valued on a ton of rails at 95 cts.....	152,000
Owners of Ore Lands—royalty—valued on a ton of rails at $1 41.....	225,600
Owners of Limestone Quarries—quarry Cave, valued on a ton of rails at 13 cts.....	20,800
Caiptalists—use of money, interest, &c., valued on a ton of rails at $1 50.....	240,000
Transportation Companies—clear profits over and above working expenses, valued on a ton of rails at $3 78.....	604,800
Storekeepers and others, for merchandise, oil, brass, fire-brick, &c., valued on a ton of rails at $2 39.....	382,400
Total.....	$1,919,600

The above is only a partial statement, affecting only some sixteen iron mills, and only six of the thirty-one States of this Union. It shows the business only in its infancy, but its future importance to the country, if not now destroyed, looms up in gigantic form. Every State in the Union with one or two exceptions, has rich iron and coal beds.

☞The Genessee Valley Railroad will be opened for business as far as Avon, on the 20th June.

The Caloric Ship Ericsson.—It will be seen by the subjoined letter from Captain Ericsson that his confidence in the practical utility of his application of caloric as a motive power for steamships has been strengthened by further experiment. The perseverance and energy which he and Mr. Kitching have displayed, under the most untoward circumstances, command admiration:

To the Editors of the Commercial Advertiser:

Sirs:—The serious accident to the "Caloric Ship" last Thursday, has deprived me of the anticipated pleasure of inviting you to witness the performance of the new machinery of this ship. Pevious to the untoward occurrence, Mr. Kitching had cheerfully agreed to my proposition of making a formal trial trip, this week, to afford the New York press an opportunity of witnessing the practical operation of the new machinery, and of hearing my explanation of the important changes which have been made in regard to that motive power, which a year ago was heralded to the world by the distinguished press of New York in a manner altogether unprecedented in the history of mechanical progress.

As soon as the ship and machinery are again in serviceable condition, I shall not lose a moment in performing the agreeable task of rendering the proposed account of the invention. In the mean time, I have to state that, when the noble ship went down, the motive power had proved *completely successful.* The engines had not been put to anything like maximum work, and yet we attained a speed of more than *eleven* miles an hour, with a consumption of fuel which promises to render navigation, in point of economy, what it has proved in point of celerity.

I am, very respectfully, your obd't. servant,
J. ERICSSON.

New York, May 3, 1854.

The Indiana South-Western R. R.—We learn that Mr. Dennis, who has charge of the locating party of Egineers on the South Western Railway, and who has been so long and well known here as an Assistant Engineer to Col. T. A. Morris, has completed his line from Vincennees to Point Commerce, and has found a most admirable one, and that the party have gone back to Vincennes, and are now engaged in staking off the east work for the contractors.

The Company hope, with the means already provided along the line, and without borrowing any money, or going from home for aid in any shape, to prepare their road-bed for the iron between those points during the present season.—*Indiana Journal.*

The car house and freight depot of the Buffalo and Brantford R. R., was burnt a few days ago with two locomotives, several cars, &c. Loss $100,000.

The Brough Road.—Messrs. Sanger, Stewart & Co., contractors on this road, advertise for proposals for building the first seventy-two miles, from St. Louis to Vandalia. Proposals received until May 13. Only short time given, as the road is to be built with as great speed, perhaps, as has ever been accomplished in the country.

CONSOLIDATED RAILROADS.—The Legislature of Maryland, at its last session, passed an act to consolidate the Baltimore and Susquehanna, York and Cumberland, and other connecting railroads; placing them all under the control of one set of Directors and a President. By this act the state also relinquishes its whole claim against the Baltimore and Susquehanna Railroad, (amounting to about three millions of dollars,) on condition that an annuity of ninety thousand dollars should be paid by the amalgamated companies into the public treasury. To carry the act into effect it was necessary that it should be approved by the Legislature of Pennsylvania, which, we understand has been done. The City Council of Baltimore was also authorized either to relinquish a claim amounting to about nine hundred and fifty thousand dollars which the city holds against the first named company, or to contribute otherwise to the assistance of the new company.

☞The preliminaries have been agreed upon between the Southern Wisconsin Railroad Company and the Milwaukee and Mississippi Railroad, by which the gauge from Janesville to Dubuque is to be changed to four feet eight and a half inches, the same as the Milwaukee road; and in consideration therefor, the Milwaukee and Mississippi Company endorse the bonds of the Southern Wisconsin Company, to the amount of $300,000. This sum with the aid obtained at Janesville, in Green, Lafayette and Grant Counties, with some assistance from Dubuque will, it is understood, complete the road.

WILMINGTON AND MANCHESTER RAILWAY. The following shows the earnings of this road for each of the four months ending March 30, 1854:

Earnings in December, 1853	$11 803 21
Earnings in January, 1854	14,049 85
Earnings in February, 1854	27,394 16
Earnings in March, 1854	27,343 65
Total	$80,590 87

The road has only been completed a few weeks, and has no part of the cotton crop of last year for transportation.

NEW ALBANY AND SALEM RAILROAD.—The earnings of the Northern Division of this road, for March, are as follows:

Passengers, - - -	$12,068 95
Freight, - - - -	10,176 85
Total, - - - -	$22,245 80

EFFECTS OF RAILROADS.—Three years ago there were thousands of acres of land in Harrison Co., Ky. that could not be sold for $3 per acre, and now we are informed that there is not an acre of land in the country worth less than $10, even in places most remote from the Railroad. How much then, has been the pecuniary benefit of Harrison county derived from the construction to the Railroad? Let our readers make the calculation for themselves.—*Cynthiana News.*

NEW ORLEANS, JACKSON AND GREAT NORTHERN RAILROAD.—On the 24th ult., the following named gentlemen were elected Directors of this company for the ensuing year, viz:

Louisiana Directors—James H. Caldwell, W. S. Campbell, Wm. P. Converse, Thos. Hale, J. P. Harrison, P. Irwin, A. D. Kelly, Emile La Sere, Geo. M. Pinckard, Chas. Pride, H. J. Ranney, and James Robb.

Mississippi Directors—Wirt Adams, W. R. Cunningham, Thos. S. Dabney, Christian Hoover, C. C. Shackleford, and John L. Tindall.

The Board was organized on the 27th, by the unanimous re-election of James Robb, Esq., as President. Mr. Robb tendered his resignation as President, in consequence of the pressure of his own private affairs, though he will still remain in the Board.

The Board accepted the resignation and passed complimentary resolutions relative to the official conduct of Mr. Robb while President of the company.

Col. W. S. Campbell was then unanimously elected to fill the vacancy.

MISSISSIPPI AND ROCK RIVER JUNCTION RAILROAD.—A meeting of the stockholders of this road was held at Dixon, on Tuesday, May 2d, at which the following officers were elected, viz:

John Van Nortwick, Esq., President; John B. Turner, Walter L. Newberry, Wm. H. Brown, Hugh T. Dickey, B. W. Raymond, Thos. Dyer, James H. Collins, E. Peck, Directors.

The Board subsequently elected E. Peck, Esq., Secretary and Treasurer.

TOLEDO AND ILLINOIS RAILROAD.—The tedious suit that has been pending several days between this company and the proprietors of certain lands, known as the Middle Ground in Maumee River, relative to appropriating the same to the use of the road, was lately amicably settled by an agreed verdict for the payment of $11,000.

THE NEW ORLEANS, JACKSON AND GREAT NORTHERN RAILROAD.—The *Delta* says:—The contractors upon this road are pushing their work with great rapidity during the present propitious season, and it is expected that the cars will run as far as the State line by the first of July next. A line of nearly one hundred miles of railroad will then be in operation, and a trip to the "piney woods" be regarded as a new source of pleasure, offering a healthful resort to the public from the heat and dust of the city.

☞Samuel Watson has been elected President of the Edgefield, Tennessee and Kentucky Railroad Company.

FOX RIVER VALLEY RAILROAD.—We learn from B. W. Raymond, Esq., President of the Fox River Valley Railroad, that during his recent visit to New York he closed a contract for all the iron necessary to lay down the track of that road. A portion of the iron is now on the way across the Atlantic, and the whole of it will probably reach here during the next four months. It is the intention of the Company, if not disappointed in the reception of their iron by the time specified, to have the road to Richmond by the 1st of October next.—*Ex.*

ASH'S IMPROVED HORSE POWER ROCK DRILL.—We would call attention to Mr. Ash's advertisement in our columns. By the use of this machine labor can be greatly facilitated in tunneling, quarrying or boring, either perpendicularly or in a slanting direction downwards of 2 inches to the foot. It operates with a very small amount of force, makes a hole of four inches, to any depth, and rapid progress. We commend it to contractors and others as a valuable and economical assistant in their labors.

EVANSVILLE AND CRAWFORDSVILLE RAILROAD.—The Terre Haute *Express* says:—All the Iron for the track of this road between Vincennees and Terre Haute has been received; 275 tons of which are deposited here. The work of laying the rails will commence in three weeks, simultanesusly at both ends of the line. The company intend to have it in running order by October.

MYERS' PATENT CYLINDRICAL CAR.—We are pleased to learn that Mr. Wm. Clough, of the South Western Car Factory, at Madison, has become proprietor of this valuable car, for a portion of Western Territory. We hope soon to see it introduced upon our coal roads especially. He is prepared to supply such companies as need them. See his advertisement in our columns.

MONROE AND TOLEDO RAILROAD.—We learn that a meeting of the Stockholders of the Maumee Branch Railroad Co. was held in New York City, last week, for the purpose of taking measures to contract the above road. There are several men of capital and enterprise engaged in the above work, and they can easily, if they choose, build that road, which we doubt not will be good stock. We have not heard the result of the movement.—*Jonesville Telegraph.*

MAYSVILLE AND LEXINGTON RAILROAD.—The following gentlemen have been elected Directors of the Maysville and Lexington Railroad Company for the ensuing year, viz:

Henry Waller, President; A. M. January, C. Shultz, Maysvile; F. T. Hord, T. M. Forman, Mason County; George Robertson, Fayette County. Gen. Forman and Judge Robertson are new members.

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

CORRECTED TO WEDNESDAY OF EACH WEEK.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'D.	ASK'D
Alabama and Tennessee	1st mortgage, convertible till 1872	7	1872		96
Baltimore and Ohio	Transferable. Taxed	6	1885	85	37
Do do	Coupons. Not Taxed	6	1875	87	88
Do do	" "	6	1880	88	89
Do do	"	7	1860		87
Do do		6	1885	83	85
Bellefontaine and Indiana	1st mortgage, convertible	6	1866	103	104
Buffalo and Penn. State Line	1st mortgage, not convertible	7	1866	100	101
Chicago and Rock Island	1st mortgage, convertible	7	1870	92	95
Chicago and Mississippi	1st " "	7	1862	90	92
Do do	2d " "	7	1874	80	90
Chicago and Aurora	1st " "	7	1866	90	92½
Cincinnati and Fort Wayne					
Cleveland, Columbus, and Cincinnati	1st mortgage, convertible	7	1859	128	130
Do do do	No mortgage, convertible	7	1855	124	127
Cleveland and Mahoning					
Cleveland, Painesville and Ashtabula	1st mortgage	7	1861	95	96
Do du	2d " not convertible	7	1861	99	100
Cleveland and Pittsburgh	1st " convertible	7	1860	95	96
Do do	Income "	7	1855	89	90
Cleveland, Zanesville, and Cincinnati					
Cincinnati, Hamilton and Dayton	1st mortgage " till 1855	7	1861		95
Cincinnati, New Castle and Michigan	1st mortgage, real estate, convertible	10	5 & 10 y's	06	100
Cincinnati Western	1st " " " "	10	5 & 10 y's	90	98
Cincinnati, Wilmington and Zanesville	1st "	7	1862	94	95
Cincinnati, Indianapolis and Chicago					
Columbus and Lake Erie					
Columbus, Piqua and Indiana	1st mortgage, convertible	7	1862	84	86
Do do do	2d "		1852	80	83
Columbus and Xenia	1st mortgage, convertible	7	1859	118	120
Covington and Lexington	1st " " till 1862	7	1883	90	95
Do do	2d " "	6	1862	85	90
Dayton and Michigan	1st " "	7	1867	94	97
Dayton and Western	1st " "	7	1862	90	97
Dayton, Xenia and Belpre					
Eaton and Hamilton	1st mortgage	7	1862	84	87
Eaton and Piqua					
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.	7	1862	93	96
Evansville and Illinois	1st Mortgage, convertible 1857	7	1862	85	87
Frankfurt aad Lexington	1st " "	6	....		
Franklin and Warren					
Galena and Chicago Union	Pledge of 2d section, convertible	10	1853–6	125	130
Do do do	" 3d " not convertible	6	1862	80	85
Greenville and Miami					
Illinois Central	1st mortgage, not convertible	7	1875	77	80
Illinois and Wisconsin		10	....		
Indiana Central	1st mortgage, convertible	7	1866	95	97
Do do	" "	10	1857	99	100
Indianapolis and Bellefontaine	1st " "	7	1860–1	101	103
Indianapolis and Lafayette	" "	7	1861	95	100
Jeffersonville	1st " not "	7	1861	90	94
Junction (Ohio)	1st " "	7	1867	106	108
Do do	2d " "	7	....	104	106
La Crosse and Milwaukie					
Lawrenceburg and Upper Mississippi	1st mortgage, convertible	7	1866	100	101
Lexington and Big Sandy					
Little Miami	No mortgage, convertible 1852–4	7	1858–61	114	116
Do	" " till 1855	7	1861	117	120
Louisville and Nashville					
Lyons', Iowa, Central	1st mortgage, convertible	7	1873	25	45
Mad River and Lake Erie	1st mortgage, convertible till 1855	7	1855–6	97½	100
Do do	2d " "	7	1866	87	90
Do do	Dividend	7	1860	78	83
Madison and Indianapolis	1st mortgage, convertible after 1853	6	1861	100	103
Marietta and Cincinnati	1st " convertible	7	1868	89	90
Maysville and Big Sandy					
Maysville and Lexington	1st mortgage, convertible	6	1873	49	70
Memphis and Charleston					
Michigan Central	No mortgage, convertible	8	1860	108	110
Do do	" "	8	1855–6	100	102
Do do	" not "	8	1857–8	105	106
Michigan Southern	1st " " "	7	1860	96	97
Milwaukie and Mississippi	1st " " 1857	8	1862	100	101
Nashville and Chattanooga			....	83	93
New Albany and Salem	mortgage on 1st section	10	1858–62	109	111
Do do	1st " on other sections, convert.	8	1864–75	91	92
New Castle and Richmond	1st " convertible	6	1873	87	90
New Orleans and Ohio, Ky	Guar. of McCracken Co		....	86	93
New York and Erie	1st mortgage, not convertible	7	1867	115	116
Do do	2d " convertible	7	1859	98	100
Do do	Income, not convertible	7	1855	96½	98
Do do	Convertible till 1861	7	1871	84	86
Do do	" " 1862	7	1862	87	90
Northern Indiana	1st mortgage, not convertible	7	1860	94	95
Do do	2d "	7	1863	83	85
Do do	1st mortgage Goshen line		....	92	95
Do do	Construction Bonds		....	101	103
Ohio Central	1st mortgage, convertible, west section	7	1861	103	105
Do	1st " " east "	7	1864	103	105
Ohio and Indiana	1st " "	7	1867	97	99
Ohio and Pennsylvania	" "	7	1865–6	107	109
Do do	Income. No mortgage, convertible	7	1872	93	95
Ohio River and Wabash			....	95	98
Pacific, Mo					
Panama	1st mortgage, convertible	7	1866	105½	106
Parkersburgh (or Northwestern Va.)	" Guar. City of Baltimore	7	1873	99	100
Pennsylvania	1st mortgage, convertible till 1860	6	1880	100	101
Peru and Indianapolis	1st " convertible	7	....	78	83
Rock River Valley Union	1st " convertible	7	1872	98	100
Sandusky and Mansfield	1st "	7	1860	71	75
Do do	2d "	10	1853–7	102	104
Scioto and Hocking Valley	1st " conv. coupons	7	1861	90	87
Southwestern, Tennessee			....		
Springfield and Columbus			....		
Steubenville and Indiana	1st mortgage, convertible	7	1865		94½
Terre Haute and Alton	1st " convertible		1862-72		
Do do	2d " do	8	1865		
Terre Haute and Richmond	1st mortgage, convertible	6	1866	103	105
Toledo, Norwalk and Cleveland	1st "		1861	92	95
Do do do	2d "		....	90	95
Do do do	" Guar of C. C. & C.		1883	90	93

TABLES OF RAILROAD SHARES.

☞ The following quotations are not PER SHARE, but upon the HUNDRED DOLLARS.

	shares.	off'd.	ask'd.
Baltimore and Ohio	100	57½	58
Bellefontaioe and Delaware	50	40	50
Bellefontaine and Indiana	50	88	95
Belleville and Illinoistown			
Buffalo and Pennsylvania State Line		125	130
Central Military Tract			
Central Ohio	50	84	90
Chicago and Rock Island		97	99
Chicago & Miss., (Alton & Springf'd.)			
Cincinnati, Cambridge and Chicago		30	35
Cincinnati and Fort Wayne			
Ciucinnati Hamilton and Dayton	100	98½	102
Cincinnati, Indianapolis and Chicago			
Cincinnati, Logansport and Chicago	50		90
Cincinnati Western	50	37	45
Cin. Wilmington and Zanesville	50	72½	80
Cleveland, Columbus and Cin	100	116	118
Cleveland, Medina and Tusearawas			
Cleveland, Painesville and Ashtabula	100	110	111
Cleveland and Pittsburgh	50	79½	85
Cleveland and Mahoning			
Cleveland and Toledo	50	91½	93
Cleveland, Zanesville, and Cincinnati			
Clinton Line			
Columbus and Lake Erie	50	50	70
Columbus, Piqua and Indiana	50	51¼	65
Columbus and Xenia	50	105	110
Covington and Lexington	50	56	66
Covington and Ohio, Va			
Dayton and Michigao	50	60	65
Dayton and Western	50	73½	80
Dayton Short Line	50		
Dayton, Xenia and Belpre			
Detroit and Pontiac			
Eaton and Hamilton	25	50	60
Eaton and Piqua			
Erie and Northeast		112	120
Erie and Kalamazoo		95	109
Evansville and Crawfordsville			
Fort Wayne and Mississippi	50		
Fort Wayne and Southern	25		
Franklin and Warren			
Galena and Chicago Union	100	126	130
Greenville and Miami	50	73	75
Hannibal and St. Joseph			
Hempfield			
Henderson and Nashville			
Hillshoro' and Cincinoati	50	50	55
Illinois Central	100	120	122
Illinois and Wisconsin			
Indiana Central	50	80	85
Do do 10 per cent	50	81	85
Indianapolis and Bellefontaine	25	88	95
Indianapolis and Cincinnati	50	68	75
Indianapolis and Lafayette	50	76	80
Jeffersonville and Indianapolis	50	72	78
Junction (Ohio)	50	90	95
La Crosse and Milwaukie	100		
Lake Erie, Wabash and St. Louis			
Lawrenceburg and Upper Mississippi	50	68	75
Lexington and Frankfort			
Lexington and Danville			
Little Miami	50	109½	110
Logansport and Pacific			
Logansport and Marion			
Louisville and Frankfort	50	62	70
Louisville and Nashville	100		
Macon, Georgia	10	103	105
Mad River and Lake Erie	50	68	80
Madison and Indianapolis	50	50	55
Madison, Indianapolis and Peru	50	68½	72
Marietta and Cincinnati	50	48	65
Marion and Mississinewa Valley			
Maysville and Lexington	50	50	60
Maysville and Big Sandy			
Memphis and Charleston			
Michigan Central		104	106
Michigan Southern		113	115
Milwaukie and Mississippi		77	82
Mobile and Ohio			
Nashville and Chattanooga			
New Albany and Salem	50	45	50
New Orleans and Ohio			
New York Central		104	105
New York and Erie	100	69½	70
Northern Indiana		113	115
Ohio and Indiana		76	80
Ohio and Mississippi	50	80	90
Ohio and Pennsylvania	50	90	91
Ohio River and Wabash			
Owl Creek Valley			
Pacific, Mo			
Panama		105	107
Parkersburg, or Northwestern Va			
Pennsylvania	50	93	95
Peru and Indianapolis	25	68½	75
Sandusky and Mansfield	50	55	60
Sandusky, Mansfield, and Newark	50		
Sangamon & Morgan, or Great West'n,			
Scioto and Hocking Valley	50	55	60
Southwestern Indiana			
Southwestern, Teon			
Springfiled Mt. Vernon and Pittsb'gh.	50	70	80
Springfield and Columbus			
Steubenville and Indiana			
Terre Haute and Alton			
Terre Haute and Richmond		100	102
Toledo and Illinois			
Toledo, Norwalk and Cleveland	50	95	100

STOCK TABLE.

CORRECTED WEEKLY.

Government Securities.

	INT.	DUE.	OFF'D.	ASK'D.
U. S. Loan	6	1850	107¼	108
Do	6	1862	117	118
Do	6	1867	123⅛	123½
Do	6	1868	123	123¼
Do (int. ceased July 1).	5	1853	101⅜	102
Do Coupons		1862	117¼	118
Do "	6	1868	122	123
Do "		1853	100	101

State.

Alabama	5	....	90	95
Do	6	....	102	104
Arkansas	6	....	95	100
Georgia	6	....	107	108
Do	7	....		
Illinois Canal Bonds		1860	96	98
Do do registered		1860	110	110¼
Do do		1847	92	95
Do do registered		1847	90	96
Do do Internal Impt.		1847	90	95
Do Interest do		....	60	64
Indiana	5	....	98	100
Do	2½	....	63	64
Do Canal Loan	6	....	93	94
Do do preferred	5	....	54	55
Do do deferred	5	....	30	32
Do special preferred	5	....	28	30
Do do deferred.	5	....	10	11
Kentucky, 30 years	6	1871	101	102
Do 15 years	6	....	107	108
Do large bonds	6	....	105	108
Do	5	....	92½	93½
Michigan	6	....	94½	96
Ohio	6	1856	102	103
Do	6	1860	104	105
Do	6	1870	112	113
Do	6	1873	114	115
Do	5	1853	102	105
Do	5	1864	105	107
Pennsylvania	6	....	103	105
Do	5	1870	86½	87
Tennessee, new loan	6	1890	105	106
Do	5	....		87
Virginia Coupons	6	1886	106	107

City Securities.

Albany	6	1867-9	106	107
Allegheny	6	1873	84	85
Baltimore	6	1870-90	104	105
Do	5	1865	87	89
Boston Bonds	4½	1860	101	102
Chicago	6	1876-7	99	100
Covington	6	1881	93	95
Cincinnati	6	1860	102	103
Do	6	1897	104	104½
Do	5	1884	86	87
Do W. W	6	1865	102	103
Jeffersonville, Indiana	7	1872-82	85	88
Lawrenceburgh, Ia	7	....	80	90
Louisville	6	1880	86	87
Memphis	6	1882	90	92
New York	7	1857	101	103
Do	5	1858-60	97	98
Do	5	1870-5	102	103
Do	5	1890	105	107
Philadelphia	6	1876-90	95½	96
Pittsburgh	6	1860-71	92	93
Do coupons	6	1883		87
Richmond	6	1882	93	94
St. Louis	6	1870	89	90
Wheeling	6	1872	105	106

County Bonds.

Bourbon, Ky	6	1881	89½	90
Darke, O	7	....	92	95
Fairfield, O	7	1862	90	92
Fayette, Ky	6	1881-2	89½	90
Guernsey, O	7	1862	97	99
Mason, Ky	6	1881	90	92
McCraken co. Ky., endorsed by New Orleans and Ohio R.R.			86	93
St. Louis	6	1866	98	100
Do	7	1871	107	108

Banks.

OHIO.

Ohio Life Insurance and Trust Co	91	95
Lafayette, Cincinnati, (closing)	113	115
Franklin do		
Commercial do		
Mech. & Traders do		
State Brancher		

KENTUCKY.

Bank of Kentucky and Branches	107	108
Northern, and Branches	115	116
Southern, and Branches	103	106
Bank of Louisville	111	112
Kentucky Trust Co	99	100
Farmers' Bank of Kentucky	107	110
Newport Safety Fund Bank	98	100
Commercial Bank of Kentucky		

INDIANA.

State Bank and Branches		

TENNESSEE.

State Bank and Branches		
Union	94	100
Planters'	97¾	100

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g.
On New York	Sight	1	1¼ prem.
Boston	Sight	1	1¼ prem.
Philadelphia	Sight	1	1¼ prem.
Baltimore	Sight	1	1¼ prem.
New Orleans	Sight	¼	¾ prem
England		110½	112½.

SPECIE.

GOLD.

California, ℔ oz	$17 50	@	$17 65
Spanish Doubloons	16 50	@	16 60
Patriot Doubloons	15 60	@	15 80
Sovereigns	4 85	@	4 88
Guineas	5 00	@	5 00
American, new	1 00¼	@	1 01
American, old	1 04	@	1 06
Portuguese	1 00	@	1 01

SILVER.

American Dollars	1 02	@	1 04
American, halves	1 02	@	1 04
Spanish Dollars	1 05	@	1 07
Spanish Quarters	1 02	@	1 03
Mexican Dollars	1 03	@	1 04
Five Franc pieces	95	@	96

LAND WARRANTS.

	Off'd.	Ask'd
160 acre warrants	$185	$190
80 acre warrants	95	98
40 acrew arrants	46¼	47¾

Reported for the Railroad Record.

CINCINNATI STOCK SALES.

AT THE STOCK BOARD,

MERCHANTS' EXCHANGE

And at Private Sale.

ISAAC OSBORN DAVIS, AUCTIONEER.

BY HEWSON & HOLMES,

For the week ending Wednesday, May 17, 1854

THE SALES WERE AS FOLLOWS:

80	Shares	New Albany and Salem Railroad	40	00
35	"	Cin. Wil. and Zanesville "	74	75
40	"	Little Miami "	109	25
100	"	" " "	109	25
30	"	" " "	109	50
20	"	" " "	109	00
10	"	Cov. and Lex.(int.same rate)"	56	00
60	"	" " (new) "	56	00
42	"	" " "	56	00
75	"	Eaton and Ham. "	50	00
200	"	" " "	50	00
20	"	Cin., Ham. and Dayton, "	98	50
15	"	" " " "	98	75
20	"	" " " "	98	00
75	"	Indiana Central "	80	00
50	"	Central Ohio "	84	50
20	"	Farmers' Bank Ky.	106	00
15	"	Nor. Bank Ky.	114	75

MONETARY.

The prospects for money at the East are brightening; the last few days have witnessed much greater ease in monetary affairs though confidence in the future is not yet fully restored.

The New York City Banks report caused much pleasant surprise, showing a heavy advance in deposits, specie, loans, and circulation. Upwards of two and a half millions in gold dust have been received by the last two steamers from California.

Call loans are readily had at 6 @ 7 per cent. Number one, short paper is scarce at bank rates, long paper at 9 @ 10 per cent. Railroad securities at 1 @1½ per cent. per month.

Foreign Exchange rates at 109 @ 109½, with a small shipment of specie.

The Stock Market has partially revived from its depression and the better class of stocks were far more active at an advance of from 1 to 2 per cent.

The sales of stocks at Auction at the East were large during the past week.

We report the following among other sales:

By A. H Nicolay, May 8th.

$5,000	Lyons, Iowa, Cen., RR. 1st mort. 7s, '73,	30	25	
5,000	" do. do. do.	do.	29	75
5,000	" do. do. do.	do.	29	50
$5,000	Peru & Indianapolis 1st mort.		77	00

By Simeon Draper, 9th inst.

$1000	City of Troy 6s 1874		96	50
1000	do Stockton, Cal. 10s 1873		69	00
1000	Toledo, Nor. and Clev. 1st mort.		85	50
35,000	Lyons', Iowa, Cen. RR. 1st mor. 7s,	3.	34	00
100	Shares Alton, Mt. Carmel and New Albany R. R.		2	00
5	Shares Third Avenue N. Y. City		51	00
50	do Hudson River Railroad		64	00
100	" " " "		64	50
120	" New York Central, R. R.		102	25
20	" Erie and Kalamazoo R. R.		91	00
200	" Cleveland and Toledo R. R.		91	00

The last six items to be delivered on 1st June next.

By the same, May 11th.

$3,000	Peru and Indianapolis, 1st mort.		68	00
3,000	Lyons, Iowa, Cen. Bonds, 1st mor. 7s, '73		26	50
3,000	" do. do. do.	do.	25	50
3 000	" do. do. do.	do.	23	50
6,000	" do. do. do.	do.	23	00
50	Shares Canandaigua & Elmira		10	00

Also the following deliverable June 1st.

100	Shares N. Y. & Erie Railroad		68	37½
100	" Hudson River		64	00
150	" Cleveland and Toledo		92	25

By A. H. Nicoley, May 11.

$10.000	Clev. and Pitts. conv. 7s '73 con		87	75
1,000	Great Western, Ill. 1st mort 10s '68 con		97	75
2,000	Toledo. Nor. & Clev. 1st mort, 7s '63		86	00
1,000	Scioto and Hocking Valley R. R. Co., 1st mor. conv., 7s, 1865		$72	00
5,000	Lyons, Iowa, Central 1st mort. 7s '73		26	00
5,000	" do. do. do.	do.	24	50
5,000	" do. do. do.	do.	24	00
5,000	" do. do. do.		23	00
2,000	" do. do. do.	do.	22	50
6,000	" do. do. do.	do.	21	50
6,000	" do. do. do.	do,	21	00
25	Shares Canadagua and N. Falls R.		68	25
25	" do. do. do.		67	50
15	" Third Avenue		51	25

By Stephen Brown & Sons, Boston, May 10th.

25	Shares South Shore, R. R. per share		8	75
25	" Western do	93 75 @	95	25
10	" do do		95	25
10	Boston and Worcester		98	25
25	" Manchester and Lawrence		85	50
5,000	Ogdensburg R. R. 2d mort bonds,		46	00
1,000	Vermont Central 2d do do		51	00
5,000	Rutland and Burlington 6s	15 50 @	19	00

At the West an improved feeling is noticable in monetary affairs, though money itself cannot be said to be easier, further than that number one paper finds ready purchasers, at rates under 1 per cent. per month. Good paper rates between 1 and 2 per cent. Railroad securities 2 @ 3 per cent. per month, of this class there is not so much offering as heretofore however, many of the Companies choosing rather to suspend operations temporarily, than submit to such sacrifices.

Railroad stocks and shares have improved partially; for particulars we refer to our usual quotations.

The earnings of the various companies for April show a large increase over the same month last year, and over March of this year. Our usual monthly exhibit, in the ensuing issue, will give the items as far as they come to hand. Such of our Western roads as desire to be represented will please forward a statement of earnings without delay.

NOTICE TO CONTRACTORS.

SEALED Proposals will be received at the office of the undersigned in Indianapolis until the 10th of June next, for the Grading, Masonry and Bridging of that portion of the Indiana and Illinois Central Railway extending from Indianapolis to Bainbridge, in Putnam county, being a distance of about 35 miles, of heavy work. The map and profile, together with the plans and specifications will be ready for inspection on and after the 1st of June at the office of the undersigned at Indianapolis. The undersigned reserve to themselves the right to reject all proposals that are not satisfactory.

M. C. STORY & CO.

Indianapolis, May 15, 1854. my. 18-tt.

NOTICE TO CONTRACTORS.

PROPOSALS for the entire Construction and Equipment, or the graduation, bridging and masonry separately, either in whole or in part, of the Mississippi and Tennessee Railroad. (extending from Memphis to Grenada Mississippi, about 97 miles,) will be received at the office of the company in Memphis, till the 20th of July next. Proposals for the entire construction and equipment, and otherwise as favorable, will have preference. Profiles and estimates of the first 60 miles may be seen on application at the Engineer's office in Memphis. Bidders must furnish satisfactry evidence of their ahility to complete the work.

MINOR MERIWETHER,

May 20, 1854. Chief Engineer.

To Railroad Contractors, Quarry Men, &c.

THE attention of those interested is called to ASH'S IMPROVED HORSE POWER ROCK DRILL, for Railroad Excavation, Stone Quarrying, Well Boring &c.

This Drill is worked by HORSE POWER, requiring but one horse and one man, to keep it constantly at work, with great ease and velocity, performing 60 strokes per minute. It is cheap of construction and repair. The AUGER weights from 300 to 500 pounds, will drill a perpendicular or inclined hole FOUR INCHES IN DIAMETER, at the rate of from 8 to 16 feet per day in ordinary lime stone. It has drilled 2 feet in one hour.

For rights to use for Counties or States, apply to the Patentee. WILLIAM F. ASH,
May 20, 3* Springfield, Ohio.

Marietta & Cincinnati Railroad.



OPEN between CHILLICOTHE and GREENFIELD, Connected by Stage at Hillsborough, with Hillsborough and Cincinnati, and Little Miami Railroad Trains, forming a through daily line each way.

On and after Monday, the 8th of May, passenger trains will run as follows, viz:

Leave Chillicothe at 9 00 A. M.
Returning do Greenfield at 5 30 P. M.

Passengers from Cincinnati leave by Little Miami Railroad, at 7 40 A. M., dine at Hillsborough and reach Chillicothe the same Evening.

Fare from Cincinnati to Chillicothe, $3 45.

J. W. STOWELL,
Chillicothe, May 6th. '54—. Sup't.

Lightner's Patent Axle Boxes for Railroad Cars.

THE attention of Railroad Managers and others is called to this valuable improvement in

AXLE BOXES.

The first cost and "fitting up" of these boxes is 20 to 25 per cent below that of most boxes in use. They will save about 75 per cent in consumption of oil. The construction is simple; they are not liable to become loose, nor "heated" by severe service. The Resevoir is bold close to the shaft, and the oil journals, are secure from dust yet easy of access; the brasses may be removed from the journals, while under the car, in a few minutes. Cars furnished with those boxes run from 4 to 5 weeks without replenishing the oil, and are not detained from the road for repairs ONE TENTH part of the time which is necessary when other boxes are used.

The business of a railroad can be done with a much less number of cars, with these boxes than if any other kind are used.

The first railroad men in the country have certified that Lightner's improvements in AXLE BOXES are among the first of the times.

Models and Testimony of the above Boxes, may be examined, and arrangements may be made for the right to use the same, with the subscriber.

WILLIAM SHERBURNE,
PRINCIPAL AGENT,
May 18. Office, No. 167 Broadway, New York.

Cincinnati, Logansport & Chicago Railroad.



TO CHICAGO IN 15 HOURS.

ALL THE WAY BY RAILROAD.

TWO daily trains, at 6 A. M. and 3 30 P. M. Cincinnati, Hamilton and Dayton Railroad.

BAGGAGE CHECKED THROUGH.

FARE:

From Cincinnati to Indianapolis.....$3 00
do do Lafayette..... 5 00
do do Chicago..... 9 00

For information and through tickets, please apply at the General Railroad Ticket Office, No. 169 Walnut st., next door below the Gibson House, or at the Sixth street Depot.

JOHN W. SHIPLEY, Agent.

The Hamilton and Dayton Railroad Omnibus Line will call for passengers in any part of the city by leaving directions at the Ticket Office.

W. H. SMITH, Conductor.

Trains run by Columbus time, seven minutes faster than Cincinnati.

NOTICE.—The Subscriber having become proprietor of MYERS' PATENT CYLINDER CAR, for a considerable portion of Western territory, including the State of Ohio, offers the same to Rail Road Companies on favorable terms. The public will be furnished within a short time with complete explanations of its operation, together with the results of actual experiments testing its applicability to all the uses for which it is recommeded. W. CLOUGH,
Soutb-western Car Works.
Madison, Indiana. May 11.

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Bank Notes, Drafts, Bills of Exchange,
RAILROAD BONDS, & CERTIFICATES
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BILLS OF EXCHANGE, CHECKS,
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The above office is under the supervision of
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GROCERIES EVERY TUESDAY & FRIDAY
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HEWSON & HOLMES will also attend to the purchase and sale of Merchandise, Produce, and Real Estate, and the forwarding of Goods.

Will make liberal CASH ANVANCES on consignments to their address. †mr24

Change of Time on Cincinnati, Hamilton, Eaton & Richmond Railroad.



ON and after TUESDAY. April 4th, 1854. the Morning Train for Richmond and Indianapolis, will leave Depot, foot of Sixth street, at 6 o'clock, A. M.

Passengers by this Train connect at Indianapolis with the 1 o'clock, P. M. Train on Lafayette and Indianapolis Railroad for Lafayette and Chicago; arriving at Chicago by 9 o'clock, P. M., of same day, being 9 hours less time than by any other railroad route leaving Cincinnati.

Also, connect at Indianapolis with 1.15 P. M. Train for Terre Haute.

Trains for St. Louis leave Chicago at 11 o'clock P. M., after the arrival of 1 P. M. Train from Indianapolis in the morning, making this the quickest route by far between Cincinnati and St. Louis.

Evening Train will leave as usual, at 3.30 P. M. connecting at Richmond with 7 P. M. Train for Indianapolis; arriving at Indianapolis at 10.30 P. M.

Chicago and Lafayette passengers, by this Train, sleep at Indianapolis, and resume at 6, A. M. next morning,

FARE—Cincinnati to Richmond.....$1 75
Cincinnati to Indianapolis..... 3 00
Cincinnati to Chicago..... 9 00

ap. 6 D. M. MORROW, Sup't.

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AND AGENCY OF

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AT THE FOUNDRY PRICES.

C. F. O'DRISCOLL,
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Cincinnati, O.

OFFICE OF THE AGENCY OF THE

Indianapolis and Cincinnati Junction Railroad Company.

No. 23 West 6th St., between Main and Walnut
CINCINNATI.

THE following Directors of the above Company re-elected on the 20th inst., at Counersville, Ia., o serve for one year, viz:

JOHN WOODS, President.
John D. Jones, Ciucinnati,
Johnathan M. Ridenour, College Corner.
Samuel W. Parker, Connersville.
George Hibben, Rushville,
James Blake, Indianapolis.
Wm. M. Smith, Connersville.

This road connects with the Cincinnati, Hamilton and Dayton Railroad at Hamilton, thence to Oxford, College Corner, Liberty, Brownsville, Connersville, Rushville, Burlington, Morristown, Palestine and Indianapolis, passing through five of the best counties in the State of Indiana, viz:—Union, Fayette, Rusb, Hancock and Marioc.

M. JONES, Ag't.
Junction Railroad Co.
January 7th, 1854. jan. 12–tf

BANKERS AND BROKERS.

GEORGE MILNE. GEO. M. REED.

GEORGE MILNE & CO.

BANKERS, EXCHANGE AND BILL BROKERS.
No. 19 West Third Street,
CINCINNATI, O.

T. S. GOODMAN & Co.,

No. 101 Main St. west side, bet. 3d and 4th Sts.
CINCINNATI.
Dealers in Exchange, Bank Notes, Merchants' Pape &c. &c.

ELLIS & STURGES,

BANKERS & EXCHANGE BROKERS.
N. E. Corner Third and Walnut Sts.
CINCINNATI.

ADRIAN H. MULLER & CO.,

AUCTIONEERS
Of the City of New York.

Hold their regular Auction Sales of Stocks, Bonds and other Securities every Wednesday at 12½ o'clock, at the Merchants' Exchange. They would respectfully tender their services in the negotiation of the same, either at private or public sale.

Office, No. 2, Pine Street, corner of Broadway, Metripolitan Bank Building.

REFERENCES BY PERMISSION:
Moses Taylor, Esq.; W. W. DeForest, Esq.: Geo. S. Robins, Esq.: Dow D. Williamson. Esq.. Pres. Farmers' Loan and Trust Co.; Wm. F. Hayemeyer, Esq., Pres. Bank North America; Edward Whitebouse, Esq.; Messrs. Camman & Co.; Messrs. Carpenter & Vermilye; Messrs. Fisher. Denny & Co.; Messrs. Wm. & Juo. O'Brien: Messrs. Week, & Co. mh96*

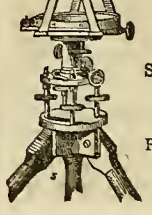
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Either in cases of every size, or in the single piece, Draughtsmen in want of a fine instrument, will find among the stock, Accurate Scales of various materials, Ivory, Glass, Box, Paper, and Horn; Beam Compasses of different capacities, Bow Do., Pocket Do., Curves, Squares, Dividers, in German Silver and Brass, &c., &c.

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Wheels & Axles, Jaws, Boxes, and Castings Fitted
Wrought Nuts, Bolts, & Washers,
Engine and Car Screw Bolts, all sizes; Coach Lag and Telegraph Screws,
LOCOMOTIVE ENGINE LANTERNS,
From the best Manufacturers, and at their prices. Car Hand, and Signal Lanterns.
Cotton Duck for Car Covering,
Of any requird w idth to 124 inches.
ENAMELLED HEAD LININGS,
Plush and Curled Hair.

Hand Cars and Baggage Barrows. Passenger, Freight-Car, and Switch Locks, Door Knobs and Butts. Brass and Iron Wood Screws. Brass and Silver Plated Trimmings for Windows and Seats. Varnish, Coach Japan, and Glue; Paints, Varnish and Glue Brushes.

Silver Plated and White Metal Letters. Engine and Signal Bells, anti-friction or Babbitt Metal.

Portable Forges and Jack Screws.

Hemp Packing,, American, Russia, and Italian. Conductors' Badges and Baggage Checks. Iron, Bronzed and Brass Hat Hooks. Ventilators and White Metal Rings. And all other Articles pertaining to Cars.

ALBERT BRIDGES,
Late Davenport & Bridges, Car Manufacturers,
Cambridgeport, Mass.
ALFRED BRIDGES,
Late Davenport, Bridges & Co., Fitchburg, Mass.
†oc6

WASON'S
CAR MANUFACTORY,

Near the Pittsburgh R. R. Shops,
CLEVELAND, OHIO.
Passenger, Baggage, Freight, Dumpers, Hand Cars, &c.,

Of the best quality in all respects, style, workmanship, and material, made to order with promptness.

Orders respectfully solicited, with the assurance that no pains will be spared to give entire satisfaction in all cases.

CHARLES WASON,
Late of the firm of T. & E. Wason, Springfield,
†oc20 Massachusetts.

Maysville Car Factory.

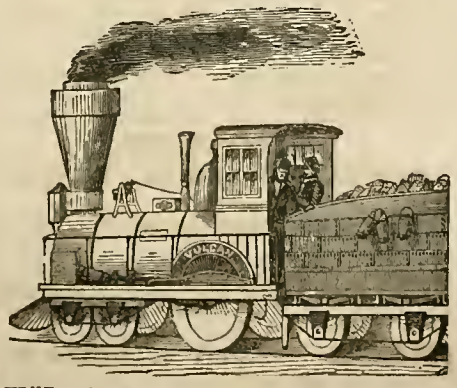
THE undersigned are prepared to manufacture for Railroad Companies, Passenger, Baggage, Cattle, Freight, Gravel and Hand Cars; also Baggage Barrows and Warehouse Trucks.

We are agents for the Portsmouth Powder Mills, and Toy, Bickford & Co's safety fuse. Contractors and dealers supplied at manufacturers prices.

F. HUNGERFORD & CO.
Maysville, Ky., Feb. 16, 1854. 2**

S. C. THOMSON & CO.,
MANUFACTURERS OF
PATENT PAD LOCKS,
For Railroad Switches, Merchandise Cars, Stores, Cemeteries, Iron Safes, &c.,
Cor. Railroad Avenue and Market st.,
jan.12† NEWARK, N. J.

Cincinnati Locomotive Works!



THE undersigned are prepared to furnish Locomotives equal in efficiency and durability to the best Eastern manufacture. Also, Shaping and Slotting Machines suitable for railroad shops. Also, all kinds of heavy forging and casting done at short notice. Also, bolts for bridges cut with dispatch.

ap. 20 MOORE & RICHARDSON.

TYLER DAVIDSON & CO.,
Agents for the
BOSTON BELTING COMPANY.

India Rubber Machine Belting in any quantity, from 2 to 20 inches.

India Rubber Steam Packing;

Mixed	do	do	1-32 to ¼ inch thick.
Plain	do	do	1-32 to 1 inch thick.
Pure	do	do	

Pipe and Manhole Rings, all sizes;
Square or Rope Packing, do.

HOSE.

India Rubber, Hydrant, Conducting, Fire Engine, and Locomotive, of all sizes, manufactured from the best of Vulcanized Rubber, and for sale only by the agents.

Car Springs, and all other kinds of Vulcanized India Rubber used for Mechanical and Manufacturing purposes.

The undersigned, having been appointed Agents of the Boston Belting Company, beg leave to advise Dealers and Consumers that they are now prepared to supply the above goods in any quantities, on the most favorable terms. On hand and for sale,

50,000 Feet Vulcanized India Rubber Machine Beltings, from 2 inch to 20 inches, 3 and 4 ply.

TO STEAMBOATS AND RAILROADS.

India Rubber Hose, for Pavements, Streets, Gardens, Locomotives, Engines, etc.

40,000 feet Hose, 3, 4, 5, 6, and 7 plys, suitable for pavements, streets, gardens, locomotives, fire engines, etc., 1 to 3 inch, warranted extra quality. Also,

THE vulcanized India Rubber Break Springs now in use by all the Eastern Railroads, and posessing decided advantage over the Steel Springs now in use, for the following reasons:

1st, They are much easier put on.
2d, They are a great deal cheaper.
3d, They are much more durable than steel, and no time lost in making them, the weather having no effect on them.

ALSO—Large 6 inch hose for water stations.—This is a new and important invention. The coldest weather will have no effect on them whatever They are warranted to remain as pliable, in the LNEST of weather, as they are in 150 Fahrenc°heit heat.

Armitage Anvils,—10 casks, assorted weights, n w in store.

Allen's Revolvers and Self-Cocking Pistols.—Now in store, a large assortment of the above, 3, 4, and 5 inch Revolvers; 3, 4, 5, and 6 inch Pocket Pistols. Also, Dueling Pistols.

Leland's Superior C. S. Car and Auger Bitts.—All sizes.

Brass Kettles, and Sheet Brass, &c.—Brass Kettles, assorted from 6 to 30; Sheet Brass assorted from No. 0 to 30; Brass Wire, do do do.

Star Breast Chains.—Four casks of those superior double-linked Chains, just received.

Walker's Trace Chains.—70 casks of those superior goods, warranted full length and sizes, 8 to 20 links, straight and twisted, now in store.

American Anvils.—Eagle brand, faced with with cast steel, and warranted by the manufacturers equal to Armitage's Mousehole.

Plated Spoons.—Plain, tipped, and threaded heavy plate, on best quality of German Silver.

Premium Gimlet Screws.—10,000 gross just received.

Mill Saws. Hoe & Co.'s C. S. Wm. Rowland's, and W. H. Rowland's 6, 6½, 7, 7½, and 8 ft

Cross Cut Saws.—Hoe & Co.'s C. S., John ockerell's C. S. and G. S., Wm. Rowland's and W. & H. Rowland's 5, 5½, 6, 6½, 7, 7½, and 8 feet Also, 4 and 4½ feet Tennon Saws.

Axes—1000 doz. Axes, assorted Yankee and Kentucky patterns, first, second, and third quality

Nails.—4000 kegs Shoenberger's and Wheeling Nails, now in store.

For sale by TYLER DAVIDSON & CO.,
mr 3 140 and 142 Main street

RAILROAD COMPANIES, ENGINEERS AND OTHERS,

Are respectfully requested to note the following as FACTS, and to remember that the facilities of the establishment for manufacturing are UNSURPASSED.

PAGED

BLANK BOOKS,

OF THE

First Qualities made to Order;

AND

STATIONERY

OF ALL KINDS SOLD LOW BY

MOORE, ANDERSON, WILSTACH & KEYS,

Corner of Main and Fourth Streets,

CINCINNATI. jan 12-†

Sales of Stocks and Bonds at Auction,

THE UNDERSIGNED have adopted the modo for the conducting of Sales of

STOCKS AND BONDS AT AUCTION,

Similar to that now in use in the CITY OF CINCINNATI. They are convinced that, by pursuing a method which will satisfy the Public, that all Stocks and Bonds struck off by them at auction as sales, are bona fide such, a business honorable in its character and satisfactory to both buyer and seller, can be conducted, and which will not only meet with the approbation, but also with the support of the public. The undersigned pledge themselves strictly to adhere to the following plan in conducting their sales at auction of Stocks and Bonds:

The vendor will give his confidential instructions to the Auctioneers as to the lowest price at which he will allow his Stocks or Bonds to be sold. They will be offered by Catalogue, as heretofore, but instead of the seller being allowed to make, as they now do, small advance bids on bona fide bidders, the Auctioneers will reserve to themselves the right of making one bid for the protection of and on behalf of the seller, pledging themselves that but ONE BID shall be made; and in all cases where the Stocks or Bonds shall be struck down on their reserved bid, the fact will be publicly announced that no sale was made.

Reporters for the Press will by this method not only be enabled to report real sales, but also the prices offered for such as are not sold.

ADRIAN H. MULLER & CO, Auct'rs.

OFFICE—No. 2 Pine street, cor. of Broadway,

NEW YORK, } Metropolitan Bank Buildings.

March 1st, 1854.}

☞ Stocks, Bonds and Securities received for private Sale, and to the negotiation of which particular attention will be paid. mar9-3*

THE SHORTEST ROUTE TO CHICAGO.



Ohio & Missippi Railroad

THREE regular passenger Trains daily, (except Sundays.) On Monday, April 17th, and until further notice,

Leave Cincinnati at 6.15 A. M., 2.15 P. M., and 4.40 P. M. Connecting at Lawrenceburg, at 7.30 A. M., and 3.30 P. M. with Train for Indianapolis, Terre Haute, Lafayette and Chicago.

AND RETURNING,

Leave Aurora at 6.40 A. M., 4.20 P. M., and 8.20 P. M. connecting at Lawrenceburgh, at 4.30 P. M. and at 8.30 P. M. with the Trains that leave Indianapolis at 12 A. M. and 4 P. M., uniting at that point with all the Trains from the North and West.

☞ Tickets may be procured at the office on Fourth street, near Vine.

☞ Omnibusses will run to and from the cars in the customary manner. S. S. POST,

Chief Engineer and Superintendent.

Cincinnati, April 14, 1854.

ENGINEERS' & SURVEYORS' INSTRUMENTS!

JAMES FOSTER, Jr.,

MATHEMATICAL AND PHILOSOPHICAL

INSTRUMENT MAKER!

HAVING removed from his old stand to south-west corner of Fifth and Race street, and increased his facilities for making instruments, is now ready to supply Levels, Transits, Theodolites, the Dumpy or Gravatt Level, Circular Protractors of Troughton & Simms model, Surveyors Compasses, Pocket Compasses with and without sights, in great variety. All kinds of Land Chains; Ivory and Box wood Scales of all kinds and graduation; Drawing instruments of all kinds, brass and German silver. Measuring tapes of all kinds, Magnets, Magnifyers, Barometers, Spy Glasses, &c., &c. Repairing promptly attended to. ap.6-6t.

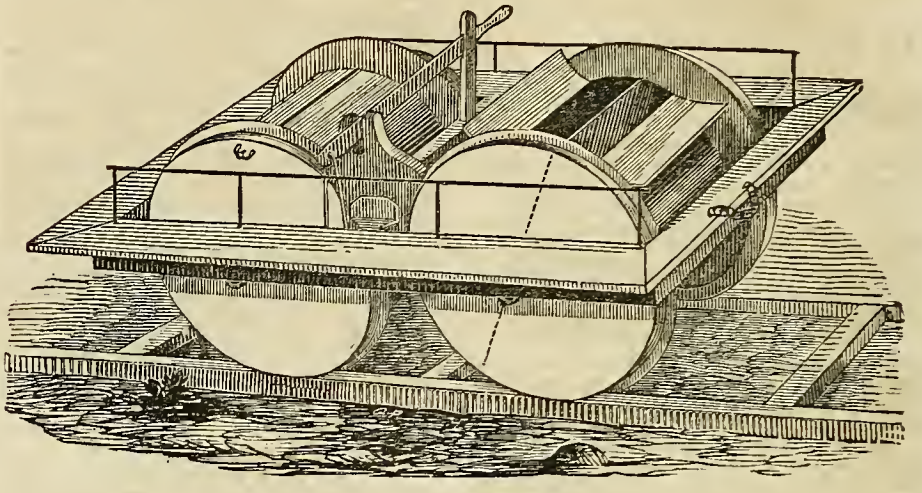
TO ENGINEERS.

THE Nasbville and North-Western Railroad Company wishes to employ an Engineer-in-Chief. Early applications are solicited. Applicants are requested to furnish references and testimonials of their qualifications. JNO. A. GARDNER, Pres't,

Nashville, Tenn., Apr. 13, '54. N. & N. W. RR. Co.

MYERS' PATENT CAR,

FOR COAL, GRAIN, &c., &c.



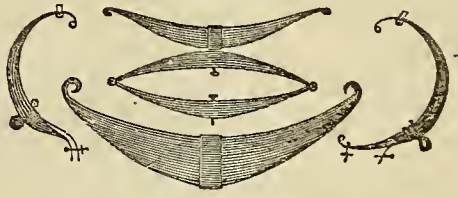
FOR PARTICULARS OF COST, RIGHT OF USE, &c, ADDRESS,

C. TIERS MYERS,

No. 33 WALNUT STREET,

dec15-3* **PHILADELPHIA.**

McDANEL & HORNER,

LOCO-  AND CAR

MOTIVE SPRING

MANUFACTURERS, WILMINGTON, DEL.

Locomotive and Car Springs of all descriptions manufactured on the most reasonable terms, made of the best STEEL, which we have manufactured to order from the BEST SWEDE IRON. Orders from any part of the United States will be thankfully received and promptly attended to.

McDANEL & HORNER.

All Springs ordered from a distance will be delivered on shipboard at *Philadelphia* free of charge

References.

NORRIS BROTHERS, Locomotive Builders, Philad.
A. C. GRAY, Pres't New Castle Manuf. Co.
U. WELLS, R. R. Car Manuf. Petersburg, Va.
I. R. TRIMBLE, Supt. Philad. R. R. Co.
M. B. MILLEN, Gen. Supt. C. R. R. Savannah, Ga.
EMERSON FOOTE, Supt. M. & W. R. R. Macon, Ga
THOMAS DOUGHERTY, Master Mach. do.
THOS. SHARP, Supt. R. F. & P. R. R. Richmond, Va

†May 19.

R. M. SHOEMAKER, J. P. SHOEMAKER, A. T. LEVIS, H. Y. SLAYMAKER.

COPARTNERSHIP.

SHOEMAKER, LEVIS & CO.,

SUCCESSORS TO

MORRELL, SHOEMAKER & CO.

MANUFACTURERS OF

Boiler Iron, Railway Chairs & Spikes.

WORKS—Covington, Ky.

STORE, No. 64 EAST COLUMBIA St.

CINCINNATI, O.

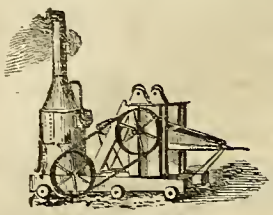
January 5, 1854 jan.12-6*

GLENDON LOCOMOTIVE TIRES.

TIRES of every diameter, for sale

†mr17] GEO. GARDNER & CO., Boston, Mass.

"GARDNER'S ROCK DRILL."



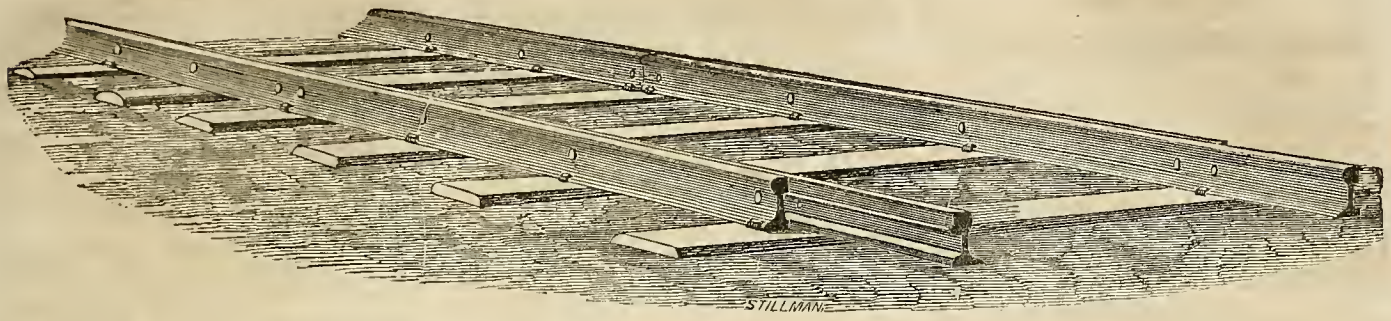
DESIGNED for Mining, Tunneling, Quarry Use, and Rock Excavations of all descriptions, by the use of which a saving of 50 to 75 per cent. is made. This drill can be operated by hand, horse, or steam power. A Machine is now in operation at the Crystal Palace.

Applications for Territorial Rights and Machines must be made to the Patentee.

G. ARTHUR GARDNER,

nov17† Trinity Building, New York

WINSLOW'S PATENT COMPOUND RAIL.



THIS RAIL ,which is represented by the above, has now been in use ou several Roads for upwards of three years; during which time it has become established among Railroad Managers as realizing the advantages of a THEORETICALLY PERFECT RAIL.

Its advantages over the common form of "T" Rail are,—a saving in the wear and tear of Machinery—it saves to a great extent in the repairs of track—it secures a high rate of speed with the same power, and what is certainly of equal importance, complete protection against some of the accidents to which roads are liable. Being practically a continuous Rail for the entire length of the Road, without break at the ends of bars the jarring motion communicated thereby in passing over the common "T" Rail is avoided, as is also its effect upon cars and machinery. The comfort of travelers must of course be greatly increased.

This Rail is now manufactured at HANGING ROCK IRON WORKS, upon the Ohio River, and at MT. SAVAGE IRON WORKS, Maryland. Specimen of the Rail and patterns of same will be gladly shown, as well as all information in relation thereto, given by application to

A. S. WINSLOW, Nos. 9 & 11 West Second St., bet. Main and Walnut Sts.
CINCINNATI.

J. F. WINSLOW, Troy, New York
ERASTUS CORNING & CO., Albany, N. Y.

ap7tf

LIGHTNER'S

PATENT AXLE BOXES
FOR RAILWAY CARS.

THE attention of Railway Managers and others is respectfully called to this great improvement in

AXLE BOXES,

As possessing numerous advantages over all others now in use. Some of which are:

1st.—The first cost and "fitting up" is much less.

2d.—It saves seventy-five per cent. in oil.

3d.—The journals and oil ar perfectly secure from dust.

4th.—It prevents all possibility of "*heating.*"

5th.—Cars furnished with them run much easier, and require less power to move them.

6th.—Its construction is simple—not liable to become loose by service, and allows a free inspection of the journals and boxes.

7th,—The composition bearings of an eight-wheel LOADED car, can be removed from the journals while under the car, and returned in twenty minutes, by ONE man.

8th.—The trucks and wheels are free from oil and dirt usually seen on Railway cars.

The following testimonials are submitted :—

OFFICE BOSTON AND PROVIDENCE R. R.
Boston, January 1st. 1853.

MR. JOHN LIGHTNER:

SIR:—It affords me pleasure to say, that after three years trial of your boxes, I am fully and entirely satisfied of their superiority over any other pattern we have used. This superiority consists in economy of oil and freedom from "heating."—I have tried every pattern of box in use, of any note, and do not hesitate to say, that you have devised one which in every respect combines greater advantages than any other within my knowledge; these advantages are so manifest, that I am fitting up all our cars with your boxes, as fast as practicable. Very respectfully yours,
W. RAYMOND LEE, Supt.

The Subscriber begs leave to suggest to all Railroad Corporations (new or old) the importance of an EARLY application of this valuable improvement, to their NEW CARS, WHILE IN PROCESS OF CONSTRUCTION as thereby much detention of cars, and great expense will be avoided.

Models and testimony of the above Boxes, may be examined, and arrangements may be made for the right to use the same with the subscriber.

WM. SHERBURNE,
PRINCIPAL AGENT,
dec1 Office, No. 167 Broadway, New York.

GUNPOWDER,
MANUFACTURED BY

The Hazard Powder Company,

HAZARDVILLE, CONN.
H. G. HAZARD, President.
A. E. DOUGLASS, Secretary.

The undersigned are always prepared to furnish Mining and Blasting Powder to any extent, delivered at any point on the lines of railroads, or other places of public improvements in the West or South, at the very lowest rates. Also, SAFETY FUSE of the best Eastern manufacture.

We would respectfully urge all contractors and consumers to call upon or correspond with either of us before arranging for their supplies elsewhere.

To the trade generally we would offer all the brands of Sporting and Rifle Powder manfactured by the above concern.

M. D. W LOOMIS,
Southeast corner Main and Second Sts.,
Cincinnati, O.
S. H. LOOMIS,
Nashville, Tenn.

August 16, 1853.—an18†

TO RAILROAD COMPANIES.

THE subscriber, manufacturer and agent for manufacturers of railroad materials, would solicit from railroad managers in the West their orders for

RAILROAD SPIKES, CAR AXLES, RUBBER SPRINGS, RUBBER HOSE, LOCOMOTIVE TIRES, SPRING STEEL, CAST STEEL, NUTS AND WASHERS, LOCOMOTIVE LANTERNS, ETC.

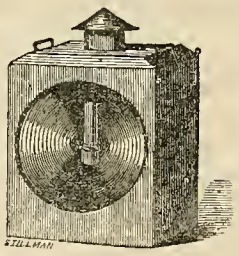
A. S. WINSLOW,
9 and 11 West Second St.,
Between Main and Walnut St., Cincinnati
†mr24

Locomotive Tires and Car Axles.

THE undersigned is prepared to supply Railroad Companies and Builders with Tires and Axles of superior quality and finish, made from faggoted charcoal Iron, formed and finished entirely under the hammer For the character of the manufacture he refers to builders and companies who have used them in the West.

A. S. WINSLOW,
†mr24 9 and 11 West SecondSt., Cincinnati.

LOCOMOTIVE LANTERNS.



I AM manufacturing Locomotive Lanterns of the most approved form, with true parabolic Silver-plated reflectors, Copper Cases, and in every way equal to the best manufactured in the country. Orders from Railroad Companies in the West are solicited.

A. S. WINSLOW,
†mr24] 9 and 11 West Second St., Cincinnati

Norris' Locomotive Works,
PHILADELPHIA.

ENGAGED for many years in manufacturing Locomotives, offer to Railroad Companies to construct of any plan or size,

LOCOMOTIVES OF SUPERIOR QUALITY.

Our facilities for doing work have been largely increased this year, and orders can be executed with despatch.

Jy7 RICHARD NORRIS & SON.

ASHCROFT'S
METALIC STEAM GAUGE.
(BOURDEN'S PATENT.)

THE subscribers offer for sale this valuable Steam Gauge. It is adapted to Locomotive and other steam boilers, indicating with accuracy the continual variations of steam within the boiler, enabling the engineer to maintain a uniform and safe pressure. Any of the Eastern Railroads may be referred to for proof of its importance and value.

BRIDGES & BROTHER,
sep15tf 64 Courtlandt Street, New York.



CAR MANUFACTORY,

Dayton, Ohio.

E. THRESHER & Co., having enlarged their shops, are prepared to contract on favorable terms, for building every variety of Railroad Cars, in any quantity and at short notice, made of the best materials, and of the most approved workmanship.

They are prepared also to furnish jaws and boxes; the Washburn wheel, thirty and thirty-three inch, adapted to inside or outside bearing; cast iron frogs steel plated; and switches of the most approved patterns.

They also manufacture blacksmith tuyeres, Harris' patent; portable bolt forges; bolt heading and bolt cutting machines; upright drills, wheel presses; wood planers; tenouing and mortising machines; &c.

They respectfully invite the attention of railroad directors and superintendents to their establishment.

Dayton, January 24th, 1853. jan 25-†

South-Western Car Shops,

Madison, Indiana.

THE Subscriber is prepared to execute orders at short notice, for all kinds of Passenger, Freight and other descriptions of Railroad Cars.

Work delivered at any point accessible by railroad, or by the Ohio and Mississippi rivers.

Facilities for transportation, enable the subscriber to afford peculiar advantages to Companies requiring work delivered in the South and West.

W. CLOUGH.

REFER TO

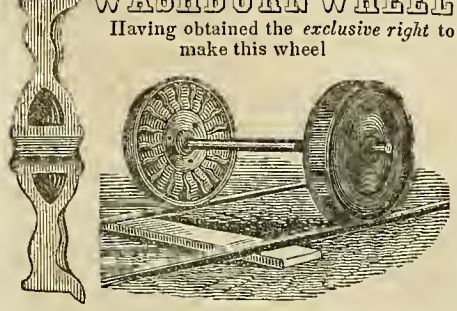
JNO. BROUGH, Esq. WINSLOW, LANIER & CO.

jan. 19-1**

FULTON CAR WORKS,

CINCINNATI, OHIO.

THE Proprietors of this establishment would respectfully call the attention of Railroad Companies in the West and South to their establishment at Cincinnati. Their facilities for manufacturing are extensive, and the means of transportation to different points speedy and economical.—They are prepared to execute to order, on short notice, eight-wheeled Passenger Cars of the most superior description. Four or eight-wheeled Baggage, Cattle, Freight and Gravel Cars. Also, Crank and Lever Hand Cars, Trucks, Wheels, and Axles fitted.



WASHBURN WHEEL

Having obtained the *exclusive right* to make this wheel

in Cincinnati, Covington, and Newport, they are now prepared to furnish Railroad Companies with that celebrated Wheel, with or without Axles.—Also, Journal Oil Boxes of any pattern, and Castings for Cars fitted to order at the shortest notice.

Address KECK & HUBBARD,

Fulton Car Works, Cincinnati, Ohio.

jap.14. Office 62 East Second street

FORGINGS.

AXLES, Shafting, and other Forgings, from the Gleadon Forges, for sale by

jm 17 GEO. GARDNER & CO., Boston, Mass.

MUSKINGUM WORKS,

ZANESVILLE, OHIO.

DOUGLASS, SMITH & CO.

WOULD respectfully call the attention of Railroad Companies to their establishment at Zanesville. They are prepared to execute orders, on short notice, for

Passenger Cars of the most superior description,

Second Class Passenger, Mail Express, and Baggage Cars; Freight, Cattle, four or eight wheeled Gravel Cars.

We manufacture a superior

CAR WHEEL,

Over 2500 of which are now running on the Central Ohio Railroad, and many of these have been in use on the road over two years, having in that time only three to crack, and two to be renewed in consequence of the wearing of the Chill. We have also commenced the manufacture of the celebrated

WASHBURN WHEEL,

And are prepared to furnish this wheel, with or without axles. Also, castings for Cars fitted to order at the shortest notice.

BOLLMAN'S PATENT IRON & WOOD BRIDGE.

We are also agents and builders of the above celebrated Bridge. Are now placing upon the piers an iron bridge on this plan over the Muskingum river at Zanesville. We are ready to contract with companies for the construction of this Bridge. All orders addressed

DOUGLASS, SMITH & CO.,

au4tf. Muskingum Works, Zanesville, O.

WHEELBARROWS!



ON hand, Wheelbarrows, of my own manufacture, suitable for Railroad, Turnpike, Canaling, &c., in lots, to suit purchasers. Orders filled for any reasonable amount

HENRY ROCKEY,

No. 21 East Front street

J. DAVENPORT.... M. D. WELLMAN.... C. M. RUSSELL

DAVENPORT, RUSSEL & CO.,

Railway Car Manufacturers,

MASSILON, OHIO.

THE subscriber, late of the firm of Davenport, Bridges & Co., Fitchburg, Mass., having associated himself with Messrs. Wellman and Russell, under the above name, would respectfully solicit calls for any kind of Passenger, Baggage, Post Office, Freight, Coal, Gravel, or Haud Cars.

Having had fifteen years experience in the business and having secured the best of workmen from the Car Factory in Cambridge, Mass., I feel confident, that perfect satisfaction can be given in all work entrusted to our care

We have now on hand the best of dry White-Oak with which we think we can build Cars as cheap and as well as any other establishment in the States. JOSEPH DAVENPORT.

Feb. 16†*

James' Railroad & Route Book

NEW EDITION:

Containing a list of all the Western and Southern Road with distances, fares, connections, etc., etc. Price, 15 cents.

J. A. & U. P. JAMES,

Publishers, 167, Walnut st., Cincinnati, O.

Indianapolis and Cincinnati Railroad, via. Lawrenceburgh.

NEW Route to Indianapolis, Terre Haute, Lafayette, and the West.

Through from Cincinnati to Indianapolis in six hours.

Shortest route between Cincinnati, Indianapolis, Terre Haute, Lafayette and Chicago.

Passengers for this line will leave Cincinnati, from the foot of Main street, at 6 o'clock, A. M., by steamer Forest Queen, every day, (Sunday's excepted,) and arrive at Indianapolis at 12 o'clock, M., in ample time to get dinner, and take any of the trains West or North.

Baggage checked through and baggage master accompanies the same.

Fare between Cincinnati and Indianapolis $3

At Shelbyville passengers may take the Jeffersonville, Rushville and Knightstown cars.

Returning, leave Indianapolis at 12 o'clock, M.

GEO. HAVEN, Superintendent.

Through tickets may be procured on board the boat, or at the ticket office, corner of Water street and landing (foot of Main street.)

jan 12-† C. S. RUSSELL, Ag't.

Covington and Lexington Railroad Open to Falmouth.

ON and after Monday, the 7th of Nov., and until further notice, Cars will leave Covington daily (except Sundays) at 7 o'clock. A. M., for Falmouth,—stopping at DeCoursey, Culbertson, Grant's Bend, New Philadelphia, Cantou, Benton, Morning Side, Demossville, Butler and Irving.

Returning, will leave Falmouth at 1 P. M., stopping at all of the above stations.

☞ For freight and passage apply to C. CARPENTER, Freight Agent, Covington Depot.

R. M. SHOEMAKER Superintendent.

Office Cov. and Lex. R. R. Co., Nov. 5th.

dc22

COLUMBUS

Railroad Chair Manufactory.

THE subscriber having enlarged his works, is prepared to fill orders for wrought iron

RAILROAD CHAIRS,

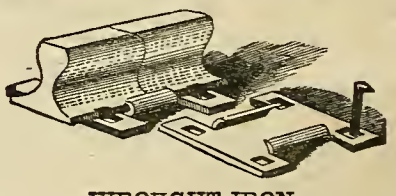
on short notice. He would call the attention of Railroad Companies to his patent Thick Lip Chair. Chairs made to any patteru and of any size which may be required, and warranted of superior quality of iron and workmanship.

P. HAYDEN can be found at 219 Pearl street, New York, where also specimens of the chiars can be seen.

P. HAYDEN.

Columbus, August 11, 1853.—au18-6*

RAILROAD SPIKES,



WROUGHT IRON

Chairs and Fastenings.

THE subscriber continues to manufacture with increased facilities, **Hook and Flat Head Railroad Spikes, and Wrought Iron Chairs of any pattern,** either punched or plain. The best quality of Iron is used, and the articles are guaranteed to give satisfaction in every respect. We are prepared to fill orders for any quantity with despatch, and at the lowest market prices.

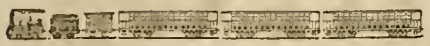
Also, Boat Spikes, Bolts, and Boiler Rivets, superior quality.

All communications addressed to us will meet withprompt attention.

SMITH & TYSON,

No. 25 South Charles Street, Baltimore.

Railroad Line.



Cincinnati, Dayton and Sandusky Route.

TO New York via Lake Steamers, by Sandusky, in 36 hours. To Boston in 41 hours. To Chicago in 21½ hours, via Cincinnati, Hamilton and Dayton Railway.

Five Daily Trains.

First Train—Indiannpolis Express.....at 5.30o'clk, A.M.
Second Train—Lightning Express, ...8.20 " A. M.
Third Train—Accommodation,.....2 " P. M.
Fourth Train—Eaton and Richmond.....3.30 " P. M.
Fifth Train—Evening Express,.....5 " P. M.

New York, Boston, and Montreal.

First Train—Indianapolis Express—leaves Cincinnati at 5 A. M.; for Indianapolis and Chicago.

Second Train—Lightning Express—leaves Cincinnati at 8.20 o'clock, A. M., connecting at Sandusky with the new and magnificent low pressure Steamers Mississippi, Captain Hazard, St. Lawrence, Captain Hollister; connecting at Buffalo with the 6 A. M. trains Buffalo and Albany, and New York City, and 9 A. M. Trains Niagara Falls Railroad, for New York, Boston, Niagara Falls, Ogdensburgh, Montreal, &c.

Toledo and Chicago.

Second Train—Lightning Express—leaves Cincinnati at 8.20 o'clock A. M., connecting at Clyde with Railroad to Toledo, connecting at Toledo with Evening Express Train Michigan Southern Railroad to Chicago, direct.

Detroit and Chicago.

Second Train—Lightning Express—leaves Cincinnati at 8.20 o'clock A. M., connecting at Sandusky with the low pressure Steamer Bay City, Captain Atwood, connecting at Detroit with Morning Express Train Michigan Central Railroad to Chicago. From Cincinnati direct.

Indianapolis, Terre Haute and Lafayette.

First Train—At 5 A. M., leaves Cincinnati for Indianapolis, Terre Haute, Lafayette and Chicago same day.

Eaton, Richmond, and Centerville.

First Train—Indianapolis Express—at 5 A. M., connects at Hamilton to Eaton and Richmond.

Fourth Train—3 P. M. Through to Eaton and Richmond without change of cars. Connecting at Richmond with Western Railroad to Centerville.

Troy, Piqua, &c.

Second Train—Lightning Express—at 8.20 o'clock, A. M., and Third Train—Accommodation—at 2 P. M., connecting at Dayton with Railroad to Troy, connecting with Doyle's Omnibus and Canal Packets to Piqua, St. Mary's, and all points on Miami and Wabash Canals.

Fifth Train — Evening Express—at 5.00 o'clock P. M., connecting at Dayton with Railroad to Troy, connecting with Doyle's Omnibus Lines to Piqua.

Oxford and Connersville.

Second Train—Lightning Express at 8.20 o'clock A. M., and Third Train—Accommodation Express—at 5 P. M. Passengers by these Train take Western Stage Company's Lines at Hamilton, for Oxford, Connersville, &c.

Fifth Train — Evening Express at 5.00 P. M. Passengers by this Train take the Western Stage Company's Lines at Hamilton to Oxford.

FARE.

From Cincinnati to New York via Lake steamers to Buffalo, and Railroad by either route $15 00
From Cincinnati to New York via Lake steamers to Buffalo, Railroad to Albany, and Hudson river steamer to New York 14 00
From Cincinnati to Boston via Lake steamers to Buffalo, and New York city and New York and Erie Railroad 19 00
From Cincinnati to Boston, via Lake steamers to Buffalo, Albany and Western Railroads 18 00
An additional charge of 50c. via Niagara Falls and above routes.
From Cincinnati to Montreal via Lake steamers.. 17 00
From Cincinnati to Boston via Lake steamers and Ogdensburg 17 00
From Cincinnati to New York via Lake steamers and Ogdensburg 15 75
From Cincinnati to Buffalo via Lake steamers..... 8 00
Do do Detroit 6 75
Do do Chicago via Detroit..... 11 50
Do do Toledo 5 75
Do do Chicago via Toledo..... 11 50
Do do Chicago via Indianapolis..... 9 00
Do do Sandusky 5 00
Do do Clyde ..... ——
Do do Terre Haute..... 5 50
Do do Lafayette..... 5 50
Do do Indianapolis..... 3 00
Do do Greenville 2 50
Do do Troy 2 50
Do do Dayton 1 50
Do do Richmond..... 1 60
Do do Eaton 1 25
Do do Hamilton..... 60
Do do Springfield 2 00

For all information and through Tickets, please apply at office, 102 east corner of Broadway and Front sts., Cincinnati. W. A. LATHAM, Ticket Agent.
au25 P. W. STRADER, Gen'l Agent

Railroad Line.



CINCIN'I, COLUMBUS & CLEVELAND ROUTE.

To New York, via Railway, in ..... 30 hours.
To N. Y., by Lake Steamers via Cleveland.. 39 "
To Pittsburgh in..... 14 "
To Boston in ..... 34½ "
To Philadelphia in ..... 38 "
To Baltimore in..... 38 "
To Wheeling in..... 18 "

VIA LITTLE MIAMI RAILWAY.

FOUR DAILY TRAINS.

First Train—Lightning Express—at ...6 o'clock, A. M.
Second Train—Accommodation Ex....7.45 " "
Third Train—Hillsborough Train.....3.10 " P. M
Fourth Train—Even'g Accommoda...5 " "

The roads of this route are laid throughout with heavy T rail.

New York, Boston, and Montreal.

First Train—Lightning Express leaves Cincinnati at 6 o'clock A. M., connecting at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo; connecting at Dunkirk with New York and Erie Railroad, and at Buffalo with Buffalo and Albany Railroad to New York and Boston.

Second Train—Accommodation Express, at 7.45 o'clock, A. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad, at Buffalo with Buffalo and Albany and New York City Railroads, and at Buffalo with Niagara Falls Railroad, to New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

—ALSO—

Connects at Cleveland with the new and magnificent low pressure steamers QUEEN OF THE WEST, Capt. McBride; CRESCENT CITY, Capt. Pease; connecting at Buffalo with the Buffalo and Albany, New York City, and Niagara Falls Railroads, for New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

Fourth Train—Evening Express, at 5 o'clock P. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad; connecting at Buffalo with New York City, Buffalo and Albany, and Niagara Falls Railroads, to New York, Boston, and Niagara Falls.

Pittsburgh, Philadelphia, and Baltimore.

First Train—Lightning Express, leaves Cincinnati at 6 o'clock A. M., connecting at Crestline with Ohio and Pennsylvania Railroad to Pittsburgh, connecting with Pennsylvania Railroad to Philadelphia and Baltimore.

Through from Cincinnati to Philadelphia and Baltimore direct.

Zanesville, Wheeling, Baltimore, &c.

First Train—Lightning Express, at 6 o'clock A. M., and second Train, Accommodation Express, at 7.45 o'clock A. M., connect at Columbus with Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Lines, via National road to Wheeling, connecting with Baltimore and Ohio Railroad to Baltimore, Philadelphia, Washington, etc.

Fourth Train — Evening Express, at 5 o'clock P. M. Passengers by this Train sleep at Columbus and resume by Morning Train, via Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Line to Wheeling.

Hillsborough.

Third Train—Leaves Cincinnati at 3 P. M., connecting at Hillsborough with Ohio Stage Co.'s Lines to Chillicothe, Piketon, etc.

FARE.

From Cincinnati to New York via Railroad, either route $16 00
From Cincinnati to New York via Railroad to Albany, and Hudson river steamer 15 00
From Cincinnati to New York via Lake Steamers to Buffalo, and Railroad to New York..... 15 00
From Cincinnati to New York via Lake Steamers to Buffalo, Railroad to Albany, and Hudson river steamer to New York..... 14 00
From Cincinnati to Boston via Lake Shore, New York and Erie, and New York City Roads..... 20 00
From Cincinnati to Boston via Lake Steamers and New York City and Erie Rouds 19 00
From Cincinnati to Boston via Lake Shore, Buffulo, Albany, and Western Roads..... 19 00
From Cincinnati to Boston via Lake Steamer, Buffalo, Albany, and Western Roads 18 00
An additional charge of fifty cents via Niagara Falls and above routes.
From Cincinnati to Montreal via Lake Shore Road, 18 00
From Cincinnati to Montreal via Lake steamer... 17 00
From Cincinnati to Boston via Lake Shore Road and Ogdensburg 18 00
From Cincinnati to Boston via Lake Steamer and Ogdensburg 17 00
From Cincinnati to New York via Lake Shore Road and Ogdensburg..... 16 75
From Cincinnati to New York via Lake Steamer and Ogdensburgh 15 75
From Cincinnati to Buffalo via Lake Shore Road. 9 00
From Cincinnati to Buffalo via Lake Steamer.... 8 00
From Cincinnati to Philadelphia or Baltimore via Crestline and Pittsburgh..... 15 00
From Cincinnati to Philadelphia or Baltimore via Cleveland and Pittsburgh..... 15 00
From Cincinnati to Pittsburgh via Crestline..... 7 75
From Cincinnati to Pittsburgh via Cleveland..... 9 00
From Cincinnati to Baltimore via Wheeling..... 14 65
From Cincinnati to Washington via Wheeling.... 15 95
From Cincinnati to Philadelphia via Wheeling... 15 95
From Cincinnati to Wheeling..... 7 15
From Cincinnati to Cleveland 6 00
From Cincinnati to Zanesville 4 80
From Cincinnati to Columbus 3 00
From Cincinnati to Springfield 2 00

☞ For all information and Through Tickets, please apply at office, southeast corner of Broadway and Front sts., Cincinnati. W. A. LATHAM. Ticket Agent.
au25 P. W. STRADER, Gen'l Agent.

Cincinnati, Wilmington and Zanesville Railroad.



OPEN TO CIRCLEVILLE.—Two daily Trains, (Sundays excepted) between Washington and Cincinnati, and one daily train between Circleville and Cincinnati. On and after Tuesday, March 14th, 1854, until further notice, trains will run as follows:

Upward train for Circleville, leaves Cincinnati 7:45 A. M., and arrives at Circleville, at 2:40 P. M.

Upward train for Washington, leaves Cincinnati at 3:10 P. M., and arrives at Washington at 8:05 P. M.

Downward train leaves Circleville at 12:15 P. M., and arrives at Cincinnati at 7:45 P. M.

Downward train from Washington, leaves at 6:30 A. M., and arrives at Cincinnati at 11:25 A. M.

Trains will stop for passengers as follows: At Williamsport, Four Corners, New Holland, Washington, Rattle-Snake, Sabina, Cross Roads, Wilmington, Sligo, Clarksville and Morrow; and on the Little Miami Road at Deerfield, Butterworth's Water Station, Loveland, Miamiville, Milford and Plainville, and on proper signal hy flag, or to the Conductor, at Branch Hill and Linwood, at Turnpike.

The downward Trains connect at Morrow with the Trains on the Little Miami Road for Columbus.

Lines of Omnibusses will run between Circleville, Chillicothe and Lancaster, connecting with the morning train from and evening train to Cincinnati.

Fare from Cincinnati to Washington.....$2 25
" " " " Circleville..... 3 00

For other information and Tickets, apply at Ticket office, corner of Broadway and Front sts, and at the Little Miami Depot, or to the Station Agents on the line.

E. W. WOODWARD,
Engineer and Superintendent.

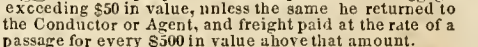
☞ The Omnibus Line will call for and deliver passengers to and from the trains to any part of the City.

J. HOWELL, Conductor.

☞ The Company will not he responsible for haggage exceeding $50 in value, unless the same he returned to the Conductor or Agent, and freight paid at the rate of a passage for every $500 in value above that amount.

mar. 23

COLUMBUS PIQUA, AND INDIANA RAILROAD.



New route from Columbus, West and from Urhana, East.

On and nfter Monday Septemher 19, 1853, two trains per day, (Sunday excepted) each way, will run on this Road, hetween COLUMBUS and URBANA. Will leave Columbus at 4.50 a.m., and 3.30 p.m.—arriving at Urbana at 8.12 a.m., and 6.14 p.m. Returning—will leave Urbana, for Columbus, at 9.15 a.m., and 3.00 p.m.—arriving at 12.05 and 6.55 p.m.

The 4.50 a.m. train, from Columbus, will connect with the night Express train from Cleveland and arrive at Urbana in time for the morning train north for Sandusky and intermediate points. Persons arriving by the morning Cleveland and Zanesville trains can have a few hours at Columbus and leave by the 3.30 p.m. train—arriving at Urbana in time to get supper and take the 5.35 p.m. train for Dayton and Cincinnati.

The 9.15 a.m. train from Urbana connects with the morning train from Cincinnati and Dayton that arrives at Urbana 8.40 a.m.—arriving at Columbus at 12.05 p.m in time for the 1 p.m. train for Cleveland, connecting with the Buffalo and Dunkirk boats. The 3.00 p.m. train will leave Urbana on the arrival of the Sandusky train—reaching Urhana at 2.45 p.m.—and arrive in Columbus in time for the various night trains.

A line of Omnihuses will connect with the trnins at Urhana for the conveyence of passengers to and from Piqua and Greenville over a good Macadamized road.

A. G CONOVER, Sup't

Piqua, Sept. 13, 1853. s29-tf.

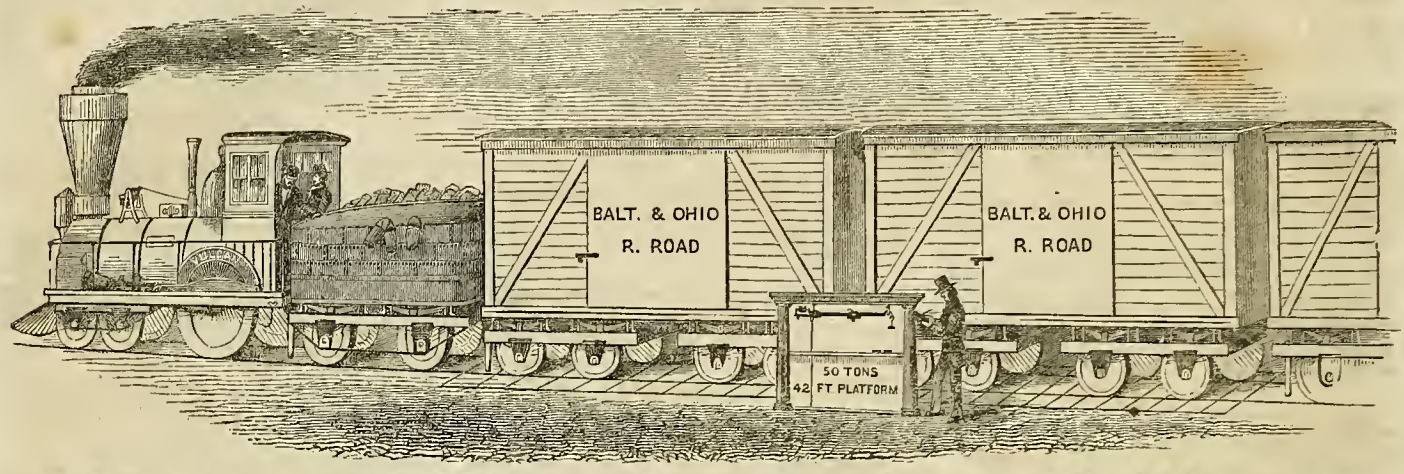
OFFICE OF THE

Cincinnati and Portsmouth R. R. Co.

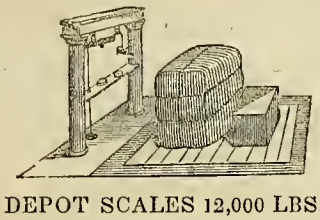
Felicity, Clermont County.

☞ Communications addressed to T. H. WHETSTONE President, and left with Messrs. JOHN F. DAIR & Co. Cincinnati, will receive prompt attention. s29-tf

FAIRBANKS' SCALES.



Railroad Track Scale---50 Tons.



DEPOT SCALES 12,000 LBS.

FAIRBANKS & CO'S

PLATFORM SCALES,

Long known—Severely tested—Always right—
The acknowledged standard—Adapted to
every required operation of weighing, as

Railroad Track and Depot Scales,

In use on nearly all the principal Railroads in the United States and Great Britain.

WAREHOUSE SCALES,
Dormant and Portable.

HEAVY PORTABLE SCALES,
On Wheels,
For Foundries, Rolling Mills, Iron Houses, &c.,

STORE SCALES,
Various Modifications.

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HAY & COAL DEALERS' SCALES,
Made entirely of Iron and Steel.

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FAIRBANKS & CO., 89 Water Street, New York.
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M. P. HUTCHINS, Detroit.
J. & F. DAWSON, Charleston, S, C.
GEO. C. EWING, 21 South Charles St., Baltimore.

MANUFACTURERS:

E & T. FAIRBANKS & CO.,
ST. JOHNSBURY, VT.

TESTIMONIALS:

OFFICE OF THE G. & C. U. RAILROAD CO.,
CHICAGO, FEB. 20TH, 1854.

MESSRS. E. & T. FAIRBANKS & CO.,

GENTLEMEN:—All of the principal station buildings on this road are furnished with your Depot and Platform Scales, with the exceptions of two scales. Your Scales were adopted after trial with those of other makers, and I take pleasure in now saying, that after more than four years trial, they have given entire satisfaction to us, aod the public doing business with the Company.

I am not aware of a dollar's expense being incurred from wear or defect of materials in any part of the scales. The Track Scale, with suspended platform, which you have recently put into our principal depot at this place, judging from present appearance and the use to which it has been put, will, I doubt not, answer the purpose desired, and he equally satisfactory.

JOHN B. TURNER,
Pres't and Sup't.

CENTRAL RAILROAD CO.
SAVANNAH, JAN. 6TH, 1853.

MESSRS. E. & T. FAIRBANKS & CO.,
St. Johnsbury, Vt.

DEAR SIRS:—Your Scales, which we have used for many years, gave so much satisfaction, that we ordered from your House, all the Scales necessary for our large new Warehouse. Your agent has just finished putting up twenty-two of your No. 1 and No. 2 Depot Scales and a large Road Scale, and I am pleased with the manner in which the job has been done. I trust and believe that this work will do credit to your establishment.

Respectfully, your obedient servant,
R. R. CUYLER, Pres't.

PORT RICHMOND, PA. MARCH 2D, 1852.

MESSRS. E. & T. FAIRBANKS & CO.,
St. Johnsbury, Vt.,

GENTLEMEN:—There are now in the Richmond Wharves at the terminus of the Reading Railroad, Twenty-six of your ten ton Track Scales, which have been in constant use for more than six years. The least quantity of Coal weighed annually upon any one wharf has been 400,000 tons. The aggregate quantity weighed upon the twenty-six scales, has been more than one million two hundred thousand tons per annum.

During the time since they have been in use, they have always retained their adjustment without any expense for repairs. They have been tested every year by the Sealer of Weights for the county of Philadelphia, and always found correct, and at the present time their operation is apparently as perfect and as sensitive as when first built.

JOHN E. HOBERT,
Superintendent of Wharves.

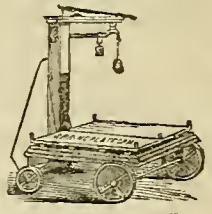
STATE OF NEW YORK,
CANAL COMMISSIONERS OFFICE,
ALBANY, JUNE 21, 1852.

MESSRS. E. & T. FAIRBANKS & CO.,

GENTLEMEN:—Your favor of the 10th, asking my views of the Weigh Lock Scales, manufactured by you, and introduced upon the Erie Canal, is received.

I have no hesitation in saying, that they have fully answered your recommendation in every particular. Their capacity for strength is fully equal to sustain the required hurtheo. They are not liable to get out of adjustment or repair. The arrangement of the Weighing Beam is admirably adapted to obtain rapid results. I know of no Scale superior to them, in this or any other country.

In great haste, Yours truly,
JOHN C. MATHER,
Canal Commissioner.



PORTABLE SCALES.

The following Railroads have been furnished exclusively, or nearly so, with FAIRBANKS' SCALES:

Alahama & Tennessee.	Huron & Oxford.
Allegheny Valley.	Illinois Central.
Androscoggin & Kennehee	Indiana Central.
Ashuelot.	Indianapolis&Bellefontaine
Atlantic & St. Lawrence.	Iroo.
Baltimore & Ohio.	Jeffersonville.
Baltimore & Susquehanna.	Kennehec & Portland.
Belvidere, Delaware.	Knightstown & Shelhyville.
Boston, Concord & Montreal	Macon & Western.
Boston & Maine.	Mad River & Lake Erie.
Boston & Providence.	Manchester & Lawrence.
Buffalo, Brantford&Goder'h	Memphis & Charleston.
Buffalo, Corning & N. York.	Michigan & Soothern.
Buffalo & New York City.	Milwaukee & Mississippi.
Buffalo & State Line.	Nangatuck.
Canandaigua & Elmira.	New Albany & Salem.
Central, (Ga.)	Newburyport.
Central, (Va.)	New Haven & New London.
Champlain & St. Lawrence.	New Haven & Northampton.
Charlotte & South Carolina.	New Jersey Central.
Cheshire.	New York Central.
Cleveland, Columbus & Cin-	New York & Erie.
cinnati,	New York & New Haven.
Cincinnati, Hamilton & Day-	Norfolk County.
ton.	Northern Indiana.
Cincinnati, Logansport &	Northern, (N. H.)
Chicago.	Northern, (N. Y.)
Cincinnati, Wilmington &	Norwich & Worcester.
Zanesville.	Old Colony.
Cleveland & Erie.	Orange & Alexandria.
Cleveland & Pittsburgh,	Oswego & Syracuse.
Cocheco.	Petersburg.
Columbus, Piqua & Indiana	Philadelphia & Reading.
Columbus & Xenia.	Pittsfield & North Adams.
Concord,	Plattsburg & Montreal.
Concord & Clarement.	Portland, Saco&Portsmouth
Connecticut River.	Providence & Worcester.
Coun. & Passumpsic River.	Rensselaer & Saratoga.
Dayton & Michigan.	Richmond & Danville.
Eastern.	Richmond & Petersburg.
Essex.	Rome, (Ga.)
East Tennessee & Georgia.	Rome & Watertown.
Evansville&Crawfordsville	Rutland & Burliogton.
Fitchburgh.	Rutland & Washington.
Galena & Chicago Union.	Sandusky, Mansfield & New-
Georgia.	ark.
Grand Trunk, (Canada.)	Scioto & Hocking Valley.
Great Western, do.	South Reading Branch.
Great Western, (Ill.)	South Side.
Greenville & Columbia.	South Western.
Greenville & Miami.	Springfield, Mt. Vernon
Hartford, Providence & Fish-	Pittsburgh.
kill.	St. Charles Branch.
Housatonic.	Steubenville, & Indiana.
Hudson River.	St. Lawrence & Atlantic.
Hudson & Berkshire.	Stony Brook.

RAILROAD RECORD.

AND

Journal of Commerce, Banking, Manufactures, and Statistics.

Vol. 2.---No. 13. CINCINNATI, THURSDAY, MAY 25, 1854. Whole No. 65.

Railroad Record

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E. D. MANSFIELD, Editor.

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CARDS.

ALBERT M. LEA,
CIVIL ENGINEER,
KNOXVILLE, TENN,
†oc27

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CIVIL ENGINEER,
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South side of Fourth st. bet. Main and Sycamore sts,
CINCINNATI.

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No. 37 Manchester Buildings,
CORNER THIRD AND SYCAMORE STS.
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No. 8 Hart's Building, south side of Fourth street, between Main and Sycamore streets.
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OFFICE AT NO. 169 WALNUT STREET,
CINCINNATI,
ALSO,
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Cincinnati, Indianapolis & Chicago Railroad Company.
Office in Gregory's Building, south side of Third street, west of Main street
CINCINNATI.
E. M. Gregory.....President.

ANALYSIS OF PASSENGER TRAFFIC ON WESTERN RAILWAYS.

The passenger traffic of railways is the most interesting element of their business.—It is that too, which varies according to different circumstances, and upon which the profits greatly depend upon a wise discretion. Having before us several annual reports of roads in, or leading to the West, we propose to analyze them, and deduce from them some of the conclusions of experience. The following is a table of the number of through and local passengers on several roads.

TABLE 1:

Roads.	Through.	Way.	Total.
N. Y. and Erie	78,700	1,075,737	1,154,437
Penn. Central	104,000	1,030,908	1,069,740
Baltimore and Ohio	2,313	206,249	208,562
Columbus and Xenia	149,202	35,548	184,750
Little Miami	139,237	152,138	291,371
Hamilton and Dayton	8,247	329,837	338,084
Terre Haute and Rich.	32,155	56,666	88,821
Milwaukie & Miss.	13,866	56,866	70,732
Aggregate	427,720	2,943,999	3,406 387

These results show very great discrepancies in the passenger traffic. But, then differently, can easily be accounted for. For example, the Columbus and Xenia road is only an intermediate link in the great line from Cincinnati to New York. As the population on its borders is sparse, it follows that the mass of its passengers will go over the whole line, between Columbus and Xenia, and such we find to be the fact. But the great and important conclusion to be drawn from the above table is, that only *thirteen per cent. of the whole number of passengers are through passengers.*—If a table were made of all the passenger traffic, on all the railways, it would probably show no greater proportion than this. It is now perfectly established, that the success of a railway *depends upon its local business.* If the country through which a railway passes will not support it, it is in vain to look to other means of profit. The through traffic may be a heavy item on a very short line, but very short lines seldom are, on the whole, as profitable as long ones; for if their business is *through*, the distance is short and the receipts small, while the great expense of the termini must be kept up as if the road was a long one.

Another important inquiry is the proportion of *passengers to a lineal mile* of railway. The following table will show that.

TABLE 2:

Roads.	Miles.	Number to a mile.
New York and Erie	460	2,510
Penn. Central	353	3,030
Baltimore and Ohio	380	550
Columbus and Xenia	54	3,420
Little Miami	84	3,460
Hamilton and Dayton	60	5,633
Terre Haute & Richm'd.	70	1,260
Milwaukie & Mississippi.	80	900
Aggregate	1,541	2,260

In the above table, the Hamilton and Dayton road has by far the most passengers per mile; but only *one-fortieth* part of the passengers on that road are *through* passengers.—The great number of its passengers are derived from the fact that it passes through a densely populated and rich country. On the other hand, the Baltimore road has the smallest number of passengers, arising from the fact, that it traverses a very thinly settled country.

On the Ohio railways the average number of passengers per mile is about 3,000. When—as there soon will be—there are 4,000 miles railway in this state, the number of passengers carried, will be at least *twelve millions.*—The average distance carried will not exceed 35 miles, which, at 2 cents per mile, makes 70 cents each, or *eight millions four hundred thousand dollars!* This is an immense sum to be received on that account, but we doubt not it will be fully realized.

Should the state make 4,000 miles of railway, which at the end of five years is likely to be the case, they will pay an average of at least 8 per cent. permanently, and thus make an excellent investment to their stockholders. Passengers in Ohio, now a very populous state, will be greatly increased by running accommodation trains from the large towns, such as Cincinnati, Columbus, Cleveland, Dayton, Zanesville and Chillicothe. This makes the country equally convenient as the city, and will induce immense numbers to live on the line of the railways.

VETOED.—Gov. Bigler, of Pennsyvania, has vetoed the act of the last session of the Legislature releasing certain railroad and canal companies, from the penalties for violating the law prohibiting the circulation of notes of other states of a less denomination than five dollars. The Pennsylvania, and the Ohio and Pensylvania Railroad Companies allowed themselves to be so seduced, by the conspirators as they allege, into repeated violations of the statute. Suit was then brought against them for the penalties on every violation, the sum swelling np to a considerable amount.—Judgment was given against the companies, and they applied to the Legislature to have the penalties consolidated into one, so that instead of paying thousands of dollars for their folly they would forfeit only a few hundreds. The Governor refuses to give his signature to this act, and the companies will consequentyl be obliged to pay the full amount of the penalties.

Railroads.

ANNUAL REPORT OF THE CINCINNATI, HAMILLON & DAYTON RAILROAD.

We have before us the Fourth Annual Report of this company, the subject of which we analyze below.

The principal elements of the road, presented in the report, are—

Length	60½ miles.
Cost, at present	$2,962,978 32
Cost per mile	49,000 00
Cost of second track (included above).	350,000 00

The *proportions* expended in different parts of the work, are as follows:

First Track	.66
Second Track, in part	.11
Equipment	.14
Real Estate	. 9

The real estate of the company is said to be worth double what it was purchased for.—The cost of the work was obtained thus:

Capital stock	$2,100,000
Mortgage Bonds	862,000

The analysis of business furnishes the following resnlt:

Receipts per passengers	$264,834
Do do freignt	160,369
Do do mails	12,288
Total	$463,021

The proportions are—

From passengers	57	per cent.
Do freight	40	do
Do mails	3	do
Expense of working	$187,207	

The proportions of expense are—

Locomotivo Power	32	per cent.
Train expenses	20	do
Maintaining Way	20	do
Station expenses	17	do
Office expenses	10	do
Machine Shop	1	do
Net receipts of road	$275,814	
Net receipts on cost	9¼	pr. ct.

The analysis of through and local business, presents the following facts:

Through pessengers	8,247
Local do	329,837
Through freight (amount)	$26,008
Local freight	148,133

This is a most curious and extraordinary result, which railway managers should attentively regard, yet its *through* passengers are not 3 per cent! Its *through* freight but 20 per cent! We are not told, (or we hope will be cared for in another report,) what number of passengers entered at each station; but looking to the amount received, we find the average distance carried, to be only half the distance, or 30 miles. We are driven to the conclusion, therefore, that at present, the part of the road between Cincinnati and Hamilton, furnishes the great mass of its business. We are confirmed in this view, by referring to the annual report of the Eaton and Richmond Railroad, from which it appears that a great number of hogs, produce and passengers were brought down that road, the destination of which unquestionably was Cincinnati, and which consequently passed over 27 miles of the Hamilton and Dayton Railroad. The *through* business of the Hamilton and Dayton Railroad will be only largely increased when the Dayton and Michigan Railroad is carried through to Toledo. That would bring the *through* business of one end of the Lake entirely over the Cincinnati, Hamilton and Dayton Railroad, and would make by far, the greatest improvement which can be made to its business. The Indiana business of this road will continue to be almost exclusively carried on the part from Hamilton to Cincinnati.

On the whole, this report shows a strong care for the stockholders, who must continue to have fat dividends.

TENNESSEE, WESTERN & CHARLESTON RAILROAD.

Pursuant to notice, a meeting of the stockholders of the Tennessee, Western and Charleston Railroad Company, was convened at Madisonville, Monroe county, on Monday, the 1st day of May, and the following named gentlemen were elected Directors.

Geo. Brown, Jas. A. Coffin, D. W. Latimore, E. E. Griffith, R. F. Cooke, Thos. J. Young, Jno. King, Jos. Johnston, Wm. M. Stakely, B. McGhee, G. Cannon, W. L. Eakin, J. A. Wright, A. D. Keyes, J. B. Cooke.

On Tuesday the Direi tory met and elected Geo. Brown, Esq., of Madisonville, President of the Company, and Wm. M. Stakeley, Esq,, Secretary and Treasurer.

This road is designed as a branch of the Rabun Gap Road—or rather an extension of that road to make the connection with the road terminating at Chattanooga.

From Madisonville to the natural and proper point for intersection, with the East Tennessee and Georgia Road, a route can be obtained over a very favorable country for a railroad at a distance of fifteen miles—making only thirty miles to be built to perfect a connection with the system of roads, completed and in course of construction, terminating and in intersecting at Chattanooga. Also the most suitable point for the Tennessee, Western and Charleston Railroad to cross or intersect the East Tennessee and Georgia Railroad, and the distance, by estimation, from such point to the town of Madisonville.

DAMAGES AGAINST A RAILROAD.—We learn from the Worcester Spy, that in the case of Jonathan C. Richmoad vs. the Providence and Worcester Railroad, for damages received by the collision near Valley Falls, last Autumn, the jury rendered a verdict for the plaintiff in the sum of $3,394 damages. The amount of damages claimed was ten thousand dollars, but the court decided that there was no statute under which a man could recover damages for the death of his wife. The Spy adds that the claims for damages resulting from the accident in August last are now all satisfactory settled, at a cost to the corporation of about $30,000.

CINCINNATI RAILWAY CONNECTIONS WITH THE SOUTH AND SOUTH-WEST.

We found among our papers the following valuable table, prepared by some friend to whom we would give credit if we only knew whom he was:

Railway Connections secured to Cincinnati by the Construction of the Cincinnati, Danville, Ky., and Knoxville, Tenn., Railroad.

Names of Roads	Max grade per mile.--feet	No of miles completed.	No of miles in progress	No of miles unprovided for	Total No miles
Cincinnati and Lexington, Ky.	—	50	44	—	94
Lexington and Danville, Ky.	—	—	36	—	36
Danville and Knoxville, Tenn.	60 up 47 down	—	—	140	140
East Tennessee and Georgia, to Dalton, Ga.	36	82	28	—	110
Do do Branch to Chattanooga	—	—	—	30	30
Western & Atlantic--Chattanooga to Atlanta.	33	140	—	—	140
Dalton and Jacksonville, Ala.	—	—	—	80	80
Selma, or Alabama and Tennessee River.	40	60	80	—	140
Selma and New Orleans.	—	—	—	300	300
Nashville and Chattanooga.	106	113	40	—	153
Memphis and Charleston.	—	100	220	—	320
Mobile and Ohio, south of Memphis and Charleston Junction.	—	40	335	—	375
Nashville and New Orleans, from Tuscumbia to Jackson.	—	—	—	247	247
New Orleans and Jackson.	—	—	220	—	220
Atlanta and Lagrange, Ga., to West Point.	—	87	—	—	87
West Point and Montgomery, Ala.	—	88	—	—	88
Montgomery, Ala. and Pensacola, Fa.	—	—	170	—	170
Macon and Western, Atlanta to Macon, Ga.	36	102	—	—	102
Georgia Central, Macon to Savannah.	33	192	—	—	192
Milledgeville and Gordon.	—	17	—	—	17
Georgia South Western, Macon to Ogethorpe.	40	50	—	—	50
Muscogee, Fort Valley, on S. W. RR. to Columbus	—	50	30	—	80
Georgia Railroad, to Augusta, Ga.	36	172	—	—	172
Do do Athens Branch.	36	40	—	—	40
Augusta and Waynesboro'.	—	21	30	—	51
Augusta and Charleston, S. C.	40	137	—	—	137
Other roads of South Carolina	—	200	100	—	300
Rabun Gap, or Blue Ridge Railroad. Knoxville Tenn., to Anderson C. H. S. C.	—	—	—	150	150
East Tenn. & Va. RR., Knoxville to Va line.	68	—	130	—	130
Virginia and East Tennessee Railroad. Tennessee line to Lynchburg, Va.	68	80	124	—	204
Lynchburg, to Richmond, Petersburg & Norfolk	—	200	200	—	400
Lynchburgh to Alexandria, Va.	—	—	225	—	225
Totals.		2021	2012	947	4980

The above roads are all first class roads laid with heavy rails, and all, south of Lynchburg, Va., with a gauge of 5 feet.

RECAPITULATION:

Total number of miles completed and in operation	1,981
Do do do in progress and provided for	2,052
Do do do in contemplation	947
Total	4,980

The distance from Cincinnati to all uf the above named points, except Memphis, Nashville and New Orleans, southerly, and Richmond, Norfolk and Alexandria, easterly, is many miles shurter than by any other line of railroads, now attracting public attention, and to these points the saving effected by other lines, is believed not to exceed 60 miles. From Cincinnati to Pensacola the distance is less than it is to any point on the Gulf uf Mexico, by any other route.

Railroad Earnings.

April, 1853--4.

EASTERN:

Name of Roads.	Miles.	1854.	1853.	Increase.	Per Cent.
Pennsylvania Central, -	357	$321,156 17	$270,126 62	$51,029 55	18.89
New York Central - - -	320	526,020 68	413,407 04	112,613 64	24.33
Baltimore & Ohio, main stem,	380	351,379 81	200,219 59	151,160 22	75.49
" " Wash. Br.	40	28,967 20	32,527 47	Decrease.	
Hudson River, - - - -	150	138,451 71	102,268 98	36,192 73	31.21
New York and New Haven,	76	69,313 00	65,482 68	3,830 32	5.85
Nashua and Worcester, -	45	16,652 58	14,407 79	2,254 79	15.65
Norwich and Worcester, -	66	29,831 30	29,365 99	465 31	1.83

WESTERN:

Name of Roads.	Miles.	1854.	1853.	Increase.	Per Cent.
Michigan So. & Nor. Ind. -	247	$165,301 86	$112,855 34	$52,446 52	46.72
" Central, - - - -	278	145,156 07	104,126 98	41,029 09	39 41
Ohio and Pennsylvania, - -	187	80,015 85	43,615 83	36,400 02	83.69
Cleveland and Toledo, - -	172	73,082 00	35,328 00	37,754 00	106.86
" " Pittsburgh, -	99	42,767 39	38,980 16	3,787 23	97.15
New Albany and Salem, -		36,329 00			
Chicago and Rock Island, -	181	86,941 98	28,322 40	58,619 58	206.97
Louisville and Frankfort, - -	65	20,146 31	16,243 76	3,902 55	24.02
Macon and Western, - - -	101	29,624 64	20,903 72	8,720 92	41.19

We regret that we have not been able to present a more extended table of Earnings uf last month; but our utmost exertions have not succeeded in collecting more than here giv n. We had hoped that our railruad friends would have taken some pains to forward statements of receipts, but they have not done so, and we have been compelled to gather the items from such sources as we could.

The increase in the Earnings of April, this year, over those of the same month last year, is quite large, and is very encouraging to railway enterprize.

The Chicago and Rock Island road shows a heavy increase, which is, in a measure, accounted for by the fact that last year it was running but a short distance, while now it is completed through to the Mississippi River. The increase upon the Cleveland and Toledo ruad is also heavy, and is owing, in part, to the fact that the Southern Division only was in operation in April of last year; now both are running.

From this table we gather that upon 1,434 miles of Eastern roads, the increase for the month, over that of last year, has been 11.32 per cent. per mile. Upon 1,330 miles of Western roads, the increase has been 48.57 per cent. per mile.

DANVILLE AND KNOXVILLE RAILROAD.—The report of M. B. Prichard, Esq., who surveyed the line of the proposed railroad from Knoxville, Tenn., is published in the Knoxville Register. The Kentucky part of the line, fixed upon as the most practicable, by Mr. P. passses about 5 miles west of London, 13 miles east of Sumerset, 8 west of Mt. Vernon, 5 miles west of Crab Orchard to Sanford, thence to Danville. The total length of the located line will be 145 miles, 60 miles in Tennessee and 85 miles in Kentucky. The maximum grade 50 feet per mile. The total estimated cost frum Danville to Knoxville is $4,284,651 42—giving an average of about $28,550 per mile—or a cost per mile of $32,000 for the road equipped in full working order.

Meeting of the Stockholdres of the Penn. Railway.

PHILADELPHIA, May 22.

At a meeting of the stockholders of the Pennsylvania Railway this morning, the directors submitted a report relative to the purchase uf the main line, stating that nearly three millions would be required for the renewal and repairs of the ruad, and estimating the total value at only seven millions, and advises not to purchase the road at ten millions, being the price fixed by the Legislature.—The report was referred to a committee of the stockholders to report two weeks hence.

The committee of directors which visited Chicago, relative to the proposed assistance to Chicago ruads, reported in favor of the endorsement of the bonds of the Ohiu and Indiana, and Fort Wayne and Chicago Railways, to the amount of half a million each, but a resolution was adopted, stating that in the absence of any authority from the Legislature, and owing to the present financial difficulties of the country, the measure was inexpedient at present.

SUSPENSION BRIDGE OVER THE KENTUCKY RIVER, ON THE LINE OF THE LEXINGTON AND DANVILLE RAILROAD.

We herewith give the conclusion of the article on Suspension Bridges, from the Lexington *Observer and Reporter*. It is a very complete exposition of the feasibility of this plan for bridges on the lines of railways, and dsmonstrates beyond a shadow of doubt, that they can be made amply strong and rigid, for all transportation purposes.

Suspension Bridges---No. 4.

In my last article under this head, I endeavored to explain in as few words as the subject admitted, the plan of construction of the Kentucky River Suspension Bridge, on the Lexington and Danville Railroad. In such a description many matters of detail are necessarily omitted, as to explain them understandingly would require the aid of engraving.—Enough has been given, I trust, to enable such as take an interest in the subject, to form some idea of the magnitude and character of the work, upon the success of which rests very materially the reputation of its designer and constructor, John A. Roebling—the railroad company who have adopted it—and their engineer who advised it.

We will procced now to estimate its strength. The two cables together consist of 9203 No. 9 charcoal iron wire, manufactursd with great care for this especial purpose. Each wire has an ultimate strength of over 1650 lbs., or in the aggregate, a strength of 6783 gross tons. Added to this the 40 over floor stays attached at intervals, as previously described, to the platform of the bridge, and to the saddles at the top of the towers, formed of the same quantity of wire, and estimated at one-seventh of the cables, will give as the sustaining power of the bridge, or rather the strain necessary to cause a rupture in the 'suspension' of tbe bridge of 7753 gross tons. The deflexion of the cables is 1.14, and the co-efficient of tension will be 1.83, that is to say a load of one ton at the center of the bridge will cause a strain on the cables at the point of suspension of 1.83 tons. If then the weight of the cables and platform, together with the maximum load, be multiplied by 1.83 we will have the tension or strain on the cables and overflow stays. The bridge and cables are estimated to weigh *suspended* 522 tons, (60 tons at the least, being sustained by the abutments,) the maximum load has been taken at 283 tons, to which we will add one-fifth, or 56 tons for the effect of a moving weight, this will be an ample allowance, as the rails over the bridge will be without a joint, and therefore the movement of a train over the bridge will not be attended with any sudden jar or jolt. The whole maximum load then will never exceed 861 tons—multiply this by the factor of tension (1.83) and we will have as the strain on the cables and overfloor stays, an amount not greater than 1567 tons, whilst their aggregate strength is as we have seen, 7743 tons, or about five times as great.

Fears have been expressed by those who have not examined the subject, that the towers from the apparent slightness of their proportions will be liable to overturning, or to be ruptured in some way. To show how little ground there is for this opinion, we will examine them under two views. First, upon the supposition that the towers are so well bonded as to resist, as a solid mass by turning upon their edges, and secondly that any of the courses of masonry slide on their beds.

If a wire be suspended over the top of a pole, and each end be brought towards the ground, so long as the two loops of wire make equal angles with the pole, there exists no tendency to overset the pole, let the weight be as it may; but if, while in this condition, one loop of the wire be fastened, and an additional weight be added to the other loop, producing a movement of the wire over the top of the pole, so long as the angle of the wire remains the same, the tendency to overset the pole will be measured by the friction of the wire at its top—that is to say, if the wire could move without friction over the top of the pole and preserve the same angle on each side, there still would be no tendency to overthrow it.

The diurnal movemeut of the cables in midsummer from the effects of change of temperature will not exceed at the top of tbe towers 1¼ inches. If to this be added the elongation caused by the maximum load, we shall have as the extreme movement to be provided for 2⅜ inches. Now the difference in the angles which the main and land cables form with a perpendicular at their point of suspension caused by this additional deflexion in the main cables, is but about *three minutes of a degree*—a quantity so slight that the difference of the resultant of pressures falls far within the base of the towers and in consequence produces no tendency to overset tbem, or to slide the courses of stone on their bed.

The free motion of the cables over the tops of the towers is resisted by the friction of the rollers on the under side of the saddles and the tops of the bed plates. The friction of two rubbing surfaces is in proportion to their weight, and various experiments bave shown this to be about 13 per cent. of the weight, when no unguent was interposed, but in this case we have in addition, by the intervention of the rollers, a rubbing friction converted into a rolling friction; this lesesns the friction still more, as may be illustrated in the case of a car on a railroad, where to fix the wheels and drag it over the rails will require a force of 380 lbs. to each ton of weight, (or 1-6,) whereas the wheels being free to revolve, it may be drawn by a force of 8 lbs. (or 1-280ths.) to the ton. We will consider the friction at the top of the tower to be 320 lbs. to the ton, or 1-7th of the weigbt.

The weight of suspension on the towers is as we have seen, 861 tons, one half of which (weight on the side) is 430 tons, 1-7th of which is 61 tons. The tendency to overset towers is this force of 61 tons acting with a leverage of the hight of towers, or 86 feet represented by the product of 68 × 86=5246; while the stability of the towers is represented by the weight upon their bases acting with a leverage of half the length of their bases, or 3430 tons by 12¼ feet=41.160 or over 8 times as great as the disturbing force.

To examine the resistance to sliding of any course of stone of which the towers are composed, the top course for instance, we have but to consider the friction of stone sliding upon stone. The upper course measures 7 feet by 8, or 56 square feet, and we will, for the argument, suppose that neither the bond, cement nor towers connecting tbese courses offer any resistance to this sliding; but that the friction of the stone is the sole opposing force.

The friction of this stone may, from the results of many experiments, be taken at 7-10ths of the weight, which as we have seen, is for one side, 430 tons, 7-10ths of which is 301 tons, whilst the friction of the cables which measures the horizontal force tending so slide the top course, is but 61 tons.

These calculations must be entirely satisfactory so far as the dimensions and proportions of the parts of the bridge are concerned; there only remains to satisfy ourselves of the character of the material used.

The iron is the best quality of charcoal iron, and samples are taken at random and tested by every means which will show any defect in its structure.

It is not safe to prove the structure or its parts, to, or anywhere approacbing the limit of its strength, for the very proof itself may have sensibly injured tbe material. The only course is to ensure extreme care in the manufacture, by procuring the materiai of manufacturers of known reputation—paying the price of the best material—with the privilege of rejecting it in the event of any of it after testing not proving up to the standard.—These precautions are all used in the selection of iron for this bridge, and every lot of iron is subjected to a rigid proof—specimens of the iron used, taken at random, may be seen at the railroad office in tbis city, worked and broken when cold, showing a most wonderful tenacity, and justifying, by the severe tests it has undergone, every confidence in the character of the iron.

The towers on the north bank of the river are rapidly approaching completion, the anchors and cbains on this side being already in place. The towers on the south bank are but commenced, and to be finished by tbe 1st of January, 1855, when tbe operation of stretching the wire will be commenced.

The builder of this bridge, Mr. John A. Roebling, is likewise engaged in constructing one of 800 feet span over the Niagara river in Canada, designed for both railroad and common travel. It is expected it will be opened the coming summer or fall, so that the suitableness of this description of bridge for railroad travel, will be tested by some months use before the opening of the Lexington and Danville Railroad, wbich will not take place under sixteen months from this time.

We hear a good deal of tbe tubular system of bridge building for long spans. All ws can say of it in this place is, that for every one hundred thousand dollars which this suspension bridge will cost, the tubular bridge would cost a million of dollars. If then the suspension bridge can be made to serve tbe purpose of railroad travel, of which tbere can be no question, a great step is taken in engineering science, and one that will be of incalculable benefit in our country of wide rivers, and shall we say—sballow pockets.

JULIUS W. ADAMS.

THE LAKE ERIE, WABASH AND ST. LOUIS RAILROAD.—The work on this great route is being pushed with great activity, and we are assured that it will be put in operation between here and Fort Wayne before snow flies. The cantractors are at work along the whole line, and we understand the payments for labor are $110,000 per month. Ten thousand tons of iron, much more than enough to reach Fort Wayne, are bought and paid for, and a large share of it delivered. We naturally feel a great interest in this route, inasmuch as its business so exclusively will be concentrated at Toledo. The works here at the terminus will be constructed with all possible dispatch.—*Toledo Blade.*

A NEW RAILWAY PROJECT.

The Reflector contains a notice of a meeting of the citizens of Norwalk, Huron county, called to further the project of a railroad from Cleveland to Tiffin, via the former place. The gentlemen present unanimously resolved upon prosecuting this work as an independent line, having no connection with the so-called Cleveland and St. Louis Road, it being understood, we infer, that the design of making Norwalk a point in the latter has been abandoned.—Messrs. G. G. Baker, C. L. Latimer, S. T. Worcester, Henry Brown and John Tift, were named a committee to prepare articles of association and make other arrangements to initiate the enterprise.

It is understood that the citizens of Milan have succeeded in procuring the requisite subscription of stock to the Cleveland and St. Louis Railroad, as to secure the location thro' that place. If we have been rightly informed, the whole amount now subscribed is $250,000, of which the major part has been taken in Milan township. Some of its more wealthy citizens have subscribed $10,000 each.—Such energy and perseverance deserves success.

If these projects are consummated, the counties of Huron and Erie will be pretty essentially *ironed over*. Three railroads diverging from Sandusky, already pass through them in southerly direction, viz: the Sandusky, Mansfield and Newark, and the Mad River and Lake Erie, the former having a branch to Huron, (the Huron and Oxford,) and the Sandusky and Indiana, and there are three lines traversing the territory formerly composing Huron county, in a direction from east to west, viz: the Lake Shore, or Junction, the Toledo, Norwalk and Cleveland, and the Cleveland Columbus and Cincinnati; the direction af the latter being rather south-westerly. The addition of two more roads will provide pretty effectually for the present business of the territory, whatever may be said of its future wants.—*Sandusky Commercial Register.*

PECUNIARY RESPONSIBILITY OF RAILROADS.—At a meeting of the New York and New Haven Railroad Company recently held, the President stated that two hundred and fifty thousand dollars had already been paid, and that a further sum of fifty thousand dollars yet remained to be paid by the company, for damages to life and limb by the Norwalk disaster of May 7, 1853. The number of deaths on the instant was about fifty-four, and the serious injuries not resulting in death, but for which the company were made liable, were probably half as many more. Only one suit was suffered to be prosecuted to judgment against the company, and that arose from a disagreement as to the extent of injury. The amount of damages incurred by this company in consequence of this accident has been a lesson both to it and other companies, and its effect has been to render railroad travel safer than heretofore.

☞ A new emission of three cent pieces has taken place. They are of pure silver and are distinguished from the old ones by having a palm leaf over the III's and a sheaf underneath.

GREEN BAY & MINNESOTA RAILROAD.

The Minnesota Pioneer says: "A company has been organized under a charter granted by the Legislature of the state of Wisconsin, and the amount of capital stock necessary to enable it to commence operations, actually taken and the per centage paid. The corporators are well known in Wisconsin as men of wealth, and of the highest official and personal standing. J. E. McKusick, Esq., of Stillwater, President of the company.

Surveys have already been made of routes west from Green Bay to some distance this side the Wisconsin river, and the country is reported as admirably adapted to the building of a railroad. A competent surveyor, now engaged on the Grand Trunk (Canada) Railroad, is soon to take charge of the survey of the whole distance, and various routes will be examined and the most feasible adopted. Interest has been made with the Grand Trunk road, whose line is in operation from Montreal to Portland, and through that company negotiations have been opened with English capitalists, which, it is confidently anticipated, will prove successful.

A road is now in progress of construction from Georgian Bay to Toronto, which, connecting with the Grand Trunk line, furnishes an almost entire railway communication from St. Paul to the Atlantic coast in a direct eastern line. The only water travel will be from Green Bay to Pentangushine. This line will bring St. Paul within ten hours of Lake Michigan, and fifty-six hours of Toronto. The President urges upon the people of Minnesota the necessity of co-operation, and he is sanguine that the united efforts of capitalists at each terminus, and with the help of communities along the route, the road can at once be placed in process of construction. He recommends that a subscription be taken immediately to defray the expenses of a thorough survey.

EVANSVILLE, INDIANAPOLIS AND CLEVELAND SHORT LINE RAILROAD.—On last Thursday, 11th inst., Oliver H. Smith, Williard Carpenter, Franklin Hardin, James W. Cockrum, John Love, Jeremiah Smith, Henry D. Allis, Alexander Leslie, James Cosby, John H. Johnson, and William Mason, were elected Directors of this company. Oliver H. Smith was unanimously re-elected President; Williard Carpenter, Vice President; James Green, Secretary and Treasurer, and Henry C. Moore, Chief Engineer.

We are informed that the Board, at their late session, contracted wtih Williard Carpenter & Co., to construct the Straight Line Railroad, from Evansville to Indianapolis, in continuous sections, by the 1st of December, 1854.

Messrs. Carpenter and Love, resigned their offices as Directors, and John Law of Evansville, and William F. Weld, of Boston, were appointed to fill the vacancies. Henry D. Allis, of Evansville, was appointed Vice President, to fill the vacancy in that office caused by the resignation of Mr. Carpenter. The work, we learn, will progress with increased energy.

RAILROADS IN ALABAMA.—Charters for fourteen new and different railroads were granted by the last Legislature, and the charters of eight others amended.

The fourteen new roads are the following:

The Northeast and Southwest, from some point on the Mobile and Ohio railroad, by Livingston and Tuscaloosa and through the northeast part of the state towards Knoxville, Tenn.

The Tennessee and Alabama Central Railroad, from Montevallo north in the direction of Nashaille.

The Greensboro' and Uniontown road.

The South and North Alabama road from Montgomery to Guntersville.

The Wetumpka and and Montevallo road.

The East and West railroad, from Girard to Selma.

The Northwestern road from Selma to intersect the Memphis and Charleston road at some point in Mississippi.

The Western railroad from Montgomery to the Mississippi.

The Alabama and East Tennessee road from Jacksonville northeast to the state line.

The Selma and Mobile road from Selma to some point on the Girard and Mobile road.

The Beard's Bluff and Elyton road.

The Opelika and Talladega road.

The West Point and Tennessee road from West Point to the Charleston and Memphis road.

The Greenville road from Greenville to some point on the Girard railroad.

The following are the eight whose charters were amended:

The Alabama and Florida road from Montgomery to Pennsacola.

The Gainesville and Mississippi road.

The Tennessee and Noxubee road.

The Mobile and New Orleans road.

The Girard and Mobile road.

The Marion and Alabama river road.

The Lafayette Branch road from Lafayette to Opelika.

The Coosa and Chattooga road.—*Selma Reporter.*

NEW RAILROAD PROJECT.—We understand that there has lately been organized a company for the purpose of constructing a railroad from Lima, Ohio, by the way of Marion and Kokomo to Lafayette, Indiana, by the name of the "Ohio, Indiana and Illinois Railroad Company." John M. Wallace, Esq., President, and James A Stretch, Secretary.

We are informed that the company is in a flourishing condition, and the line is thought to be a very good one, connecting as it will at Lima, Ohio, with the Ohio and Indiana Railroad running east to Crestline, and there connecting with the Ohio and Pennsylvania Railroad, running direct to Pittsburgh, Philadelphia and New York, and at Lafayette with a road now in progress running west to Peoria and Burlington, Illinois, forming a very direct Eastern and Western outlet for a large, fertile and productive country in Indiana, of fifty miles in width which is unprovided with any railroad directly East or West.—*Indiana State Journal.*

THE WHEELING SUSPENSION BRIDGE.—The Wheeling Argus of Wednesday evening, 17th, gives the following particulars of the destruction of the Suspension bridge:

During the entire day we have had the most terrific gale ever known in this city, many roofs and chimneys were more or less injured before noon, and at two o'clock the Suspension bridge had acquired a vibratory motion which caused most passengers to hesitate and turn back, fearing to cross it. At about 3 o'clock the direction of the wind changed, and the motion of the bridge commenced losing its regularity, the rocking, jerking and twisting becoming more violent until at 3 o'clock precisely, the wood work at the middle of the bridge turned nearly bottom upward, and with a heave, a terrific surge and a tremendous noise, ten of the cables broke from their anchorage at the east end, and the entire span sank together into the water. One of the stone erections at the city end of the bridge, for the protection of the anchorage from the weather was almost entirely demolished; some of the large stones being thrown twenty or thirty or thirty feet into the street. A more perfect wreck, or a more lamentable record we were never before called upon to make.

No person seems to have been on the bridge at the time, nor indeed, for several minutes before the occurrence. A little daughter of Mr. Lukens, from the Island, was standing near the toll-house, and was considerably injured either by one of the cables, or pieces of the toll-house, which is completely demolished.

NEW MACHINE FOR BENDING SHIP-KNEES.—The Ship Timber Bending Company exhibited on Saturday the operation of a new model machine, invented by Mr. Blanchard, for bending ships' knees and futtocks by which shorter and more perfect curves are obtained than by his greater machines for bending timber, to which, in fact, it is supplementary. A piece of oak, steamed for twenty miuutes to the inch was fixed in the model, the end pressure applied, and at the point where the wished for curve is to be obtained two brass circular flanges or fenders are fixed, which prevents the fibres of the bending timbers from bulging outward, while they are more firmly forced into one another as the machine is turning, and the pressure is working at both ends. Thus shorter and more perfect curves are obtained. The ship-knees are bent to a perfect right angle, which is an advantage never before obtained. Any angle less than a right angle can be obtained by the same machine, merely by varying the application of the cross-tie which fixes it the desired curve or angle. The curved timber is rendered much stronger, the inside of the curve being forced into one-fourth of the length of the timber previous to bending, while the outside of it is unchanged. One inch is thus compressed into a quarter of an inch giving increased strength or power of resistance as the result, which alone is of immense importance in ship building, while the cost of ship building will be reduced.—*N. Y. Herald.*

COVINGTON AND LEXINGTON RAILROAD.—This road is now completed and opened to Cynthiana. The cars commenced running regularly on Saturday last. Thursday, the 25th inst., is fixed upon by the citizens of Cynthiana for a grand barbacue to celebrate the completion of the road to that point.

CLEVELAND, ZANESVILLE AND CINCINNATI RAILROAD.—The Cleveland Leader says:

Our citizens will be gratified to learn that County Commissioners of Muskingdom, and the city Council of Zanesville, have nobly responded to the action of this city by appropriating $235,000 of their public stocks towards the construction of the Cleveland, Zanesville & Cincinnati road. This $235,000 will be increased to $400,000 by the people along the line, between Millersburg and Zanesville.

No other road in Ohio passes through so many county seats and strong commercial centers. Commencing at Cleveland it takes in its course Hudson, Cuyahoga Falls, Akron, Clinton, Millersburg, Coshocton, Roscoe, Dresden, Zanesville, Somerset, Lancaster, Circlevilie, Washington, Wilmington, Morrow and Cincinnati.

We have much confidence that this road will transport more produce to Cleveland, than any other leading to this city. The road is open to Millersburg, and there remains now but a short link of 55 miles to complete, and the whole line will be open. Not a day should be lost.

SANDUSKY, MANSFIELD AND NEWARK RAILROAD.—From the New York Tribune we learn that this company has succeeded in funding its floating debt, and that the exchange of its consolidated bonds is being made for the bonds of the several old companies, of which the new company is composed. This we learn will enable the company to pay regular dividends from its earnings hereafter.

We learn also that the Scioto and Hocking Valley Railroad Company, which is an extension of the above road, is vigorously prosecuting its work to completion, and when completed, the mineral agricultural and commercial resources of the country traversed, in addition to the through business, will make this whole line among the most important in Ohio.

OBITUARY.—From the Southern Advocate, published at Huntsville, Ala., we learn with regret, the death of Col. A. E. Mills, late President of the Memphis and Charleston Railroad Company. He died on the 11th inst, very suddenly and unexpectedly, at the early age of 41. He had been a resident of Huntsville for the last 22 years, and President of the Memphis and Charleston Railroad Co., until the last election of the Board, when he resigned. His loss is sincerely deplored by his numerous friends.

HARLEM RAILROAD BONDS.—The New York Tribune states that the bids for $1,700,000 of the Mortgage Bonds of the Harlem Railroad Company were opened on Wednesday, at the office of Messrs. Blatchford & Rainsford. The whole amount of bids was about $2,000,000, ranging from 90 to 95 27-100. The whole amount was awarded at 92 33-100@95 27-100.

TOLEDO AND INDIANAPOLIS RAILROAD.—The length of this road, between its termini is about 195 miles, with a total curvature not exceeding two per cent of its length; its grades are very light, the maximum being 20 feet to the mile, and but three miles of this; between 10 and 20 feet five miles, under 10 feet, seventy-four miles.

At the distance of twenty-five miles from Toledo, it connects with the Toledo and Illinois Railroad, thence deflecting southwesterly it crosses the Maumee at Gilead, passing through the counties of Lucas, Wood, Putnam, Henry, Allen, Van Wert and Mercer, and through the towns of Whitehouse, Providence, Gilead, Medary, Kalida, Fort Jennings, Delphos and Shanesville. In addition to these points, the country will require and make important stations at Blanchard's Fork Crossing; Jenning's Prairie and the State Line. In this distance, beside the above connection, it will cross the Tiffin and Fort Wayne Railroad, Ohio and Indiana, Fremont and Fort Wayne, Cincinnati and Mackinaw, and Cleveland and St. Lonis. In Indiana it will pass through Portland and connect at Muncie with the Bellefontaine road, thus opening a direct road between two important points.

CREDIT—FAIR PLAY.—The leader of our issue of the 27th ult., "*Profits and Value of Western Railways,*" we find copied into the Weekly *Ohio State Journal* of the 23d inst., without a word of credit. The Cincinnati *Daily Times* of the 23d inst., has the same article, just as it appears in the *Journal*, without a credit to any one. Our table of Railroad Earnings, for March, collected with much pains from a good many sources, was copied into a prominent Eastern railroad paper not only without credit, but with the remark that it was "a resume of what had already appeared in that paper in detail," whereas many of the items of that table had never, previously, appeared in that sheet.

We are pleased to have the original articles of the *Record* copied far and wide, the more they are circulated, the better do we like it; but we would also like to have due credit given. "The laborer is worthy of his hire."

RAILROAD LAW.—The Zanesville *Courier* says Judge Stilwell decided on Wednesday last that Railroad Companies were not liable for damages to persons who were injured by getting off or on the cars while in motion. Suit was brought against C. O. Railroad Company, by an individual who had his leg broken in an attempt to get upon the cars.

LEXINGTON AND DANVILLE RAILROAD.—James S. Hopkins, Esq., has resigned the Presidency of this company, in consequence of private affairs. Gen. Leslie Coombs has been unanimously elected to the vacancy.

THE GREAT TUNNEL OF CINCINNATI.—We learn that the work on the great tunnel will be re-commenced, on Monday next. It is understood, that the means have been raised to continue the work, with a strong force.

We visited the tunnel a day or two since, and found the work, as far as advanced, well done, and the whole undertaking one of great enterprise. It will be a grand thing, when done, and of great utility too. The advantage of having a passenger depot, on the upper plain of the city, is obvious; and there will be a still greater advantage in having the delivery of coal on that level.

The prospects of the tunnel are now good, and we hope it may be early completed. It will not only provide a new entrance into the city; but will be a splendid monument to the ability and energy of Western men.

WATERTOWN AND MADISON RAILWAY.—The Madison *Democrat* says: "At the preliminary meeting for the organization of this Railroad Company, the following Directors were chosen: Wm. M. Dennis, Luther A. Cole, Daniel Jones, A. L. Prichard, Patrick Rogan, Simeon Ford, Peter V. Brown, Dennis Dougherty, Benjamin Granger William A. Barstow, Philo Dunning, A. M. Hanchett, Andrew Proudfit.

The following were elected officers of the Company: President Wm. M. Dennis; Secretary, Benjamin Granger; Treasurer, Patrick Rogan.

A survey of the route was ordered, and a committee appointed to negotiate a consolidation, or connection with the Milwaukee and Watertown Railroad.

DAYTON, XENIA AND BELPRE RAILROAD.—On Saturday evening, May 13th, the track of the Dayton and Xenia Railroad was completed, except 2,800 feet a short distance from Dayton. The iron provided for the work fell this much short of the amount needed, and the sufficiency will have to be supplied by a new purchase, or by borrowing temporarily. The track will be completed by Thursday, or at the furthest by the close of the present week.

CINCINNATI AND MARIETTA RAILROAD.—Last week, the City Council of Cincinnati loaned this Company the $150,000, voted by the citizens two or three years since. This will aid much in the completion of the road between this city, and the coal fields. We understand the work is rapidly advancing between Greenfield and Blanchester, and in two months the line will probably be opened from Chilicothe to Cincinnati, and in a short time after to Hamden, Vinton county.

HEMPFIELD SUBSCRIPTION.—The recent vote at Wheeling, on the question of that city subscribing $250,000 to the capital stock of the Hempfield Railroad Company stood, for subscription, 893; against, 85.

SCIOTO AND HOCKING VALLEY RAILROAD.—The election of Directors for this road took place in Portsmouth, May 10th. The following gentlemen were chosen: C. A. M. Damarin, P. Kinney, J. Riggs, J. L. McVey, W. Kinney of Portsmouth; and J. Westfall, of Jackson; T. B. Davis, of Vinton; F. Case, of Hocking; E. A. Spencer, of Perry.

At a meeting of the Directory these gentlemen are chosen as officers of the road for the ensuing year: President C. A. M. Damarin; Superintendent, J. W. Webb; Treasurer, P. Kinney; Secretary, John McDowell.

OHIO AND MISSISSIPPI RAILROAD.—So far, the business on the short piece of this road completed, from Cincinnati to Aurora, has much exceeded expectations. In a month more, the work will be completed to the Jeffersonville Railroad, making a complete line of railway between Cincinnati and Louisville. The traffic on this part of the road will then be immense, and the profits of the work commence.

PATENT AXLE BOXES FOR RAILROAD CARS.—We would call attention to *Lightner's Patent Axle Boxes*, as described in our advertising columns. The testimonials given speak in high terms of the superior quality of these boxes for the purposes for which they are intended. We commend them to car builders, railroad companies and others interested.

HILLSBORO' AND CINCINNATI RAILROAD.—The election of officers resulted as follows: President, Samuel B. Keys; Secretary, Daniel J. Fallis; Solicitor, Alphonso Taft.

On further motion, Samuel B. Keys, Esq., and Daniel J. Fallis were appointed a committee to act jointly with a like committee of the Marietta and Cincinnati Railroad Company under the contract of union.

URBANA, FINDLAY & DETROIT RAILROAD.—At a meeting of the stockholders of this road, held at Findlay, on the 10th inst., the following gentlemen were elected Directors: Edson Goit, Parlee Carlin, Frederick Henderson, Samuel Howard, Collister Haskins, John Ewing and Henry Brown. The Board met and elected John Ewing President, and William Taylor, Treasurer and Secretary.

CLEVELAND AND LOUISVILLE RAILROAD.—The organization of this Company is now complete.

Wm. J. Thomas, of Troy, Miami county, is the President; G. D. Burgess, H. W. Culbertson, of Troy, O. Hays, J. M. Glover, of West Liberty, and John A. Foot, of Cleveland, are Directors; John B. Fish, of Springfield, is Engineer.

HANNIBAL AND PEORIA RAILROAD, ILLINOIS.—Schuyler county, in Illinois, has voted to subscribe $75,000 in bonds, in aid of this extension of the Hannibal and St. Joseph road through the state of Illinois.

RAILWAY CONVENTION.—The general convention of the officers of Railway Companies, between New York and Montgomery, Ala., met in Baltimore, on the 19th ult., at Barnum's. Nineteen companies from all parts of the country were represented.

Resolutions were adopted unanimousiy, that the companies represented would not submit, under any circumstances, to the terms of compensation for carrying the United States' Mail, indicated by the Postoffice Department in the bill now before Congress.

A committee to memorialize Congress on the subject was appointed.

OHIO & INDIANA RAILROAD.—We understand that this road will be completed, in the course of the present week, as far as Delphos. The contractors are hurrying up the work. The Cincinnati, Hamilton and Dayton, and the Mad River and Lake Erie roads have made arrangements by which the cars of the latter Compeny run over the eastern section of this road from Forrest, the junction, to Crestline, thus opening a through line to Pittsburgh, from Cincinnati, over the above-named roads. Fare and time the same as over the Little Miami road.

CLEVELAND, MEDINA & TUSCARAWAS RAILROAD.—This road is now going ahead with energy, and with the opening of spring, new confidence has been inspired in its success. Considerable amounts of stock have recently been subscribed at this place, Cleveland, Dalton, and all along the road, and several persons here have disposed of their stock at par. Before the season closes, we may expect to hear the trains thundering into our village.—*Medina Gaz.*

ACKNOWLEDGMENTS.

DEBOW'S REVIEW: INDUSTRIAL RESOURCES, ETC.—The April number of this valuable valuable statistical journal has been received some days. Its table of contents is varied and interesting, embracing Statistics, Geography, History, etc., of the Union.

This is one of the most valuable serials published in this country, and should find an extensive circulation. Terms, $5 per annum.

JOURNAL OF FRANKLIN INSTITUTE OF PENNSYLVANIA, for the promotion of the Mechanic Arts. Devoted to Mechanical and Physical Science, Civil Engineering, the Arts, Manufactures, etc. Edited by J. F. Frazer, assisted by a committee of the Franklin Institute.

The May number of this valuable scientific journal is at hand, containing a great variety of useful and entertaining matter for scientific and mechanical men. Terms $5 per annum, free of postage if paid in advance.

PRACTICAL MECHANICS' JOURNAL: No. 1, Vol. 7., being the May, 1854, number of this valuable serial, which is a reprint of the Edinburgh Journal of the same name. The American publishers have made arrangements to devote a portion of each issue hereafter to *American* inventions, and scientific and engineering subjects, by which its value will be much enhanced. Stringer & Townsend, New York, are the publishers. Terms $3 per annum.

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

CORRECTED TO WEDNESDAY OF EACH WEEK.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'N.	ASK'D
Alabama and Tennessee	1st mortgage, convertible till 1872	7	1872		96
Baltimore and Ohio	Transferable. Taxed	6	1885	85	37
Do do	Coupons. Not Taxed	6	1875	87	88
Do do	" "	6	1880	88	89
Do do	"	7	1860		87
Do do		6	1885	83	85
Bellefontaine and Indiana	1st mortgage, convertible	6	1866	103	104
Buffalo and Penn. State Line	1st mortgage, not convertible	7	1866	100	101
Chicago and Rock Island	1st mortgage, convertible	7	1870	92	95
Chicago and Mississippi	1st " "	7	1862	90	92
Do do	2d " "	7	1874	80	90
Chicago and Aurora	1st " "	7	1866	90	92½
Cincinnati and Fort Wayne			....		
Cleveland, Columbus, and Cincinnati	1st mortgage, convertible	7	1859	128	130
Do do do	No mortgage, convertible	7	1855	124	127
Cleveland and Mahoning			....		
Cleveland, Painesville and Ashtabula	1st mortgage	7	1861	95	96
Do do	2d " not convertible	7	1861	99	100
Cleveland and Pittsburgh	1st " convertible	7	1860	95	96
Do do	Income "	7	1855	89	90
Cleveland, Zanesville, and Cincinnati			....		
Cincinnati, Hamilton and Dayton	1st mortgage " till 1855	7	1861		95
Cincinnati, New Castle and Michigan	1st mortgage, real estate, convertible	10	5 & 10 y's	96	100
Cincinnati Western	1st " " " "	10	5 & 10 y's	90	98
Cincinnati, Wilmington and Zanesville	1st "	7	1862	94	95
Cincinnati, Indianapolis and Chicago			....		
Columbus and Lake Erie			....		
Columbus, Piqua and Indiana	1st mortgage, convertible	7	1862	84	86
Do do do	2d "		1852	80	83
Columbus and Xenia	1st mortgage, convertible	7	1859	118	120
Covington and Lexington	1st " " till 1862	7	1863	90	95
Do do	2d " "	6	1862	85	90
Dayton and Michigan	1st " "	7	1867	94	97
Dayton and Western	1st " "	7	1862	90	97
Dayton, Xenia and Belpre			....		
Eaton and Hamilton	1st mortgage	7	1862	84	87
Eaton and Piqua			....		
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.	7	1862	93	96
Evansville and Illinois	1st Mortgage, convertible 1857	7	1862	85	87
Frankfort and Lexington	1st " "	6	....		
Franklin and Warren			....		
Galena and Chicago Union	Pledge of 2d section, convertible	10	1853-6	125	130
Do do do	" 3d " not convertible	6	1862	80	85
Greenville and Miami			....		
Illinois Central	1st mortgage, not convertible	7	1875	77	80
Illinois and Wisconsin		10	....		
Indiana Central	1st mortgage, convertible	7	1866	95	97
Do do	" "	10	1857	99	100
Indianapolis and Bellefontaine	1st " "	7	1860-1	101	103
Indianapolis and Lafayette	" "	7	1861	95	100
Jeffersonville	1st " not "	7	1861	90	94
Junction (Ohio)	1st " "	7	1867	106	108
Do do	2d " "	7	....	104	106
Lawrenceburg and Upper Mississippi	1st mortgage, convertible	7	1866	100	101
Lexington and Big Sandy			....		
Little Miami	No mortgage, convertible 1852-4	7	1858-61	114	116
Do	" " till 1855	7	1861	117	120
Louisville and Nashville			....		
Lyons', Iowa, Central	1st mortgage, convertible	7	1873	19	25
Mad River and Lake Erie	1st mortgage, convertible till 1855	7	1855-6	97½	100
Do do	2d " "	7	1866	87	90
Do do	Dividend	7	1860	78	83
Madison and Indianapolis	1st mortgage, convertible after 1853	6	1861	100	103
Marietta and Cincinnati	1st " convertible	7	1868	89	90
Maysville and Big Sandy			....		
Maysville and Lexington	1st mortgage, convertible	6	1873	49	70
Memphis and Charleston			....		
Michigan Central	No mortgage, convertible	8	1860	108	110
Do do	" "	8	1855-6	100	102
Do do	" not "	8	1857-8	105	106
Michigan Southern	1st " " "	7	1860	96	97
Milwaukie and Mississippi	1st " " 1857	8	1862	100	101
Mobile and Ohio	1st mortgage 6s. 1884		....		
Nashville and Chattanooga			....	83	93
New Albany and Salem	mortgage on 1st section	10	1858-62	109	111
Do do	1st " on other sections, convert.	8	1864-75	91	92
New Castle and Richmond	1st " convertible	6	1873	87	90
New Orleans and Ohio, Ky	Guar. of McCracken Co		....	86	93
New York and Erie	1st mortgage, not convertible	7	1867	115	116
Do do	2d " convertible	7	1859	100	101
Do do	Income, not convertible	7	1855	95	96
Do do	Convertible till 1861	7	1871	81	82
Do do	" " 1862	7	1862	84	88
Northern Indiana	1st mortgage, not convertible	7	1860	94	95
Do do	2d "	7	1863	83	85
Do do	1st mortgage Goshen line		....	92	95
Do do	Construction Bonds		....	103½	105
Ohio Central	1st mortgage, convertible, west section	7	1861	103	105
Do	1st " " east "	7	1864	103	105
Ohio and Indiana	1st " "	7	1867	97	99
Ohio and Pennsylvania	" "	7	1865-6	107	109
Do do	Income. No mortgage, convertible	7	1872	93	95
Ohio River and Wabash			....		
Pacific, Mo			....		
Panama	1st mortgage, convertible	7	1866	106	107
Parkersburgh (or Northwestern Va.)	" Guar. City of Baltimore	7	1873	99	100
Pennsylvania	1st mortgage, convertible till 1860	6	1880	100	101
Peru and Indianapolis	1st " convertible	7	....	78	83
Rock River Valley Union	1st " convertible	7	1872	98	100
Sandusky and Mansfield	1st "	7	1860	71	75
Do do	2d "	10	1853-7	102	104
Scioto and Hocking Valley	1st " conv. coupons	7	1861	90	87
Southwestern, Tennessee			....		
Springfield and Columbus			....		
Steubenville and Indiana	1st mortgage, convertible	7	1865		94½
Terre Haute and Alton	1st " convertible		1862-72		
Do do	2d " do	8	1865		
Terre Haute and Richmond	1st mortgage, convertible	6	1866	103	105
Toledo, Norwalk and Cleveland	1st "	7	1863	87¾	90
Do do do	2d "		....	90	95
Do do do	" Guar of C. C. & C.		1883	90	95

TABLES OF RAILROAD SHARES.

☞ The following quotations are not PER SHARE, but upon the HUNDRED DOLLARS.

	shares.	off'd.	ask'd.
Baltimore and Ohio	100	57½	58
Bellefontaine and Delaware	50	40	50
Bellefontaine and Indiana	50	87	95
Belleville and Illinoistown			
Buffalo and Pennsylvania State Line		125	130
Central Military Tract			
Central Ohio	50	84	90
Chicago and Rock Island		97	99
Chicago & Miss., (Alton & Springf'd,)			
Cincinnati, Cambridge and Chicago		30	35
Cincinnati and Fort Wayne			
Cincinnati Hamilton and Dayton	100	98¾	102
Cincinnati, Indianapolis and Chicago			
Cincinnati, Logansport and Chicago	50		90
Cincinnati Western	50	37	45
Cin. Wilmington and Zanesville	50	72½	80
Cleveland, Columbus and Cin	100	116	118
Cleveland, Medina and Tuscarawas			
Cleveland, Painesville and Ashtabula	100	110	111
Cleveland and Pittsburgh	50	77½	80
Cleveland and Mahoning			
Cleveland and Toledo	50	93	95
Cleveland, Zanesville, and Cincinnati			
Clinton Line			
Columbus and Lake Erie	50	50	70
Columbus, Piqua and Indiana	50	51¼	65
Columbus and Xenia	50	105	110
Covington and Lexington	50	56	66
Covington and Ohio, Va			
Dayton and Michigan	50	60	65
Dayton and Western	50	73½	80
Dayton Short Line	50		
Dayton, Xenia and Belpre			
Detroit and Pontiac			
Eaton and Hamilton	25	50	60
Eaton and Piqua			
Erie and Northeast		110	112
Erie and Kalamazoo		95	100
Evansville and Crawfordsville			
Fort Wayne and Mississippi	50		
Fort Wayne and Southern	25		
Franklin and Warren			
Galena and Chicago Union	100	127	130
Greenville and Miami	50	73	75
Hannibal and St. Joseph			
Hempfield			
Henderson and Nashville			
Hillsboro' and Cincinnati	50	50	55
Illinois Central	100	118	120
Illinois and Wisconsin			
Indiana Central	50	80	85
Do do 10 per cent	50	81	85
Indianapolis and Bellefontaine	25	88	95
Indianapolis and Cincinnati	50	69	75
Indianapolis and Lafayette	50	76	80
Jeffersonville and Indianapolis	50	72	78
Junction (Ohio)	50	90	95
La Crosse and Milwaukie	100		
Lake Erie, Wabash and St. Louis			
Lawrenceburg and Upper Mississippi	50	68	75
Lexington and Frankfort			
Lexington and Danville			
Little Miami	50	109¼	110
Logansport and Pacific			
Logansport and Marion			
Louisville and Frankfort	50	62	70
Louisville and Nashville	100		
Macon, Georgia	10	103	105
Mad River and Lake Erie	50	68	80
Madison and Indianapolis	50	50	55
Madison, Indianapolis and Peru	50	68½	72
Marietta and Cincinnati	50	48	65
Marion and Mississinewa Valley			
Maysville and Lexington	50	50	60
Maysville and Big Sandy			
Memphis and Charleston			
Michigan Central		104¾	106
Michigan Southern		119	120
Milwaukie and Mississippi		77	82
Mobile and Ohio			
Nashville and Chattanooga			
New Albany and Salem	50	45	50
New Orleans and Ohio			
New York Central		104	105
New York and Erie	100	69	70
Northern Indiana		113	115
Ohio and Indiana		76	80
Ohio and Mississippi	50	80	90
Ohio and Pennsylvania	50	90	91
Ohio River and Wabash			
Owl Creek Valley			
Pacific, Mo			
Panama		105	107
Parkersburg, or Northwestern Va.			
Pennsylvania	50	90	95
Peru and Indianapolis	25	65½	75
Sandusky and Mansfield	50	55	60
Sandusky, Mansfield, and Newark	50		
Sangamon & Morgan, or Great West'n			
Scioto and Hocking Valley	50	55	60
Southwestern Indiana			
Southwestern, Tenn			
Springfiled Mt. Vernon and Pittsb'gh.	50	70	80
Springfield and Columbus			
Steubenville and Indiana			
Terre Haute and Alton			
Terre Haute and Richmond		100	102
Toledo and Illinois			
Toledo, Norwalk and Cleveland	50	95	100

STOCK TABLE.

CORRECTED WEEKLY.

Government Securities.

	INT.	DUE.	OFF'D.	ASK'D.
U. S. Loan	6	1850	108	109
Do	6	1862	117	118
Do	6	1867	123	123¼
Do	6	1868	123	123¼
Do (int. ceased July 1).	5	1853	101⅜	102
Do Coupons		1862	117½	118
Do "	6	1868	122	123
Do "		1853	100	101

State.

Alabama	5	....	90	95
Do	6	....	102	104
Arkansas	6	....	95	100
Georgia	6	....	107	108
Do	7	....		
Illinois Canal Bonds		1860	96	98
Do do registered		1860	110	110½
Do do		1847	92	95
Do do registered		1847	90	96
Do do Internal Impt.		1847	90	95
Do Interest do		....	60	64
Indiana	5	....	98	100
Do	2½	....	63	64
Do Canal Loan	6	....	93	94
Do do preferred	5	....	54	55
Do do deferred	5	....	30	32
Do special preferred	5	....	23	25
Do do deferred.	5	....	10	11
Kentucky, 30 years	6	1871	101	102
Do 15 years	6	....	107	108
Do large bunds	6	....	105½	108
Do	5	....	92½	93½
Michigan	6	....	94½	96
Ohio	6	1856	102	103
Do	6	1860	106	107
Do	6	1870	112	113
Do	6	1873	114	115
Do	5	1853	102	105
Do	5	1864	105	107
Pennsylvania	6	....	103	105
Do	5	1870	85½	86¼
Tennessee, new loan	6	1890	105	106
Do Coupons	5	....		87
Virginia Coupons	6	1886	106	107

City Securities.

Albany	6	1867-9	106	107
Allegheny	6	1873	74	75
Baltimore	6	1870-90	104	105
Do	5	1865	87	89
Boston Bonds	4½	1860	101	102
Chicago	6	1876-7	99	100
Covington	6	1881	93	95
Cincinnati	6	1860	102	103
Do	6	1897	104	104½
Do	5	1884	86	87
Do W. W	6	1865	102	103
Jeffersonville, Indiana	7	1872-82	85	88
Lawrencoburgh, Ia	7	....	80	90
Louisville	6	1880	86	87
Memphis	6	1882	90	92
New York	7	1857	101	103
Do	5	1858-60	97	98
Do	5	1870-5	102	103
Do	5	1890	105	107
Philadelphia	6	1870-90	95	96
Pittsburgh	6	1869-71	92	98
Do coupons	6	1883		87
Richmond	6	1882	93	94
St. Louis	6	1870	89	90
Wheeling	6	1872	105	106

County Bonds.

Bourbon, Ky	6	1881	89½	90
Darke, O	7	....	92	95
Fairfield, O	7	1862	90	92
Fayette, Ky	6	1881-2	89½	90
Guernsey, O	7	1862	97	99
Mason, Ky	6	1881	90	92
McCraken co. Ky., endorsed by New Orleans and Ohio R.R.			86	93
St. Louis	6	1866	98	100
Do	7	1871	107	108

Banks.

OHIO.

Ohio Life Insurance and Trust Co	91	95
Lafayette, Cincinnati, (closing)	113	115
Franklin do		
Commercial do		
Mech. & Traders do		
State Branches		

KENTUCKY.

Bank of Kentucky and Branches	107	108
Northern, and Branches	115	116
Southern, and Branches	103	106
Bank of Louisville	111	112
Kentucky Trust Co	99	100
Farmers' Bank of Kentucky	107	110
Newport Safety Fund Bank	98	100
Commercial Bank of Kentucky		

INDIANA.

State Bank and Branches		

TENNESSEE.

State Bank and Branches		
Union	94	100
Planters'	97¾	100

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g.
On New York	Sight	1	1¼ prem.
Boston	Sight	1	1¼ prem.
Philadelphia	Sight	1	1¼ prem.
Baltimore	Sight	1	1¼ prem.
New Orleans	Sight	¼	¾ prem
England		110¾	112½.

SPECIE.

GOLD.

California, ℔ oz	$17 50	@	$17 65
Spanish Doubloons	16 50	@	16 60
Patriot Doubloons	15 60	@	15 80
Sovereigns	4 85	@	4 88
Guineas	5 00	@	5 00
American, new	1 00½	@	1 01
American, old	1 04	@	1 06
Portuguese	1 00	@	1 01

SILVER.

American Dollars	1 02	@	1 04
American, halves	1 02	@	1 04
Spanish Dollars	1 05	@	1 07
Spanish Quarters	1 02	@	1 03
Mexican Dollars	1 03	@	1 04
Five Frane pieces	95	@	96

LAND WARRANTS.

	Off'd.	Ask'd
160 acre warrants	$185	$190
80 acre warrants	95	98
40 acrew arrants	46½	47¾

Reported for the Railroad Record.

CINCINNATI STOCK SALES.

AT THE STOCK BOARD,

MERCHANTS' EXCHANGE

And at Private Sale.

ISAAO OSBORN DAVIS, AUCTIONEER.

BY HEWSON & HOLMES,

For the week ending Weduesday, May 24, 1854

THE SALES WERE AS FOLLOWS:

20 Shares	Cin., Ham. and Dayton, Railroad	98	25
22 "	" " " "	99	00
47 "	Cov. and Lex. "	56	60
6 "	Cin. Wil. and Zanesville "	75	00
120 "	Indianapolis and Cincinnati "	69	00
28 "	Now Alhany and Salem "	40	C0
120 "	" " " "	40	00
20 "	Little Miami "	109	00

MONETARY.

At the East the Money Market has been easier for the past week than at any time for some months past. The banks are discounting freely; the mercantile community is less pressed for means, and the heavy payments of the month have been easily met.

Loans on call can be had at even less than legal rates, this mode of investment being preferred to mercantile paper, as the funds can be realized at any moment.--Short paper, best namos, is in demand at rates from 8 to 9 per cent. Less known paper at 9 @ 10 per cent. Railroad securities are heavy, unless of the class of paying roads. The bank returns of the week show diminished payments with a marked increase in actual deposits.

The doubts engendered by the European War have worn off, and the only fear now is that it may cause an inconveniently large drain of the precious metals from this country; nevertheless the receipts of gold from California are still in advance of the Foreign shipment.

Foreign Exchange is dull at 109¾ for best names.

The Stock Market has been variable throughout the week; the advahee of the previous week was not sustained; investment stocks are selling very low, and the market is heavy. The feeling seems adverse to the mass of railroad bonds, so plenty at this time in market, the most of which represent only work paid for by those very bonds. Roads with paid up subscriptions or having land grants as securities fare better, yet all are dull at this time.

The sales of stocks for the week have been as follows:

By A. H. Nicolay, on the 15th—

$5,000	Clevo. and Pitts. 7s couv. 1873	85 00
4,000	Great Western, Ill. 1st mort 10s '68	98 00
1,000	Toledo, Nor. and Clev. 1st mort. 7s '63	87 75
19,000	Lyons, Iowa, Cen., 1st mort. 7s. '73,	20 21@25
2,500	Indiana preferred 5 per cent stock	20 50
20	Shares N. Haven and London RR. Stock	32 50
15 "	Third Avenue N. Y. do do	50 25

By the same, May 18th.

$5,000	Mich. So. RR. 7s. mor. Jackson Br. 1865.	82 50
5,000	Gr. West. Ill. RR. Co. 1st mort 10s. 1868	97 75
5,000	Toledo. Nor. & Clev. 1st mort, 7s, '63	87 75
20,000	Lyons, Iowa, Cen. 1st mor. 7s, '73, 19 00@21	75
3,000	County of Cedar, Iowa, in aid of Lyons, Iowa, Cen. RR. 7s. '73	57 25
2,000 "	do. do. do. do.	51 00
1,000	Buff. & N Y. RR. 7s, incomo 1860	71 00
50	Shares Clev. and Pitts. RR.	79 00

By Simeon Draper, 18th inst.

$1,000	Tol., Nor, and Cleve. 1st mort. 7s. '63	87 00
15½	Shares Rome and Watertown RR. Co.	89 50
300 "	Long Island RR. Co	27 75
150 "	Illinois Central RR. ($5 p'd in)	115 50

By Stephen Brown & Sons, Boston, May 17th.

10	Shares Nashua and Lowell RR. Co	103 25
$5,000	Vermont Central 2d mort. 7s collat	43 00
10,000 "	do. do. do. do.	42 00
5.000	Rutland and Burlington 6s. 1858	22 00
3.000 "	do. do. 6s. 1856	11 00

At the West we have to note a slight improvement in monetary affairs, naturally consequent upon the improvemens at the East; still the stringency has not been entirely removed; paper, other than "number one," is difficult of negotiation, at about 1 per cent. per month.--Second class rates at 1½@2 per cent, while railroad securities are difficult to be placed at 2@3 per cent. per month.

The Stock Market transactions have been limited and at falling rates.

Eastern Exchange remains at our last quotations.

To Railroad Companies.

A GOOD Second-Hand Lathe for sale, suitable for railroad repair shops, for turning driving wheels, etc.; will swing eight feet. Also, two new Locomotives of the following dimensions: Cylinder, 15 in box, 20 in stroke; four drivers, 5½ ft. diameter; Boiler, 44 in diameter, with 137 1¾ in flues; Fire Box, 52 inches, in the clear: gauge, 4 feet 10 inches, built in the latest style and in the most substantial manner.

Apply to COOPERS & CLARKE,
Mt. Vernon, Ohio.
Or, THOS. G. ODIORNE,
May 25-1* Cincinnati.

NOTICE TO CO NTRACTORS.

SEALED Proposals will be received at the office of the undersigned in Indianapolis until the 10th of June next, for the Grading, Masonry and Bridging of that portion of the Indiana and Illinois Central Railway extending from Indianapolis to Bainbridge, in Putnam county, being a distance of about 35 miles, of heavy work. The map and profile, together with the plans and specifications will be ready for inspection on and after the 1st of June at the office of the undersigned at Indianapolis. The undersigned reserve to themselves the right to reject all proposals that are not satisfactory.

M. C. STORY & CO.
Indianapolis, May 15, 1854. my. 18-tt.

NOTICE TO CONTRACTORS.

PROPOSALS for the entire Construction and Equipment, or the graduation, bridging and masonry separately, either in whole or in part, of the Mississippi and Tennessee Railroad, (extending from Memphis to Grenada Mississippi, about 97 miles,) will be received at the office of the company in Memphis, till the 20th of July next. Proposals for the entire construction and equipment, and otherwise as favorable, will have preference. Profiles and estimates of the first 60 miles may be seen on application at the Engineer's office in Memphis. Bidders must furnish satisfactry evidence of their ability to complete the work.

MINOR MERIWETHER,
May 20, 1854. Chief Engineer.

OUR RAILROAD MAP---NEW EDITION.

We have now ready a new and revised edition of our RAILROAD MAP, containing corrections and additions from reliable sources, making it as reliable as it is possible to make such a map.

We are prepared to print maps for Railroad Companies to illustrate their reports, either from the stone as it now is, or make any alterations to suit parties. Railroad Companies will find this much more economical than getting up maps especially for their roads.

Price of maps as follows:

Plain, sized,	40 cents.
Colored in outline,	50 "
Colored in States,	75 "

A liberal discount where a number are taken.

To Railroad Contractors, Quarry Men, &c.

THE attention of those interested is called to ASH'S IMPROVED HORSE POWER ROCK DRILL, for Railroad Excavation, Stone Quarrying, Well Boring &c.

This Drill is worked by HORSE POWER, requiring but one horse and one man, to keep it constantly at work, with great ease and velocity, performing 60 strokes per minute. It is cheap of construction and repair. The AUGER weights from 300 to 500 pounds, will drill a perpendicular or inclined hole FOUR INCHES IN DIAMETER, at the rate of from 8 to 16 feet per day in ordinary lime stone. It has drilled 2 feet in one hour.

For rights to use for Counties or States, apply to the Patentee. WILLIAM F. ASH,
May 20, 3* Springfield, Ohio.

Marietta & Cincinnati Railroad.

OPEN between CHILLICOTHE and GREENFIELD, Connected by Stage at Hillsborough, with Hillsborough and Cincinnati, and Little Miami Railroad Trains, forming a through daily line each way.

On and after Monday, the 8th of May, passenger trains will run as follows, viz:

Leave Chillicothe at 9 00 A. M,
Returning do Greenfield at 5 30 P. M.

Passengers from Cincinnati leave by Little Miami Railroad, at 7 40 A. M., dine at Hillsborough and reach Chillicothe the same Evening.

Fare from Cincinnati to Chillicothe, $3 45.

J. W. STOWELL,
Chillicothe, May 6th. '54— Sup't.

Lightner's Patent Axle Boxes for Railroad Cars.

THE attention of Railroad Managers and others is called to this valuable improvement in

AXLE BOXES.

The first cost and "fitting up" of those boxes is 20 to 25 per cent below that of most boxes in use. They will save about 75 per cent in consumption of oil. The construction is simple; they are not liable to become loose, nor "heated" by severe service. The Reservoir is held close to the shaft, and the oil journals, are secure from dust yet easy of access; the brasses may be removed from the journals, while under the car, in a few minutes. Cars furnished with those boxes run from 4 to 5 weeks without replenishing the oil, and are not detained from the road for repairs ONE TENTH part of the time which is necessary when other boxes are used.

The business of a railroad can be done with a much less number of cars, with these boxes than if any other kind are used.

The first railroad men in the country have certified that Lightner's improvements in AXLE BOXES are among the first of the times.

Models and Testimony of the above Boxes, may be examined, and arrangements may be made for the right to use the same, with the subscriber.

WILLIAM SHERBURNE,
PRINCIPAL AGENT,
May 18. Office, No. 167 Broadway, New York.

Cincinnati, Logansport & Chicago Railroad.

TO CHICAGO IN 15 HOURS.
ALL THE WAY BY RAILROAD.

TWO daily trains, at 6 A. M. and 3 30 P. M. Cincinnati, Hamilton and Dayton Railroad.

BAGGAGE CHECKED THROUGH.

FARE:

From Cincinnati to	Indianapolis		$3 00
do	do	Lafayette	5 00
do	do	Chicago	9 00

For information and through tickets, please apply at the General Railroad Ticket Office, No. 169 Walnut st., next door below the Gibson House, or at the Sixth street Depot.

JOHN W. SHIPLEY, Agent.

The Hamilton and Dayton Railroad Omnibus Line will call for passengers in any part of the city by leaving directions at the Ticket Office.

W. H. SMITH, Conductor.

Trains run by Columbus time, seven minutes faster than Cincinnati.

NOTICE.—The Subscriber having become proprietor of MYERS' PATENT CYLINDER CAR, for a considerable portion of Western territory, including the State of Ohio, offers the same to Rail Road Companies on favorable terms. The public will be furnished within a short time with complete explanations of its operation, together with the results of actual experiments testing its applicability to all the uses for which it is recommended. W. CLOUGH,
South-western Car Works.
Madison, Indiana. May 11.

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No. 25 West Third Street, Cincinnati.
Bank Notes, Drafts, Bills of Exchange,
RAILROAD BONDS, & CERTIFICATES
†mr3] Engraved in a style unsurpassed.

Rawdon, Wright, Hatch & Edson,

Bank Note Engravers and Printers.

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RAIL ROAD, STATE, AND COUNTY BONDS,
BILLS OF EXCHANGE, CHECKS,
Drafts, Certificates of Stock and Deposit, Promissory Notes, Bill and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, &c., &c.

Constantly on hand, Bank Note Paper, made to order of a superior quality.

The above office is under the supervision of
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South-East corner of Main and Fourth Sts.. Cin.
1mr3

ISAAC OSBORN DAVIS, AUCTIONEER.

HEWSON & HOLMES,

Auctioneers & Commission Merchants.

Stores Nos. 83 and 85 Walnut Street,
CINCINNATI, OHIO.

Bank, Insurance, & Railroad Stock Sales
At the Merchant's Exchange every Wednesday and Saturday.

Have regular sales of
GROCERIES EVERY TUESDAY & FRIDAY
at their Sales Rooms.

Hewson & Holmes have always on hand a
Large Stock of Groceries,
Which they will sell at private sale.

Are agents for the sale of the SUPERIOR SHEETINGS manufactured at the Anchor Mills, Pittsburgh.

Also, agents of
DURYEE & FORSYTH, Rochester, N. Y.
Manufacturers of Fire Proof Safes, Scales of all sizes, Trucks, and Letter Presses.

HEWSON & HOLMES will also attend to the purchase and sale of Merchandise, Produce, and Real Estate, and the forwarding of Goods.

Will make liberal CASH ADVANCES on consignments to their address. †mr24

Change of Time on Cincinnati, Hamilton, Eaton & Richmond Railroad.

ON and after TUESDAY, April 4th, 1854, the Morning Train for Richmond and Indianapolis, will leave Depot, foot of Sixth street, at 6 o'clock, A. M.

Passengers by this Train connect at Indianapolis with the 1 o'clock, P. M. Train on Lafayette and Indianapolis Railroad for Lafayette and Chicago; arriving at Chicago by 9 o'clock, P. M., of same day, being 9 hours less time than by any other railroad route leaving Cincinnati.

Also, connect at Indianapolis with 1.15 P. M. Train for Terre Haute.

Trains for St. Louis leave Chicago at 11 o'clock P. M., after the arrival of 1 P. M. Train from Indianapolis in the morning, making this the quickest route by far between Cincinnati and St. Louis.

Evening Train will leave as usual, at 3.30 P. M. connecting at Richmond with 7 P. M. Train for Indianapolis; arriving at Indianapolis at 10.30 P. M.

Chicago and Lafayette passengers, by this Train, sleep at Indianapolis, and resume at 6, A. M. next morning,

FARE—Cincinnati to Richmond.....$1 75
Cincinnati to Indianapolis..... 3 00
Cincinnati to Chicago..... 9 00

ap. 6 D. M. MORROW, Sup't.

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AND AGENCY OF
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C. F. O'DRISCOLL, (Successor to A. C. JAMES.) is prepared to execute in the best manner all kinds of

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from the foundry of L. JOHNSON & CO., of Philadelphia, and will furnish to order PRINTING MATERIALS OF EVERY KIND,

AT THE FOUNDRY PRICES.

C. F. O'DRISCOLL,
No. 167 Walnut Street,
Cincinnati, O.

OFFICE OF THE AGENCY OF THE

Indianapolis and Cincinnati Junction Railroad Company.

No. 23 West 6th St., between Main and Walnut
CINCINNATI.

THE following Directors of the above Company re-elected on the 20th inst., at Connersville, Ia., to serve for one year, viz:

JOHN WOODS, President.
John D. Jones, Cincinnati,
Johnathan M. Ridenour, College Corner.
Samuel W. Parker, Connersville.
George Hibben, Rushville,
James Blake, Indianapolis.
Wm. M. Smith, Connersville.

This road connects with the Cincinnati, Hamilton and Dayton Railroad at Hamilton, thence to Oxford, College Corner, Liberty, Brownsville, Connersville, Rushville, Burlington, Morristown, Palestine and Indianapolis, passing through five of the best counties in the State of Indiana, viz:—Union, Fayette, Rush, Hancock and Marion.

M. JONES, Ag't.
Junction Railroad Co.
January 7th, 1854. jan. 12–tf

BANKERS AND BROKERS.

GEORGE MILNE. GEO. M. REED.

GEORGE MILNE & CO.

BANKERS, EXCHANGE AND BILL BROKERS
No. 19 West Third Street,
CINCINNATI, O.

T. S. GOODMAN & Co.,

No. 101 Main St. west side, bet. 3d and 4th Sts.
CINCINNATI.
Dealers in Exchange, Bank Notes, Merchants' Pape &c. &c.

ELLIS & STURGES,

BANKERS & EXCHANGE BROKERS.
N. E. Corner Third and Walnut Sts.
CINCINNATI.

ADRIAN H. MULLER & CO.,

AUCTIONEERS
Of the City of New York.

Hold their regular Auction Sales of Stocks, Bonds and other Securities every Wednesday at 12½ o'clock, at the Merchants' Exchange. They would respectfully tender their services in the negotiation of the same, either at private or public sale.

Office, No. 2, Pine Street, corner of Broadway, Metropolitan Bank Building.

REFERENCES BY PERMISSION:

Moses Taylor, Esq.; W. W. DeForest, Esq.; Geo. S. Robins, Esq.; Dow D. Williamson, Esq., Pres. Farmers' Loan and Trust Co.; Wm. F. Hayemeyer, Esq., Pres. Bank North America; Edward Whitehouse, Esq.; Messrs. Camman & Co.; Messrs. Carpenter & Vermilye; Messrs. Fisher, Denny & Co.; Messrs. Wm. & Jno. O'Brien; Messrs. Week, & Co. mh96*

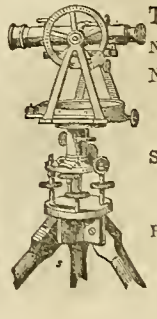
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In general or detail of all kinds of
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All the best securities against counterfeiting and alterations are combined in the Notes and other instruments executed by this establishment for every State in the Union, and for the General Government; for Canada and other countries. Their means of supplying the demands of business with *new Designs* and Ornamental Die-work are unsurpassed.

Bank Note Paper of a superior quality, manufactured with particular regards to strength and durability, constantly on hand.

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Keep the most complete stock in the West of every thing used by Engineers. On application, a catalogue with prices will be forwarded. jy21†

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RAILROAD BONDS,
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Views of Buildings, Diplomas, and Portraits,
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JUST RECEIVED, OF THE VERY BEST
SWISS, FRENCH, AND ENGLISH MAKE,

Either in cases of every size, or in the single piece, Draughtsmen in want of a fine instrument, will find among the stock, Accurate Scales of various materials, Ivory, Glass, Box, Paper, and Horn; Beam Compasses of different capacities, Bow Do., Pocket Do., Curves, Squares, Dividers, in German Silver and Brass, &c., &c.

For sale by E. MENDENHALL,
At his MAP ESTABLISHMENT,
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BRIDGES & BROTHER,
64 Courtlandt Street, New York.
Wheels & Axles, Jaws, Boxes, and Castings Fitted
Wrought Nuts, Bolts, & Washers,
Engine and Car Screw Bolts, all sizes; Coach Lag and Telegraph Screws,
LOCOMOTIVE ENGINE LANTERNS,
From the best Manufacturers, and at their prices. Car Hand, and Signal Lanterns.
Cotton Duck for Car Covering,
Of any requird width to 124 inches.
ENAMELLED HEAD LININGS,
Plush and Curled Hair.

Hand Cars and Baggage Barrows. Passenger, Freight-Car, and Switch Locks, Door Knobs and Butts. Brass and Iron Wood Screws. Brass and Silver Plated Trimmings for Windows and Seats. Varnish, Coach Japan, and Glue; Paints, Varnish and Gluo Brushes.

Silver Plated and White Metal Letters. Engine and Signal Bells, anti-friction or Babbitt Metal.

Portable Forges and Jack Screws.

Hemp Packing,, American, Russia, and Italian. Conductors' Badges and Baggage Checks. Iron, Bronzed and Brass Hat Hooks. Ventilators and White Metal Rings. And all other Articles pertaining to Cars.

ALBERT BRIDGES,
Late Davenport & Bridges, Car Manufacturers,
Cambridgeport, Mass.
ALFRED BRIDGES,
Late Davonport, Bridges & Co., Fitchburg, Mass.
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WASON'S CAR MANUFACTORY,

Near the Pittsburgh R. R. Shops,
CLEVELAND, OHIO.
Passenger, Baggage, Freight, Dumpers, Hand Cars, &c.,

Of the best quality in all respects, style, workmanship, and material, made to order with promptness.

Orders respectfully solicited, with the assurance that no pains will be spared to give entire satisfaction in all cases.

CHARLES WASON,
Late of the firm of T. & E. Wason, Springfield,
†oc20 Massachusetts.

Maysville Car Factory.

THE undersigned are prepared to manufacture for Railroad Companies, Passenger, Baggage, Cattle, Freight, Gravel and Hand Cars; also Baggage Barrows and Warehouse Trucks.

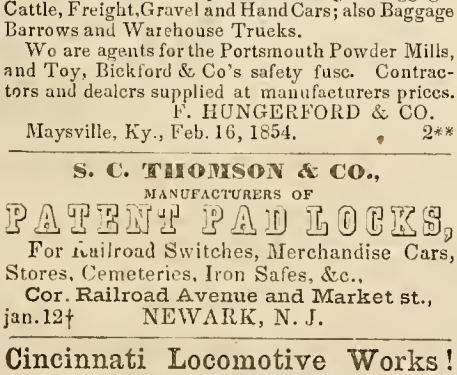
We are agents for the Portsmouth Powder Mills, and Toy, Bickford & Co's safety fuse. Contractors and dealers supplied at manufacturers prices.

F. HUNGERFORD & CO.
Maysville, Ky., Feb. 16, 1854. 2**

S. C. THOMSON & CO.,

MANUFACTURERS OF
PATENT PAD LOCKS,
For Railroad Switches, Merchandise Cars, Stores, Cemeteries, Iron Safes, &c.,
Cor. Railroad Avenue and Market st.,
jan.12† NEWARK, N. J.

Cincinnati Locomotive Works!



THE undersigned are prepared to furnish Locomotives equal in efficiency and durability to the best Eastern manufacture. Also, Shaping and Slotting Machines suitable for railroad shops. Also, all kinds of heavy forging and casting done at short notice. Also, bolts for bridges cut with dispatch.

ap. 20 MOORE & RICHARDSON.

TYLER DAVIDSON & CO.,

Agents for the
BOSTON BELTING COMPANY.

India Rubber Machine Belting in any quantity, from 2 to 20 inches.

India Rubber Steam Packing;
Mixed do do 1-32 to ¼ inch thick.
Plain do do 1-32 to 1 inch thick.
Pure do do
Pipe and Manhole Rings, all sizes;
Square or Rope Packing, do.

HOSE.

India Rubber, Hydrant, Conducting, Fire Engine, and Locomotive, of all sizes, manufactured from the best of Vulcanized Rubber, and for sale only by the agents.

Car Springs, and all other kinds of Vulcanized India Rubber used for Mechanical and Manufacturing purposes.

The undersigned, having been appointed Agents of the Boston Belting Company, beg leave to advise Dealers and Consumers that they are now prepared to supply the above goods in any quantities, on the most favorable terms. On hand and for sale,

50,000 Feet Vulcanized India Rubber Machine Beltings, from 2 inch to 20 inches, 3 and 4 ply.

TO STEAMBOATS AND RAILROADS.

India Rubber Hose, for Pavements, Streets, Gardens, Locomotives, Engines, etc.

40,000 feet Hose, 3, 4, 5, 6, and 7 plys, suitable for pavements, streets, gardens, locomotives, fire engines, etc., 1 to 3 inch, warranted extra quality. Also,

THE vulcanized India Rubber Break Springs now in use by all the Eastern Railroads, and posessing decided advantage over the Steel Springs now in use, for the following reasons:

1st, They are much easier put on.

2d, They are a great deal cheaper.

3d, They are much more durable than steel, and no time lost in making them, the weather having no effect on them.

ALSO—Large 6 inch hose for water stations.—This is a new and important invention. The coldest weather will have no effect on them whatever They are warranted to remain as pliable, in the LDEST of weather, as they are in 150 Fahrenc°heit heat.

Armitage Anvils,—10 casks, assorted weights, n w in store.

Allen's Revolvers and Self-Cocking Pistols.—Now in store, a large assortment of the above, 3, 4, and 5 inch Revolvers; 3, 4, 5, and 6 inch Pocket Pistols. Also, Dueling Pistols.

Leland's Superior C. S. Car and Auger Bitts.—All sizes.

Brass Kettles, and Sheet Brass, &c.—Brass Kettles, assorted from 6 to 30; Sheet Brass assorted from No. 0 to 30; Brass Wire, do do do.

Star Breast Chains.—Four casks of those superior double-linked Chains, just received.

Walker's Trace Chains.—70 casks of those superior goods, warranted full length and sizes, 8 to 20 links, straight and twisted, now in store.

American Anvils.—Eagle brand, faced with with cast steel, and warranted by the manufacturers equal to Armitage's Mouschole.

Plated Spoons.—Plain, tipped, and threaded heavy plate, on best quality of German Silver.

Premium Gimlet Screws.—10,000 gross just received.

Mill Saws. Hoe & Co.'s C. S. Wm. Rowland's, and W. H. Rowland's 6, 6½, 7, 7½, and 8 ft

Cross Cut Saws.—Hoe & Co.'s C. S., John ockerell's C. S. and G. S., Wm. Rowland's and W. & H. Rowland's 5, 5½, 6, 6½, 7, 7½, and 8 feet Also, 4 and 4½ feet Tennon Saws.

Axes—1000 doz. Axes, assorted Yankee and Kentucky patterns, first, second, and third quality

Nails.—4000 kegs Shoenberger's and Wheeling Nails, now in store.

For sale by TYLER DAVIDSON & CO.,
mr 3 140 and 142 Main street

RAILROAD COMPANIES, ENGINEERS AND OTHERS,

Are respectfully requested to note the following as FACTS, and to remember that the facilities of the establishment for manufactnring are UNSURPASSED.

PAGED

BLANK BOOKS,

OF THE

First Qualities made to Order;

AND

STATIONERY

OF ALL KINDS SOLD LOW BY

MOORE, ANDERSON, WILSTACH & KEYS,

Corner of Main and Fourth Stroets,

CINCINNATI. jan12-†

Sales of Stocks and Bonds at Auction,

THE UNDERSIGNED have adopted tho modo for the conducting of Sales of

STOCKS AND BONDS AT AUCTION,

Similar to that now in uso in the CITY OF CINCINNATI. They are convinced that, by pursuing a method which will satisfy the Public, that all Stocks and Bonds struck off by them at auction as sales, are bona fide such, a business honorable in its character and satisfactory to both buyer and seller, can be conducted, and which will not only meet with the approbation, but also with the support of the public. The undersigned pledge themselves strictly to adhere to the following plan in conducting their sales at auction of Stocks and Bonds:

Tho vendor will give his confidential instructions to the Auctioneers as to the lowest price at which he will allow his Stocks or Bonds to be sold. They will be offered by Catalogue, as heretofore, but instead of the seller being allowed to make, as they now do, small advance bids on bona fide bidders, the Auctioneers will reserve to themselves the right of making one bid for the protection of and on behalf of the seller, pledging themselves that but ONE BID shall bo made; and in all cases where the Stocks or Bonds shall be struck down on their resorved bid, the fact will be publicly announced that no sale was made.

Reporters for the Press will by this method not only be enabled to report real sales, but also the prices offered for such as are not sold.

ADRIAN H. MULLER & CO., Auct'rs.

OFFICE—No. 2 Pine street, cor. of Broadway, NEW YORK, } Metropolitan Bank Buildings.
March 1st, 1854.}

☞ Stocks, Bonds and Securities received for private Sale, and to the negotiation of which particular attention will be paid. mar9-3*

THE SHORTEST ROUTE TO CHICAGO.



Ohio & Missippi Railroad

THREE regular passenger Trains daily, (except Sundays.) On Monday, April 17th, and until further notice,

Leave Cincinnati at 6.15 A. M., 2.15 P. M., and 4.40 P. M. Connecting at Lawrenceburg, at 7.30 A. M., and 3.30 P. M. with Train for Indianapolis, Terre Haute, Lafayette and Chicago.

AND RETURNING,

Leave Aurora at 6.40 A. M., 4.20 P. M., and 8.20 P. M. connecting at Lawrenceburgh, at 4.30 P. M. and at 8.30 P. M. with the Trains that leave Indianapolis at 12 A. M. and 4 P. M., uniting at that point with all the Trains from the North and West.

☞ Tickets may be procured at the office on Fourth street, near Vine.

☞ Omnibusses will run to and from the cars in the customary manner. S. S. POST,

Chief Engineer and Superintendent.

Cincinnati, April 14, 1854.

ENGINEERS' & SURVEYORS' INSTRUMENTS!

JAMES FOSTER, Jr.,

MATHEMATICAL AND PHILOSOPHICAL

INSTRUMENT MAKER!

HAVING removed from his old stand to south-west corner of Fifth and Race street, and increased his facilities for making instruments, is now ready to supply Levels, Transits, Theodolites, the Dumpy or Gravatt Level, Circular Protractors of Troughton & Simms model, Surveyors Compassos, Pocket Compassos with and without sights, in great variety. All kinds of Land Chains; Ivory and Box wood Scales of all kinds and graduation; Drawing instruments of all kinds, brass and German silver. Measuring tapes of all kinds, Magnets, Magnifyers, Barometers, Spy Glasses, &c., &c. Repairing promptly attended to. ap.6-6t.

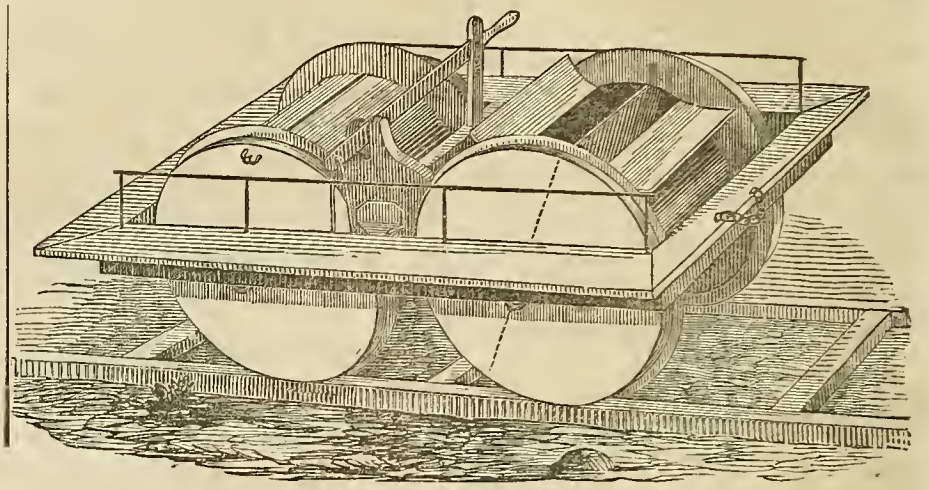
TO ENGINEERS.

THE Nashville and North-Western Railroad Company wishes to employ an Engineer-in-Chief. Early applications are solicited. Applicants are requested to furnish references and testimonials of their qualifications. JNO. A. GARDNER, Pres't,

Nashville, Tenn., Apr. 13, '54. N. & N. W. RR. Co.

MYERS' PATENT CAR,

FOR COAL, GRAIN, &c., &c.



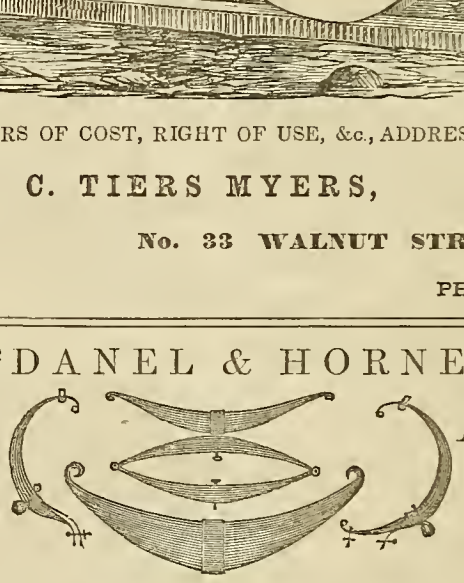
FOR PARTICULARS OF COST, RIGHT OF USE, &c., ADDRESS,

C. TIERS MYERS,

No. 33 WALNUT STREET,

dec15-3* PHILADELPHIA.

McDANEL & HORNER,

LOCO-MOTIVE  AND CAR SPRING

MANUFACTURERS, WILMINGTON, DEL.

Locomotive and Car Springs of all descriptions manufactured on the most reasonable terms, made of the best STEEL, which we have manufactured to order from the BEST SWEDE IRON. Orders from any part of the United States will be thankfully received and promptly attended to.

McDANEL & HORNER.

All Springs ordered from a distance will be delivered on shipboard at *Philadelphia* free of charge

References.

NORRIS BROTHERS, Locomotive Builders, Philad.
A. C. GRAY, Pres't New Castle Manuf. Co.
U. WELLS, R. R. Car Manuf. Petersburg, Va.
I. R. TRIMBLE, Supt. Philad. R. R. Co.
M. B. MILLEN, Gen. Supt. C. R. R. Savannah, Ga.
EMERSON FOOTE, Supt. M. & W. R. R. Macon, Ga
THOMAS DOUGHERTY. Master Mach. do.
THOS. SHARP, Supt. R. F. & P. R. R. Richmond, Va

†May 19.

R. M. SHOEMAKER, J. P. SHOEMAKER, A. T. LEVIS, H. Y. SLAYMAKER.

COPARTNERSHIP.

SHOEMAKER, LEVIS & CO.,

SUCCESSORS TO

MORRELL, SHOEMAKER & CO.

MANUFACTURERS OF

Boiler Iron, Railway Chairs & Spikes.

WORKS—Covington, Ky.

STORE, No. 64 EAST COLUMBIA St.

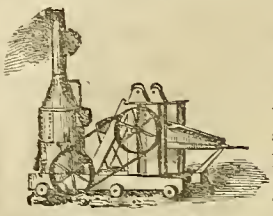
CINCINNATI, O.

January 5, 1854 jan.12-6*

GLENDO LO OMOTIVE TIRES.

TIRES of every diameter, for sale
†mr17} GEO. GARDNER & CO., Boston, Mass.

"GARDNER'S ROCK DRILL."



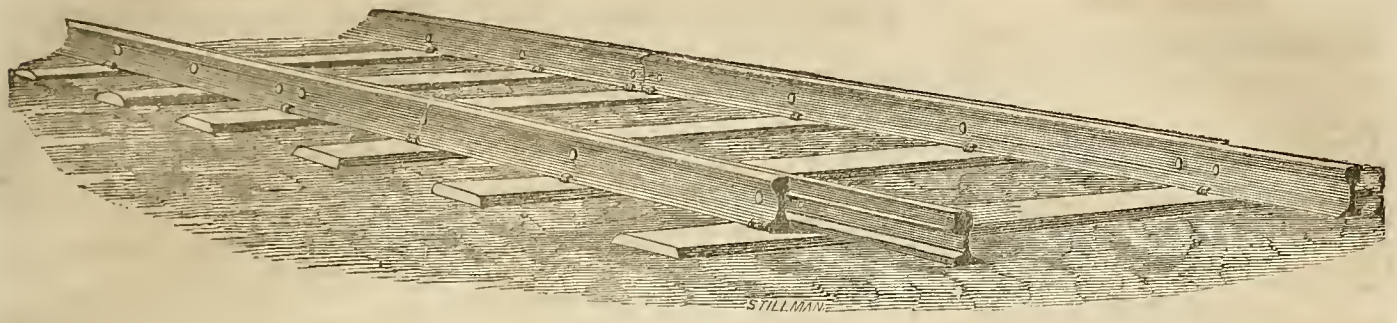
DESIGNED for Mining, Tunneling, Quarry Use, and Rock Excavations of all descriptions, by the use of which a saving of 50 to 75 per cent. is made. This drill can be operated by hand, horse, or steam power. A Machine is now in operation at the Crystal Palace.

Applications for Territorial Rights and Machines must be made to the Patentee.

G. ARTHUR GARDNER,

nov17† Trinity Building, New York

WINSLOW'S PATENT COMPOUND RAIL.



THIS RAIL ,which is represented by the above, has now been in use on several Roads for upwards of three years; during which time it has become established among Railroad Managers as realizing the advantages of a THEORETICALLY PERFECT RAIL.

Its advantages over the common form of "T" Rail are,—a saving in the wear and tear of Machinery—it saves to a great extent in the repairs of track—it secures a high rate of speed with the same power, and what is certainly of equal importance, complete protection against some of the accidents to which roads are liable. Being practically a continuous Rail for the entire length of the Road, without break at the ends of bars the jarring motion communicated thereby in passing over the common "T" Rail is avoided, as is also its effect upon cars and machinery. The comfort of travelers must of course be greatly increased.

This Rail is now manufactured at HANGING ROCK IRON WORKS, upon the Ohio River, and at MT. SAVAGE IRON WORKS, Maryland. Specimen of the Rail and patterns of same will be gladly shown, as well as all information in relation thereto, given by application to

A. S. WINSLOW, Nos. 9 & 11 West Second St., bet. Main and Walnut Sts.
CINCINNATI.

J. F. WINSLOW, Troy, New York.
ERASTUS CORNING & CO., Albany, N. Y

ap7tf

LIGHTNER'S
PATENT AXLE BOXES
FOR RAILWAY CARS.

THE attention of Railway Managers and others is respectfully called to this great improvement in

AXLE BOXES,

As possessing numerous advantages over all others now in use. Some of which are:

1st.—The first cost and "fitting up" is much less.

2d.—It saves seventy-five per cent. in oil.

3d.—The journals and oil are perfectly secure from dust.

4th.—It prevents all possibility of "*heating.*"

5th.—Cars furnished with them run much easier, and require less power to move them.

6th.—Its construction is simple—not liable to become loose by service, and allows a free inspection of the journals and boxes.

7th.—The composition bearings of an eight-wheel LOADED car, can be removed from the journals while under the car, and returned in twenty minutes, by ONE man.

8th.—The trucks and wheels are free from oil and dirt usually seen on Railway cars.

The following testimonials are submitted :—

OFFICE BOSTON AND PROVIDENCE R. R.
Boston, January 1st. 1853.

MR. JOHN LIGHTNER:

SIR:—It affords me pleasure to say, that after three years trial of your boxes, I am fully and entirely satisfied of their superiority over any other pattern we have used. This superiority consists in economy of oil and freedom from "heating."—I have tried every pattern of box in use, of any note, and do not hesitate to say, that you have devised one which in every respect combines greater advantages than any other within my knowledge; these advantages are so manifest, that I am fitting up all our cars with your boxes, as fast as practicable.

Very respectfully yours,
W. RAYMOND LEE, Supt.

The Subscriber begs leave to suggest to all Railroad Corporations (new or old) the importance of an EARLY application of this valuable improvement, to their NEW CARS, WHILE IN PROCESS OF CONSTRUCTION· as thereby much detention of cars, and great expense will be avoided.

Models and testimony of the above Boxes, may be examined, and arrangements may be made for the right to use the same with the subscriber.

WM. SHERBURNE,
PRINCIPAL AGENT,
dec1 Office, No 167 Broadway, New York.

GUNPOWDER,
MANUFACTURED BY
The Hazard Powder Company.
HAZARDVILLE, CONN.
H. G. HAZARD, President.
A. E. DOUGLASS, Secretary.

The undersigned are always prepared to furnish Mining and Blasting Powder to any extent, delivered at any point on the lines of railroads, or other places of public improvements in the West or South, at the very lowest rates. Also, SAFETY FUSE of the best Eastern manufacture.

We would respectfully urge all contractors and consumers to call upon or correspond with either of us before arranging for their supplies elsewhere.

To the trade generally we would offer all the brands of Sporting and Rifle Powder manfactured by the above concern.

M. D. W LOOMIS,
Southeast corner Main and Second Sts.,
Cincinnati, O.
S. H. LOOMIS,
Nashville, Tenn.

August 16, 1853.—au18†

TO RAILROAD COMPANIES.

THE subscriber, manufacturer and agent for manufacturers of railroad materials, would solicit from railroad managers in the West their orders for

RAILROAD SPIKES, CAR AXLES, RUBBER SPRINGS, RUBBER HOSE, LOCOMOTIVE TIRES, SPRING STEEL, CAST STEEL, NUTS AND WASHERS, LOCOMOTIVE LANTERNS, ETC.

A. S. WINSLOW,
9 and 11 West Second St.,
Between Main and Walnut St., Cincinnati

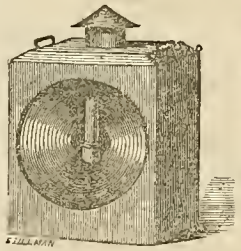
†mr24

Locomotive Tires and Car Axles.

THE undersigned is prepared to supply Railroad Companies and Builders with Tires and Axles of superior quality and finish, made from faggoted charcoal Iron, formed and finished entirely under the hammer. For the character of the manufacture he refers to builders and companies who have used them in the West.

A. S. WINSLOW,
†mr24 9 and 11 West Second St., Cincinnati,

LOCOMOTIVE LANTERNS.



I AM manufacturing Locomotive Lanterns of the most approved form, with true parabolic Silver-plated reflectors, Copper Cases, and in every way equal to the best manufactured in the country. Orders from Railroad Companies in the West are solicited.

A. S. WINSLOW,
†mr24] 9 and 11 West Second St., Cincinnati

Norris' Locomotive Works,
PHILADELPHIA.

ENGAGED for many years in manufacturing Locomotives, offer to Railroad Companies to construct of any plan or size,

LOCOMOTIVES OF SUPERIOR QUALITY.

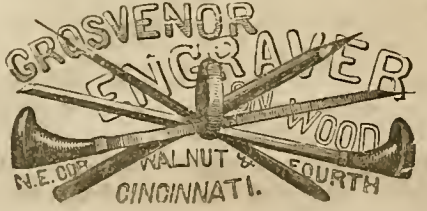
Our facilities for doing work have been largely increased this year, and orders can be executed with despatch.

Jy7 RICHARD NORRIS & SON.

ASHCROFT'S
METALIC STEAM GAUGE.
(BOURDEN'S PATENT.)

THE subscribers offer for sale this valuable Steam Gauge. It is adapted to Locomotive and other steam boilers, indicating with accuracy the continual variations of steam within the boiler, enabling the engineer to maintain a uniform and safe pressure. Any of the Eastern Railroads may be referred to for proof of its importance and value.

BRIDGES & BROTHER,
sep15tf 64 Courtlandt Street, New York.



CAR MANUFACTORY,

Dayton, Ohio.

E. THRESHER & Co., having enlarged their shops, are prepared to contract on favorable terms, for building every variety of Railroad Cars, in any quantity and at short notice, made of the best materials, and of the most approved workmanship.

They are prepared also to furnish jaws and boxes; the Washburn wheel, thirty and thirty-three inch, adapted to inside or outside bearing; cast iron frogs steel plated; and switches of the most approved patterns.

They also manufacture blacksmith tuyeres, Harris' patent; portable bolt forges; bolt heading and bolt cutting machines; upright drills, wheel presses; wood planers; tenoning and mortising machines; &c.

They respectfully invite the attention of railroad directors and superintendents to their establishment.

Dayton, January 24th, 1853. jan 25-†

South-Western Car Shops,

Madison, Indiana.

THE Subscriber is prepared to execute orders at short notice, for all kinds of Passenger, Freight and other descriptions of Railroad Cars.

Work delivered at any point accessible by railroad, or by the Ohio and Mississippi rivers.

Facilities for transportation, enable the subscriber to afford peculiar advantages to Companies requiring work delivered in the South and West.

W. CLOUGH.

REFER TO

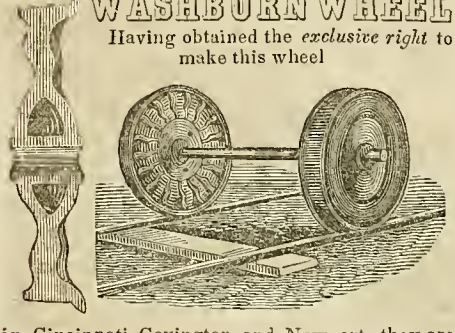
JNO. BROUGH, Esq. WINSLOW, LANIER & CO.

jan. 19-1**

FULTON CAR WORKS,

CINCINNATI, OHIO.

THE Proprietors of this establishment would respectfully call the attention of Railroad Companies in the West and South to their establishment at Cincinnati. Their facilities for manufacturing are extensive, and the means of transportation to different points speedy and economical.—They are prepared to execute to order, on short notice, eight-wheeled Passenger Cars of the most superior description. Four or eight-wheeled Baggage, Cattle, Freight and Gravel Cars. Also, Crank and Lever Hand Cars, Trucks, Wheels, and Axles fitted.



WASHBURN WHEEL

Having obtained the *exclusive right* to make this wheel

in Cincinnati, Covington, and Newport, they are now prepared to furnish Railroad Companies with that celebrated Wheel, with or without Axles.—Also, Journal Oil Boxes of any pattern, and Castings for Cars fitted to order at the shortest notice.

Address KECK & HUBBARD,
Fulton Car Works, Cincinnati, Ohio.
ap.14. Office 62 East Second street

FORGINGS.

AXLES, Shafting, and other Forgings, from the Gleadon Forges, for sale by
fm 17 GEO. GARDNER & CO., Boston, Mass.

MUSKINGUM WORKS,

ZANESVILLE, OHIO.

DOUGLASS, SMITH & CO.

WOULD respectfully call the attention of Railroad Companies to their establishment at Zanesville.

They are prepared to execute orders, on short notice, for

Passenger Cars of the most superior description,

Second Class Passenger, Mail Express, and Baggage Cars; Freight, Cattle, four or eight wheeled Gravel Cars.

We manufacture a superior

CAR WHEEL,

Over 2500 of which are now running on the Central Ohio Railroad, and many of these have been in use on the road over two years, having in that time only three to crack, and two to be renewed in consequence of the wearing of the Chill. We have also commenced the manufacture of the celebrated

WASHBURN WHEEL,

And are prepared to furnish this wheel, with or without axles. Also, castings for Cars fitted to order at the shortest notice.

BOLLMAN'S PATENT IRON & WOOD BRIDGE.

We are also agents and builders of the above celebrated Bridge. Are now placing upon the piers an iron bridge on this plan over the Muskingum river at Zanesville. We are ready to contract with companies for the construction of this Bridge. All orders addressed

DOUGLASS, SMITH & CO.,
au4tf. Muskingum Works, Zanesville, O.

WHEELBARROWS!



ON hand, Wheelbarrows, of my own manufacture, suitable for Railroad, Turnpike, Canaling, &c., in lots, to suit purchasers. Orders filled for any reasonable amount

HENRY ROCKEY,
No. 21 East Front street

J. DAVENPORT.... M. D. WELLMAN.... C. M. RUSSELL

DAVENPORT, RUSSEL & CO.,

Railway Car Manufacturers,

MASSILON, OHIO.

THE subscriber, late of the firm of Davenport, Bridges & Co., Fitchburg, Mass., having associated himself with Messrs. Wellman and Russell, under the above name, would respectfully solicit calls for any kind of Passenger, Baggage, Post Office, Freight, Coal, Gravel, or Hand Cars.

Having had fifteen years experience in the business and having secured the best of workmen from the Car Factory in Cambridge, Mass., I feel confident, that perfect satisfaction can be given in all work entrusted to our care

We have now on hand the best of dry White-Oak with which we think we can build Cars as cheap and as well as any other establishment in the States. JOSEPH DAVENPORT.

Feb. 16†*

James' Railroad & Route Book

NEW EDITION:

Containing a list of all the Western and Southern Road with distances, fares, connections, etc., etc. Price, 15 cents. J. A. & U. P. JAMES,

Publishers, 167, Walnut st., Cincinnati, O.

Indianapolis and Cincinnati Railroad, via. Lawrenceburgh.

NEW Route to Indianapolis, Terre Haute, Lafayette, and the West.

Through from Cincinnati to Indianapolis in six hours.

Shortest route between Cincinnati, Indianapolis, Terre Haute, Lafayette and Chicago.

Passengers for this line will leave Cincinnati, from the foot of Main street, at 6 o'clock, A. M., by steamer Forest Queen, every day. (Sunday's excepted.) and arrive at Indianapolis at 12 o'clock, M., in ample time to get dinner, and take any of the trains West or North.

Baggage checked through and baggage master accompanies the same.

Fare between Cincinnati and Indianapolis $3

At Shelbyville passengers may take the Jeffersonville, Rushville and Knightstown cars.

Returning, leave Indianapolis at 12 o'clock, M.

GEO. HAVEN, Superintendent.

Through tickets may be procured on board the boat, or at the ticket office, corner of Water street and landing (foot of Main street.)

jan 12-† C. S. RUSSELL Ag't.

Covington and Lexington Railroad Open to Falmouth.

ON and after Monday, the 7th of Nov., and until further notice, Cars will leave Covington daily (except Sundays) at 7 o'clock. A. M., for Falmouth,—stopping at DeCoursey, Culbertson, Grant's Bend, New Philadelphia, Cantou, Benton, Morning Side, Demossville, Butler and Irviug.

Returning, will leave Falmouth at 1 P. M., stopping at all of the above stations.

☞ For freight and passage apply to C. CARPENTER, Freight Agent, Covington Depot.

R. M. SHOEMAKER Superintendent.

Office Cov. and Lex. R. R. Co., Nov. 5th.

dc22

COLUMBUS

Railroad Chair Manufactory.

THE subscriber having enlarged his works, is prepared to fill orders for wrought iron

RAILROAD CHAIRS,

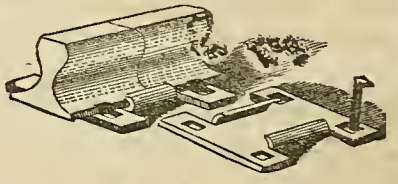
on short notice. He would call the attention of Railroad Companies to his patent Thick Lip Chair. Chairs made to any pattern and of any size which may be required, and warranted of superior quality of iron and workmanship.

P. HAYDEN can be found at 219 Pearl street, New York, where also specimens of the chiars can be seen.

P. HAYDEN.

Columbus, August 11, 1853.—au18-6*

RAILROAD SPIKES,



WROUGHT IRON

Chairs and Fastenings.

THE subscriber coutinues to manufacture with increased facilities, **Hook and Flat Head Railroad Spikes, and Wrought Iron Chairs of any pattern,** either punched or plain. The best quality of Iron is used, and the articles are guaranteed to give satisfaction in every respect. We are prepared to fill orders for any quantity with despatch, and at the lowest market prices.

Also, Boat Spikes, Bolts, and Boiler Rivets, superior quality.

All communications addressed to us will meet withprompt attention.

SMITH & TYSON,
No. 25 South Charles Street, Baltimore.

RAILROAD RECORD.

AND

Journal of Commerce, Banking, Manufactures, and Statistics.

Vol. 2.---No. 11. CINCINNATI, THURSDAY, JUNE 1, 1854. Whole No. 66.

Railroad Record

IS PUBLISHED EVERY THURSDAY MORNING,

By J. A. & U. P. JAMES,

At No. 167 Walnut Street, Cincinnati.

E. D. MANSFIELD, Editor.

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"BRECKENRIDGE COAL"—"GAS."

We are not in the least degree disposed to interfere with the speculations of our neighbors, nor to limit, in any degree, the amount of "gas" which they think necessary for the illumination of the public. But, we deem it entirely admissible to cross-examine the witnesses, furnished by the speculators themselves, and give both notes of the story to the jury of the public- One of these speculations is that of the "Breckenridge Coal Company" whose lands are located near the Ohio, and in the lower part of Kentucky. The proprietors of this coal bank had their fifty respectable gentlemen appointed as Commissioners on the advantages of this coal bank, after the manner of a commissioner *de lunatico inquirendo*. One of them was Professor Silliman, jr., one Geo. D. Prentiss, of of the Louisville *Journal*, and one a citizen of Kentucky. The triumvirate reported, in a long and lucid paper, that the vein was a most extraordinary one; that the coal was very superior, and that such a quantity—meaning more than is consumed from Louisville to the Gulf of Mexico—would be at once demanded, at very high rates. On this report the modest directors proceeded to apportion the stock, at the net little sum of *four million of dollars!*

Now, we know nothing about any part of this matter, except what we derive from this report, furnished by the Company itself, and on that we have one or two remarks to make. The following, which we take from the *U. S. Economist*, is a summary of the *qualities* claimed for the coal :

The peculiarities of this singular coal are, 1st: the ease with which it ignites; 2d, the power, volume and endurance of its combustion, and its freedom from snapping explosions; 3d, its wonderful strength in resisting blows, and the consequent entire absence of loss from transportation and repeated handling; 4th, the small quantity of coke which it leaves, and the consequent absence of cinders or half-burned coal in its ashes; 5th its resistance to atmospheric influences, frosts, rains, etc., by which all dangers of slacking or falling to powder is avoided.

In other words, this is a highly inflammable *Cannel* coal, which lights like pine, and burns almost as easy. Mr. Silliman shows, by his analysis, that the proportion of carbon and bitumen, in the Youghiogheny and Breckenridge coal, are almost *exactly reversed*; but he

makes no particular commentary on that fact, which is the very material one of the whole investigation. Thus the carbon is to bitumen, in the Youghiogheny coal, about as 65 to 33; but in the Breckenridge coal the carbon is to the bitumen only as 35 to 60. We quote from memory, but the proportion is nearly this. Now the *profitable use* of coal depends almost exclusively on its carbon. For example, the Pomeroy coal ignites easier than the Pittsburgh coal, but it is from 2 to 4 cents less per bushel, in the retail market, because the Pittsburgh coal having more carbon is more economical. Now the coal, which is the most economical is the one preferred; and on the analysis of the Breckenridge coal, it is not that, by any means.

Again, a claim is made for an enormous consumption of this particular coal, in the valley below, as if there were no competition, when it is perfectly notorious that two thirds the Ohio river, and its tributaries, are lined with coal of all kinds from the most carbonaceous to the most inflammable.

Upon the whole, we entirely agree with the very significant remark of the "*Economist*," on the Breckenridge coal:

It is probable, however, that its value for the manufacture of "gas" will be found too great to allow of its consumption for fuel, since its analysis by Chilton shows that it contains 13 per cent more gas than ordinary Cannel coal, although the same qualities make it more desirable for all other manufactures, like that of glass, where voluminous flame is necessary.

DIRECTORS, ENGINEERS AND CONTRACTORS.

Under this head a correspondent complains that engineers underrate railroad work in their estimates; that contracts must conform to these estimates or they will not be accepted; that Directors put railways under contract when they have not the means to pay in full, and that as a consequence of all this, contractors lose on their contracts. Now, on this statement we wish to ask one question. Admitting all this to be true, are Engineers and Directors more to blame than Contractors? How? It takes two to make a contract, and the company and its officers are but one side. The company is not bound to furnish head-work as well as earth-work to contractors. Now there is a simple remedy for this evil; so simple, one would think every contractor availed himself of it. Is a piece of work advertised for letting, and the profiles and specifications furnished? Then let the bidders examine it for themselves.—If they suspect there is *stone* where there is specified *earth*, let them probe and ascertain the truth. If the engineer has estimated it too low per cubic yard, then let the bidder offer only what it can be done for. But, says our correspondent, then he will not get the contract. Well, what then? Is he not much better without the contract than with it, if it is to be a loss? Our correspondent assumes what cannot be assumed, that the bidder or contractor is wholly dependent upon the engineer. On the contrary, he should always examine for himself, and then bid only what he knows it can be done for.

On the other side, if the engineer has really misled the contractor, in positive statements or measurements, undoubtedly any honest or liberal Board of Directors should make an allowance for it.

With these remarks we cheerfully give the *hints* with which our correspondent closes his remarks.

As hints, I suggest the following:

1. Directors should never put their work under contract till means are provided, or a reasonable probability thereof.

2. They should never commence a work of any magnitude, depending upon country subscriptions for the means of payment; though safe, they are generally slow.

3. They should never ask a contractor to do work for less than its value; pay a fair price and in this you have the secret of a contractor's responsibility; short of this, his responsibility, so far as the completion of your work is concerned, is all moonshine.

4. As the engineer is the one upon whom the Directory depend for correct information as to the value of the work, he should be careful to estimate it sufficiently high, and not be circumscribed by the company's necessities.

5. The engineer should so classify his material as to enable the contractor to provide for it in his bids, and not compel him, as is often the case, to work at a price entirely below its value.

5. The engineer should so frame his form of contract, as to make it what it purports to be, a "contract" and not an article of guardianship.

In the hope that the foregoing may tend to removal of the grievances complained of, I shall say no more. P. I.

Note.—In reference to the last clause of No. 5, it is plain that no engineer and no company *can* compel a "contractor" to do work below its value.

Iron as a Material for Bridges.—We copy from a recent English work on Engineering, the following information on the subject of the change suffered by iron when affected by vibration:

"Upon the perfectiou of the fibre of iron much of its strength and value depends, although by skillful management this silky character may be imparted to common varieties of the metal. The fibrous character is not, however, necessarily permanent; for after a time the metal has been found to assume a crystaline appearance, especially when subject to constant vibration, as in the tension rods of suspension bridges, the axles of locomotives and of railway wagons, etc. A few years ago Mr. Chas. Hood brought before the (English) Institution of Civil Engineers some interesting facts respecting the conversion of fibrous into crystaline iron. According to him the tough and fibrous character of wrought iron is entirely produced by art, and there is a constant tendency in such iron, under certain circumstances, to return to the crystalized state, which state is not necessarily dependent upon time for its development, but is determined by other causes, the chief of which is vibration. Heat, within certain limits, though greatly assisting the rapidity of the change, is certainly not essential to it, but *magnetism*, induced either by percussion or otherwise, is necessary to the change. It was shown by specimens that in the same rod or bar of wrought iron the crystalization is far more extensive in those parts most expoeed to vibration. In the parts not so much exposed the texture remains fibrous.—*Balt. American.*

Railroads.

MASSACHUSETTS RAILROADS.

It is scarcely twenty years since the first railway passenger train in the Commonwealth left Boston for Newton. At that date, there were but 800 miles of railway in operation throughout the United States. Now the number can not be less than 18,000, extending from Bangor in the East, to St. Louis in the West, and N. Orleans in the South. The number of miles of railway within the geographical limits of Massachusetts, is about 1100, being one mile of railway to each seven square miles of its geographical surface. Essex county, in this state, has one mile of railway to each three square miles of its geographical surface. The metropolis of Massachusetts may be compared to a hand with eight fingers, in conformity with the number of railway lines, into which the railway system of the Commonwealth is divided, viz:

1. The Worcester road, together with the Western, Charles river, Providence and Worcester, Worcester and Nashua, Fitchburg, and Worcester, Amherst and Belchertown, Connecticut river, Pittsfield and North Adams, Berkshire, Stockbridge and Pittsfield, West Stockbridge and their branches, measuring 472 miles in length, and constructed at a cost of $22,125,534. The total receipts upon this line, in 1853, were $3,319,994, the expenses $1,700,992; and the net income $1,619,002.

2. The New York Central road, which at present commences at Dedham and extends to Blackstone, R. I. It will, however, within a short period, commence at the depot now in course of construction at the foot of Summer street, and will be extended from Blackstone to Mechanicsville, on the Norwich and Worcester railway. This road, in its present condition, together with the Medway Branch, measure 30 miles in length, having been constructed at a cost of $2,257,141. The total receipts upon this line in 1853, were $69,146, the expenses $36,797, and the net income $32,349.

3. The Providence road, together with the Taunton Branch, New Bedford and Taunton, Stoughton Branch, and their branhces, measuring 92 miles in length, and constructed at a cost of $4,506,575. The total receipts upon this line in 1853 were $728,276; the expenses $399,709, and the net income $328,567.

4. The Old Colony road, together with the Dorchester and Milton, South Shore, Fall River, Cape Cod Branch, and their branches, measuring 130 miles in length, and constructed at a cost of $4,530,404. The total receipts upon this line in 1853, were $758,906; the expenses $423,359; and the net income $335,547.

5. The Fitchburg road, together with the Vermont and Massachusetts, Harvard Branch, Lexington and West Cambridge, Peterboro' and Shirley, and their branches, measuring 167 miles in length, and constructed at a cost of $7,694,846; the total receipts upon this line in 1853 were $900,856; the expenses $567,853; and the net income $334,003.

6. The Lowell road, together with the Nashua and Lowell, Lowell and Lawrence, Salem and Lowell, Stoney Brook and their branches, measuring 85 miles in length, and constructed at a cost of $3,688,445. The total receipts upon this line, in 1853, were $711,493; the expenses $475,492; and the net income $236,001.

7. The Boston and Maine road, together with the South Reading Branch, Saugus Branch, and their branches, measuring 99 miles in length, and constructed at a cost of $1,517,975. The total receipts upon this line, in 1853 were $817,683; the expenses $415,850; and the net income, $401,833.

8. The Eastern road, together with the Essex, Newburyport, Grand Junction, and their branches, measuring 117 miles in length, and constructed at a cost of $6,027,732. The total receipts upon this line in 1853 were $687,679; the expenses, $312,704; and the net income, $373,975.

It will be seen that the various roads are grouped according to their geographical position. By this arrangement, in some instances, rival lines are placed in the same division.

Number of railroads in operation,	40.
Length of main roads,	1086 miles.
" " branches,	106 "
" " double track and siding,	420 "
Cost, - - - - - - - - -	$55,348,652.

[*Boston Transcript.*

Lyons, Iowa Central Road.—We have been questioned relative to the reports of sales of the bonds of this Company, as found in our money articles—why they should sell so low and be continually falling. We have no full information on the subject, but take the following from the Iowa City *Reporter.*

"It becomes our painful duty to chronicle the demise of the Company which has had the management of the above road, and their absquatulation, bag and baggage, from the scene of their temporary achievements.

"Facts, which are 'stubborn things," force this conclusion upon us, although we have not a detailed narration of their 'Decline and Fall." In this occurrence we see but little to regret, so long as the Company were working upon suppositions, probabilities and expectations, without any solid, immediate, reliable basis of support, for it will sooner throw the road into the hands of men who possess present and available resources to continue and push it on."

Communications.

For the Railroad Record.

ON THE SUBJECT OF BRIDGES OF GREAT SPANS FOR RAILROADS.

BY EDWARD W. SERREL, C. E.

The deep and wide valleys which occur on almost all lines of railroad of considerable length, in the West, render a system of construction adapted to very great spans, perhaps, more applicable here than in any other part of the world.

The boundless prairies are traversed by streams which in many places have scored them out to depths of from 200 to 300 feet, and to several thousands of feet in width.

The general plane of the country, in many cases precluding the adoption of undulating grades on railroads, by which the valleys could be entered and crossed, as the abruptness of the slopes would cause very long cuttings and embankments, on either side. Hence the necessity for high and long mechanical structures.

As every day adds value to our railroad system, so any additional means for overcoming the natural obstacles which occur in the way of its extension become important, whether tunneling machines, of improved patterns, hoisting or drilling machinery, or improved stationary or mining machinery, or mechanical structures, and some cheap and permanent means for crossing the deep and wide valleys, is a great desideratum.

For many years past the opinions of scientific men, in this country and in Europe, have been divided upon the best method of constructing bridges of large spans for railroads.

Several plans have been proposed, and in England elaborate experiments have been tried with a view of solving this question.

Wrought iron girder bridges were tried in several ways, cast iron arches were built, but still nothing was discovered that proved satisfactory under the tests applied for spans of over 250 feet, until the idea of the Tubular bridge occurred to Mr. Stephenson.

This plan in practice has been carried to a span of 459 feet 3 inches. The bridge is a rectangular figure of wrought iron plates riveted together, and the railroad passes through it.

In this country wooden bridges have been carried to greater perfection, than in any other part of the world. Trussed spans of 250 feet are now in successful use, and in some peculiar situations wooden arches of still greater size have been constructed. The Cascade Bridge, in a rock chasm on the New York and Erie Railroad, built under the direction of Maj. Browne, by J. W. Adams, Esq., is the arc of a circle, and is 273 feet on the chord lines. Bridges of this character, but somewhat different in detail, have also been constructed in Canada.

Yet vast as have been the improvements in trussed bridges, we are still unable by this kind of structure to span the gorges that have to be passed, and the Tubular bridge is limited in two ways—first, by the enormous cost, and again by the cohesive strength of the materials of which they are constructed.

The Niagara, the St. Lawrence, the Mississippi, the Missouri, the Ohio, the Tennessee, the Arkansas, and many other rivers have to be crossed and re-crossed by the numerous lines of railroad that must before many years be constructed.

Some of these rivers, with their valleys, will require spans of from 1200 to 2000 feet, even where the foundations for the piers or towers are placed in deep water. *Examples might be enumerated on the lines contemplated and in actual course of construction where spans of* 1800 *feet will be required.*

This it must be remembered, is four times as great as anything that has yet been contemplated in any part of the world for railroad purposes, and as yet we have no actual demonstration of the practicability, by their use, of spans greater than that of the Britannia Tubular Bridge.

The information obtained on this subject during the last few years, puts the question beyond a doubt, however, that a structure may be built, upon the SUSPENSION principle, capable of spanning *at least three thousand feet.* By this it is meant that a bridge of one span of 3000 feet may be constructed, over which a train of cars of any weight may pass with perfect safety, and it is this point which it is proposed by this paper to investigate.

The ultimate strength of bridges of this character, is in the cables, anchors and flooring.

If, for example, the cables are to be composed of wire, one strand of which when stretched across the span contemplated, will sustain its own weight and something more, which quantity is known, it can very easily be demonstrated what number of strands will be required to carry any given load, provided the load is at rest. When the load is at motion the conditions are varied, but the result is determinable. Hence it is universally conceded that a suspension bridge, may be made of almost any desired span, within the limits of the cohesive force of the material composing the cables, which shall be capable of carrying with perfect safety any required load, provided the load is stationary, but when the load has to pass over the bridge, more especially when a high rate of speed is required, the conditions vary and differences of opinion arise as to the best method of arranging the details of the structure.

Vibrations and oscillations occur in ordinary suspension bridges, (more particularly in those that have been built in Europe, in consequence of the disposition made of the cables) which, although they do not hinder the travel on a common road, would impede, if not entirely stop, the passage of a train of cars, drawn by locomotive power.

Several attempts have been made to render the platform of an ordinary suspension bridge rigid by trusses of various patterns. Some engineers have proposed to make light tubular bridges similar to the Britannia and Conway bridges, but of much lighter plates, and to add to this suspension cables. Others have proposed to stiffen the roadway by an ordinary wooden truss, and to depend in part upon the truss and part upon the cables for the sustaining properties of the bridge, but all these plans have defects which are radical.

The same laws which govern the equilibrium of the universe, which hold the stars in their orbits and direct all gravitating forces, apply equally to a suspension bridge for railroad purposes, and it is only by a knowledge of these laws, that the problem can be solved unerringly, for it is by the maintainance of *equilibrium* alone that the integrity of the structure can be preserved.

All matter has a natural and inherent property, which causes it to *remain at rest or to move with uniform motion unless disturbed by secondary causes** and it requires a certain absolute force either to move anything from a state of rest or to stop anything in motion, hence it is quite evident, *that a force exerted against a ponderous body is not sufficient to overcome its inertia or tendency to remain at rest it will not be moved*, and it also follows, *that if a load is to be moved on a body in equilibrium, and that body bears such a ratio (in weight, which is force) to the body in equilibrium* that *it readily overcomes the inertia of the quiescent body, a disturbance will ensue*, and the disturbance will be in the *relative proportion of the inertia* or the tendency to remain at rest and *the vis viva* or tendency to move *of the two bodies.*†

Now, a bridge is a body in equilibrium, and in the case of a suspension bridge it has, in consequence of being suspended from but few fixed points, little or no *inertia* beyond what is due to the actual weight of the suspended parts; consequently unless it is trussed or guyed, or the platform is sustained at the ends of the roadway on the banks, it is subject to be moved by any force applied to it, if the force is sufficient, in the same manner as a chain might be, if suspended by the ends from two fixed points, and it does not necessarily follow that motion produced in a flexible body should be injurious.

It is necessary however, in order that a train of cars drawn by a locomotive, may pass freely and safely over a bridge that it should be comparatively inflexible and rigid under the weight of the train. To produce this inflexibility and steadiness is the main question.

It has been shown that a bridge may be built of any required strength. By the application of the laws above stated, it follows in order to make it steady and sufficiently rigid under the loads it may have to pass, it must be made CORRESPONDINGLY HEAVY; no other condition is necessary.

Make the bridge *so heavy* in *proportion to its load* and velocity of that load, that it shall bear the same relation to the weight of the bridge, that a lighter load at less speed does to a lighter bridge and the result in both cases will be the same. These conditions can be attained within the limits of reasonable expenditure.

In consequence of the expansion and contraction by atmospheric changes, of the material composing the different parts of an ordinary suspension bridge, it is impossible to connect it any where immovably to the shores, except at the anchors of the main cables, or at the ends of the guys. If the platform is of wood, it will not change length perceptibly, while the cables, being of iron, change their length with every change of the temperature. Consequently if the floor is trussed to render it rigid, it will alternately be raised from its bearings on shore, by the contraction of the cables, and then again be called upon to sustain an undue proportion of weight by the elongation of the cables.

Any system of trussing by counterbracing yet arranged, would be greatly injured by these alterations. A truss to be perfect, must be always rigid, which could not be the case when made of wood and connected to catenarian cables of iron. Methods have been suggested for compensating the expansion and contraction of the cables, by sliding wedges and hydraulic presses, they are, however, as yet untried, and if applicable to trusses of iron would not be to those made of wood.

For the same reasons it would not do to connect a light tubular bridge with a suspension cable, for the tube would be alternately raised from its bearings, and so form no part of the sustaining portion of the bridge or would be lowered on to the bearings and from the slackness of the cables have all the load to carry.

If, on the contrary, the bridge is made so strong as to be capable of sustaining safely its own weight and any additional load which is brought upon it, and so heavy as to resist the momentum of a train by means of its own *inertia*, what will prevent it remaining at rest? Nothing.

A system of timbers might be advantageously employed for distributing the weight of a load over a greater part of the bridge than that which it rests upon, but these must be so arranged as to accommodate themselves to the slight flexures which the bridge will experience without injury. If they are made as a parapet of four or more square timbers, (say each 12 or 14 inches square, according to the size of the bridge), bolted together, they would spring to any slight deflection without injury which a counterbraced truss would not. The additional necessary weight may be produced by fire-proofing the floor or in any other desireable manner.

In an article of this character where any particular structure is not referred to, it is unnecessary to enter into details. All know that cables strong enough for spans of 3000 feet can be made, as wire ropes are in use, for telegraph purposes, suspended between points further apart than this; that these can be fastened to anchors strong enough to retain them; that a platform may be made, and hung from such cables, strong enough for any load. The question of stability is then the only one at issue. A heavy chain suspended by the extremities, is not so easily shaken or disturbed as a light one of the same span and hung in the same manner. Is it not conclusive that a heavy bridge is more stable than a light one?

Independently of the fact that suspension bridges may be built, where from the magnitude of the span, no other, yet known, could be constructed, the comparative cheapness entitles them to consideration, even where high piers and shorter spans might be substituted.

The durability of the material and the shortness of the time required to build them, are also important considerations in their favor.

New York, May 20th, 1854.

IMPORTANT DISCOVERY. — The following paragraph is from the Washington correspondence of the Baltimore *Patriot*.

"A discovery has recently been made which is destined to prove of incalculable advantage to the commercial marine of this country, and of the world, and to the preservation of all war vessels, from the destruction of the marine worm. An article upon the subject, of great interest, has been prepared by the editors of the Globe—Mr. Pickett doing the scientific and Mr. Rives the practical part thereof—which will, in the course of a few days, appear in the columns of that paper. The marine worm enters, from the sea, or salt water, the plauks and timbers of a vessel, when so small as to be imperceptible, and eats and grows as it moves along, until it becomes as large and long as one's finger. It never eats out, but when it approaches the edge of the plank or timber it is destroying, it takes a circuit and works back. A ship appearing sound outwardly, may, by these marine worms, be rotten in all her timbers—literally eaten up, for the worm leaves no mark or trace of its place of entrance. All

*For a full explanation of this law, see the Principia of Sir Isaac Newton.

†These rules were investigated and successfully applied in the case of the bridge over the Niagara river at Lewiston, built by me in 1850, which is the largest span in the world yet constructed, being 1040 feet in the clear.

outwardly looks firm, while all inwardly is hollow and unsound. Neither copper, nor tar, nor ordinary paint constitute any bar to the inroads of the marine worm. But the use of the New Jersey Zinc Paint does most effectually prevent the worm from entering the ship. It has been thoroughly tried and tested at the New York Navy Yard and elsewhere, and found to be a sure remedy, not only against the destructive marine worm, but it effectually keeps off all coral or barnacles, which will cling to and grow upon and retard the progress of vessels that remain in salt water any length of time, unprovided and uncovered with the Zinc Paint. I have alluded to this subject, as it is one but little understood as yet, but which is destined for adoption as one of the standard measures o marine protection,"

CINCINNATI, CUMBERLAND GAP & CHARLESTON RAILWAY.

A large and enthusiastic meeting of the stockholders in the Cincinnati, Cumberland Gap and Charleston Railroad was this day held in the town of Tazewell, Tenn., according to previous notice of the Commissioners.

Upon motion of Col. William Houston, of Clairborne county, Hon. Wm. M. Cocke, of Grainger county, was called to the chair, and Walter R. Evans, was appointed Secretary. It appearing that the great body of the stockholders in said road were present, and that the amount of stock required by the charter to be taken in order to authorize an organization of the company had been taken, and was here represented, the stockholders proceeded to elect a Board of Directors for said company for the ensuing twelve months.—When were elected—

Hon. Wm. M. Cocke, Thos. W. Turley, Wm. J. Thomas, Joseph Campbell, Col. Wm. Houston, W. R. Evans, Dr. M. Carriger, Lewis A. Garrett, Jas. M. Patterson, David C. Cotrell, John G. Newlee, Isaac Thomas, Wm. Kincaid, and Jesse Evans.

Upon motion, the meeting of stockholders then adjourned.

The Board of Directors then assembled, all being present, when,

On motion of Dr. M. Carriger, Hon. W. M. Cocke, of Grainger county, was unanimously elected President of the road, and Wm. Neil, of Clairborne county, Secretary and Treasurer.

Upon motion of W. R. Evans, it was

Resolved, That the President of the road be requested to visit Cincinnati and Charleston, and the intermediate points, for the purpose of solicititing stock and co-operation, and also to open a correspondence with engineers for the purpose of securing the services of a competent corps of engineers for the road.

Resolved, That Dr. M. Carriger, Thos. M. Turley and Jacob M. Bewley, be and are hereby requested to address the people in the vicinity of the road, from Cumberland Gap to Paint Rock, on the Frenchbroad river on the North Carolina line, for the purpose of obtaining additional stock, and that W. R. Evans, L. A. Garrett, F. M. Fulkerson, Rev. John M. Kelly, of the county of Clairborne; Milton Shields, Jas. T. Shields, W. H. Malone, in the county of Grainger; Col. M. Thornburgh, Gen. W. R. Casewell, W. M. Bradford and Col. H. H. Hubbard, of the county of Jefferson; Maj. S. M. Temple, Col. Bullin and Maj. Britton of the county of Greene; Col. John Netherland, Gen. M. C. Kyle, and A. A. Kyle of the county of Hawkins, be and they are hereby requested to canvass their respective counties for the purpose of soliciting stock in said road.

Col. Wm. Houston offered the following which was unanimously adopted:

Resolved, That the Secretary and Treasurer of the Board, call upon the stockholders for such an amount of funds as may be necessary to meet accruing expenses.

Resolved, That the editors of the RAILROAD RECORD, Cincinnati; Lexington Statesman, and Richmond Messenger, Ky.; Ashville Messenger, N. C.; Charleston Mercury, S. C, and the Knoxville and Rogersville (Tenn.,) papers be requested to publish the proceedings of this meeting.

Thereupon the Board adjourned to meet again at such time and place as the President may hereafter indicate, of which time and place, due and timely notice shall be given.

WM. M. COCKE,
President.

WM. NEIL,
Sec'y and Treas'r.

MOBILE AND NEW ORLEANS RAILROAD.

Brief Synopsis of the Report of Lewis Troost, Esq., Consulting Engineer, on the Preliminary Surveys of the Mobile and New Orleans Railroad, made by the late Col. A. A. Dexter, C. E., for the Mobile and Ne Orleans Railroad Company.

Several preliminary lines were surveyed by Col. Dexter from Mobile to Pass Chef Menteur, all of them passing through the watering places on the Gulf; of these the following line is the most favorable: Commencing at Mobile river, in Mobile, fifty feet northwardly of the north line of Virginia street to the western boundary of the city; thenco deflecting to the southwest, it runs to Pascagoula Bay, near Mrs. Rue Kreb's, crossing North, Middle, and South Forks of Dog river at the head of navigation and keeping about three and one-half miles southeast of a direct line between Mobile and Pascagoula, in order to avoid the ridges between the waters of Mobile Bay and Escatapa river.

Thence crossing Pascagoula Bay, it runs along and near the coast of the Gulf of Mexico, in the rear of Ocean Springs, the villages of Biloxi and Mississippi City, Pass Christian and Shieldsborough, to the Great Rigolets at its entrance into Lake Borgne; intersecting in the distance the Bays of Biloxi and St. Louis and East Pearl river.

Thence crossing the Rigolets, the line runs nearly direct to New Orleans, intersecting the Little Rigolets and Pass Chef Menteur—the latter at the mouth of Bayou Gentillys near Fort Wood.

The country from Mobile to Pascagoula (40.19 miles) is a flat, piny wood for 13.94 miles, and gently undulating for 26.25 miles. The soil is light sand and mud and clay mixed and is very favorable for grading.

From Pascagoula Bay to the Grand Plaine marshes (52.67 miles) the country is very level, and from eight to fifteen feet above the surface of mean tide in the Gulf of Mexico, and the soil is composed for the most part of sand.

Grand Plaine marshes consist of a sandy alluvion, seldom, if ever, subject to overflow, covered with occasional patces of live oak.

The sandy alluvion is from three to five feet deep, and rests on hard strata of sand and shells sufficiently firm to sustain an embankment.

The marshes between Pearl river and Chef Menteur are covered by occasional patches of live oak, and consist of sandy alluvion, resting on firm strata of sand and shells, at depths varying from five to ten feet, capable of sustaining a good road-way. The borings and soundings for foundations may be obtained for bridge structure over the rivers and bays at the depths exhibited in the following:

TABLE OF SOUNDINGS.

Name of River or Bay.	Extreme depth of good foundation below surface of med'm stage of water.	Depth of water at same sound'g.	Depth of snd, mud & shells at same sound'g.
E. Pascagoula River.	35 feet	78 feet	17 feet
W. Pascagoula River.	55 feet	24 feet	31 feet
Bay of Biloxi.....	35 feet	18 feet	17 feet
Bay of St. Louis.....	40 feet	12 feet	28 feet
East Pearl River.....	60 feet	45 feet	15 feet
Great Rigolets.....	65 feet	44 feet	21 feet
Little Rigolets.....	62 feet	40 feet	22 feet
Chef Menteur.....	53 feet	49 feet	4 feet

The result of these soundings and borings is very satisfactory, and at once demonstrates the practicability of constructing a permanent road. The stratum on which this firm foundation can be obtained consists of compact stiff yellow and blue clay.

The following table will exhibit the characteristics of the line:

Total length of line.....	139.00 miles.
Total length of straight line.....	133.32 miles.
Total length of curved line.....	5.68 miles.
Totol deflection in degrees.....	322° 45'
Shortest radius of curvature.....	5730 feet.
Total length of level grade.....	87.20 miles.
Maximum grade each way per mile	26.40 feet.
Total length of grades from 0 to 10 feet per mile.....	26.27 miles.
Total length of grade from 10 to 26 40 feet per mile.....	25.53 miles.
Total length of maximum grades of 26.40 feet per mile.....	14.58 miles.
Total rise and fall in feet.....	704.29 feet.
Highest summit above mean tide to be overcome.....	137.00 feet.

The grades and curves of the Mobile and New Orleans Railroad, as shown in the above table, are remarkably favorable. With a good railroad and a strong iron rail, trains containing 1000 or 2000 passengers can safely pass over it, at a speed of 40 or 50 miles per hour, and freight trains with a load of 275 tons freight, be hauled over it at a speed of 15 miles per hour, thus making the time of transit for passengers between Mobile and New Orleans from three to four hours, and for freight from nine to ten hours.

Omitting the details of plans of construction and of estimates, it is sufficient to state that they are made for a first-class railroad in every respect; all the timber exposed to the action of the sea worms is to be protected by metal sheathing; all navigable rivers and bays are to be provided with draw bridges, 60 feet wide, except the Great Rigolets where it is proposed to have two double draws of 120 feet opening each, the charter of the Ponchartrain Railroad in Louisiana may render it illegal to build a permanent bridge across the Great Rigolets with openings, for navigation, as proposed. In this event, it would be advisable to make a temporary crossing, with a steam vessel so arranged as to take passenger and freight trains on deck, and rely on the wisdom and justice of future legislation for permission to substitute a permanent bridge.

The total cost of the construction of the

entire road complete, including an equipment for the first and second year's business, is estimated at $3,836,360, or $27,016 per mile.

LEWIS TROOST, Civil Engineer.

Office Eng'r Dep't M. and N. O. Railroad,
Mobile April 10, 1854.

The New Orleans *Bulletin* of May 3d, in referring to this subject, says:

On the first page of to-day's *Bulletin*, will be found several communications which have recently appeared in the city papers, advocating the proposed subscription by the city of $1,500,000 to the capital stock of said Company, and defending the proposition against the assaults made upon it in divers quarters, as well as a synopsis of a report from Lewis Troost, Esq., Civil Engineer, showing the advantages and practicability of the route. We understand the strong opposition to the ordinance authorizing the subscription, according to the plan first presented, has induced the Company to modify their proposition on several important points. The *Picayune* of yesterday evening gives the following as the modifications proposed, indorsing them as authentic:

The original proposal required the city, as soon as the ordinance should be ratified by the voters, to issue the whole amount of $1,500,000 in bonds for the use of the Company. They are willing to waive this requisition and make the issue of the bonds gradual and contingent upon the performance of sundry acts by the Company. They have proposed to the Finance Committee of the Common Council, that on the ratification of the subscription, the city shall issue its bonds for $500,000 of the sum subscribed. Books of subscription shall then be opened to individuals, and when the sum of $500,000 shall have been subscribed and ten per cent paid thereupon at the time of subscribing, the remainder to be subject to call by the Board of Directors, the further sum of $500,000 in bonds is to be issued by the city. The remaining bonds also for $500,000, to be issued after the completion of sixty miles of the road.

There would be additional force in this proposition if the second series of bonds were made issuable *pari passu* with the payment of the installments on the private snbscripiions.

The Company, we are told, have offered to relinquish the privilege retained under the third section of the act, by which they reserved to themselves the surplus earnings of the existing Ponchartrain Railroad until the new road is completed; and are willing that these should be merged into the general fund. That road has produced, during the past year, a net revenue of $55,000, which will almost pay the interest on the first million of bonds.

This Company has a grant also of about 360,000 acres of land.

The calculation of the Company is, that when sixty miles of the road are completed, the revenue of the road will be more than doubled, and that the interest of the bonds will thus be fully provided for at a very early period; and if they can retain their lands until the road is finished, they are confident that these will sell for enough to pay the capital of the bonds.

For the building of the whole road, they have offers from competent parties, to be paid in the bonds of the city; and for the excess beyond that amount, in the bonds of the Company—the whole to be completed in two and a half years."

We have yet to meet the individual opposed to a railroad connection with Mobile. The necessity of such a railroad is so apparent that there is no loop upon which to hang a doubt. That it would be extremely profitable to the stockholders, and productive of large benefits to the city, we have no question. And, we are free to express the opinion that the proposition to subscribe $1,500,000 would be supported by the people as unanimously as was the subscription to the Opelousas Railroad Company, if the Mobile road project came before the community, for adoption or rejection, under precisely the same circumstances.

PITTSBURGH—RAILROADS.

A brief account of the Railroads now in process of construction, which terminate in Pittsburgh:

PITTSBURGH & CONNELSVILLE RAILROAD.—We learn from Oliver W. Barnes, Esq., Chief Engineer, that the prospects for an early completion of the work under contract, are very encouraging. A large force is engaged between West Newton and Connelsville, and at the Sam Patch tunnel, the contractors Messrs. Carr, Gould and Collyer, are busied in sinking the shafts.

ALLEGHENY VALLEY RAILROAD.—Mr. Roberts, Chief Engineer of this road, informs us that directions have been given to all the contractors to increase their force, so as to insure the completion of the track to Kittaning by November. Three-fourths of the laborers have been at work during the winter, and all have now resumed operations. The road above Kittaning has been located, and the main contracts made. Proposals, which are now under consideration, have been received from sub-contractors. The iron required for one hundred miles has been purchased and paid for, and we learn with pleasure, that the first cars which will be required have been already engaged.

PITTSBURGH & STEUBENVILLE ROAD.—We are indebted to Daniel Mitchell, Esq., Chief Engineer of the Pittsburgh and Steubenville road, for the following interesting details as to the present condition of this road:

The grading on the whole line is now more than half finished, and that portion lying in Virginia is completed, and an engine running from Steubenville to the State line. The remainder of the roafl is under contract, and with the proper exertions, may be ready for the cars either in the fall or early in the spring. The tunnel at Cork's Run, is within one hundred and thirty feet of being through, the contractors having penetrated thirteen hundred and seventy feet.

CHARTIERS VALLEY ROAD.—We are gratified to learn from Mr. Mitchell, who is also the engineer of this road, that the contractors have commenced work on several sections, and that the means now at the disposal of the Company, will be sufficient to pay for all the grading and half the cost of the iron. There will be no difficulty in finishing it within a year, and the contractors have engaged to have it ready for use by the 1st of June, 1855. It is intended that this work shall keep pace with the progress of the Hempfield road between Washington and Wheeling, so that the latter work will be immediately rendered useful to our city.—*Pittsburgh Journal.*

CINCINNATI, WILMINGTON AND ZANESVILLE RAILROAD—TUNNEL.—This tunnel, at Lexington, passes under the dividing ridge between the Muskingum and the Hocking river. It is 1100 feet long, 18 high, 15 wide, cut in solid rock, in less than six months from the first comencement.

SALE OF THE PUBLIC WORKS OF THE STATE OF PENNSYLVANIA.

By the bill, the Governor is authorized and required to invite sealed proposals for the purchase of the Main Line of Public Works, from Philadelphia to Pittsburgh, consisting of the following Canals and Railroads:

	Miles
Philadelphia and Columbia Railroad, from Philadelphia to Columbia	82
Eastern Division of Canal, from Columbia to mouth of the Juniata	45
Juniata Division Canal, to the base of the Allegheny mountain	128
Allegheny Portage Railroad, across the mountain	36
Western Division of Canal from the Allegheny mountain to Pittsburgh	103
Total	394

No bid can be received for less than $10,000,000, and the terms of payment are twenty per cent paid into the State Treasury in cash, and the remainder in ten annual payments, with interest, at six per cent.

Supposing the Works are sold at the minimum price of $10,000,000, the payments would be as follows:

Year.	Payments.	Year.	Payments.
1854	$2,000,000	1860	$1,040,000
1855	1,280,000	1861	992,000
1856	1,232,000	1862	944 000
1857	1,184,000	1863	896,000
1858	1,136,000	1864	848,000
1859	1,088,000		
			$12,640,000

ALARM WATER GAUGE.—The object of this apparatus is to prevent the explosion of steam boilers. It was invented by Thomas Stubblefield of Columbus, Ga., and most effectually subserves its purpose. Whenever the water gets below the line of safety, it sets up a shriek, which no man can or will disregard who has any love for a *quiet* life, much less of life itself It is a safe and simple invention, not liable to get out of repair, and costs only fifty dollars.

Mr. Stubblefield has invented a steam gauge by which he tells, with matbematical precision, the amount of pressure to the square inch, there may at any time be in a boiler.—*Col. Times.*

THE RECORD.—We have been compelled to occupy a page of our reading columns, the present week, for advertising purposes; we must ask the indulgence of our patrons for a short time until we can perfect arrangements for putting a cover upon the *Record*, which will give us three more pages for advertisements. We shall have some space suitable for *Railroad Companies and Engineers' Cards*, which we shall be pleased to fill upon the following terms, viz: Cards of four lines, $5 per annum, cards of eight lines, $10 per annum.

THE SUNBURY AND ERIE RAILROAD.—At a meeting of the Philadelphia Councils held a few evenings since, a communication was received from the Hon. James Cooper, President of the Sunbury and Erie Railroad Company, informing the Councils that the second million of subscription to the capital stock of the Company, to be obtained in addition to that already subscribed by the city, had been accomplished, and proposing to submit the evidence thereof to the body.

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

CORRECTED TO WEDNESDAY OF EACH WEEK.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'D.	ASK'D.
Alabama and Tennessee	1st mortgage, convertible till 1872	7	1872		96
Baltimore and Ohio	Transferable. Taxed	6	1885	83	83½
Do do	Coupons. Not Taxed	6	1875	88	89
Do do	" "	6	1880	86	87
Do do	"	7	1860		87
Do do		6	1885	83	85
Bellefontaine and Indiana	1st mortgage, convertible	6	1866	103	104
Buffalo and Penn. State Line	1st mortgage, not convertible	7	1866	100	101
Chicago and Rock Island	1st mortgage, convertible	7	1870	93	95
Chicago and Mississippi	1st " "	7	1862	90	92
Do do	2d " "	7	1874	75	77
Chicago and Aurora	1st " "	7	1866	90	92½
Cincinnati and Fort Wayne			....		
Cleveland, Columbus, and Cincinnati	1st mortgage, convertible	7	1859	128	130
Do do do	No mortgage, convertible	7	1853	124	127
Cleveland and Mahoning			....		
Cleveland, Painesville and Ashtabula	1st mortgage	7	1861	95	96
Do do	2d " not convertible	7	1861	99	100
Cleveland and Pittsburgh	1st " convertible	7	1860	95	96
do do		7	1873	85	90
Cleveland, Zanesville, and Cincinnati			....		
Cincinnati, Hamiltou and Dayton	1st mortgage " till 1855	7	1861		95
do do do	2d mortgage	7	1868		95
do do do	3d mortgage	7	1880		90
Cincinnati, New Castle and Michigan	1st mortgage, real estate, convertible	10	5 & 10 y's	96	100
Cincinnati Western	1st " " " "	10	5 & 10 y's	90	98
Cincinnati, Wilmington and Zanesville	1st "	7	1862	94	95
Cincinnati, Indianapolis and Chicago			....		
Columbus and Lake Erie			....		
Columbus, Piqua and Indiana	1st mortgage, convertible	7	1862	84	86
Do do do	2d "		1852	80	83
Columbus and Xenia	1st mortgage, convertible	7	1859	118	120
Covington and Lexington	1st " " till 1862	7	1883	90	95
Do do	2d " "	6	1862	85	87½
Dayton and Michigan	1st " "	7	1867	94	97
Dayton and Western	1st " "	7	1862	90	97
Dayton, Xonia and Belpre			....		
Eaton and Hamilton	1st mortgage	7	1862	84	87
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.	7	1862	93	96
Evansville and Illinois	1st Mortgage, convertible 1857	7	1862	85	87
Frankfort and Lexington	1st " "	6	....		
Franklin and Warren			....		
Galena and Chicago Union	Pledge of 2d section, convertible	10	1853–6	125	130
Do do do	1st mort., 2d " not convertible	7	1862	89	90
Illinois Central	1st mortgage, not convertible	6	1875	78	79
Illinois and Wisconsin		10	....		
Indiana Central	1st mortgage, convertible	7	1866	95	97
Do do	" "	10	1857	99	100
Indianapolis and Bellefontaine	1st " "	7	1860–1		97½
Indianapolis and Lafayette	" "	7	1861	95	100
Jeffersonville	1st " not "	7	1861	90	94
Junction (Ohio)	1st " "	7	1867	106	108
Do do	2d " "	7	....	104	106
Lawrenceburg and Upper Mississippi	1st mortgage, convertible	7	1866		95
Lexington and Big Sandy			....		
Little Miami	No mortgage, convertible 1852–4	7	1858–61	114	116
Do	" " till 1855	7	1861	117	120
Louisville and Nashville			....		
Lyons', Iowa, Central	1st mortgago, convertible	7	1873	12½	
Mad River and Lake Erie	1st mortgage, convertible till 1855	7	1865–6	97½	100
Do do	2d " "	7	1866	87	90
Do do	Dividend	7	1860	78	83
Madison and Indianapolis	1st mortgage, convertible after 1853	6	1861	100	103
Marietta and Cincinnati	1st " convertible	7	1868		87½
Maysville and Big Sandy			....		
Maysville and Lexington	1st mortgage, convertible	6	1873	51½	70
Memphis and Charleston			....		
Michigan Central	No mortgage, convertible	8	1860	103½	
Do do	" "	8	1855–6	100	102
Do do	" not "	8	1857–8		101
Michigan Southern	1st " " "	7	1860		95
Milwaukie and Mississippi	1st " " " 1857	8	1862	100	101
Mobile and Ohio	1st morlgage 6s. 1884		....		
Nashville and Chattanooga			....	83	93
New Albany and Salem	mortgage on 1st section	10	1858–62	109	111
Do do	1st " on other sections, convert.	8	1864–75		90
New Castle and Richmond	1st " convertible	6	1873	87	90
New Orleans and Ohio, Ky	Guar. of McCracken Co		....	86	93
New York and Erie	1st mortgage, not convertible	7	1867	115	116
Do do	2d " convertible	7	1859	100	101
Do do	Income, not convertible	7	1855	96	97
Do do	Convertible till 1861	7	1871	81	82
Do do	" " 1862	7	1862	84	88
Northern Indiana	1st mortgage, not convertible	7	1860	95	96
Do do	2d "	7	1863	82	85
Do do	1st mortgage Goshen line		....	92	95
Do do	Construction Bonds		....	103	105
Ohio Central	1st mortgage, convertible, west section.	7	1861		
Do	1st " " east "	7	1864	94½	97
Ohio and Indiana	1st " "	7	1867	97	100
Ohio and Pennsylvania	" "	7	1865–6	102	104½
Do do	Income. No mortgage, convertible	7	1872	92	95
Pacific, Mo			....		
Panama	1st mortgage, convertible	7	1866	106	107
Parkersburgh (or Northwestern Va.)	" Guar. City of Baltimore	7	1873	99	100
Pennsylvania	1st mortgago, convertible till 1860	6	1880	100	101
Peru and Indianapolis	1st " convertible	7	....	78	83
Rock River Valley Union	1st " convertible	7	1872	98	100
Sandusky and Mansfield	1st "	7	1860	71	75
Do do	2d "	10	1853–7	102	104
Scioto and Hocking Valley	1st " conv. coupons	7	1861	87	90
Southwestern, Tennessee			....		
Springfield and Columbus			....		
Steubenville and Indiana	1st mortgage, convertible	7	1865		94½
Terre Haute and Alton	1st " convertible		1862-72		92
Do do	2d " do	8	1865		
Terre Haute and Richmond	1st mortgage, convertible	6	1866	100½	103
Toledo, Norwalk and Cleveland	1st "	7	1863	87¼	90
Do do do	2d "		....	90	95
Do do do	" Guar of C. C. & C.		1883	90	95

TABLES OF RAILROAD SHARES.

☞ The following quotations are not PER SHARE, but upon the NUMBER DOLLARS.

	shares.	off'd.	ask'd.
Baltimore and Ohio	100	58	58¼
Bellefontaine and Delaware	50	40	50
Bellefontaine and Indiana	50	87	95
Bellevillo and Illinoistown			
Buffalo and Pennsylvania State Line		125	130
Central Military Tract			
Central Ohio	50	84	90
Chicago and Rock Island		97	99
Chicago & Miss., (Alton & Springf'd,)			
Cincinnati, Cambridge and Chicago		30	35
Cincinnati and Fort Wayne			
Cincinnati Hamilton and Dayton	100	98	100
Cincinnati, Indianapolis and Chicago			
Cincinnati, Logansport and Chicago	50		90
Cincinnati Western	50	37	45
Cin. Wilmington and Zanesville	50	72½	80
Clevelaud, Columbus and Cin	100	117	118
Cleveland, Medina and Tuscarawas			
Cleveland, Painesville and Ashtabula	100	110	111
Cleveland and Pittsburgh	50	77½	80
Cleveland and Mahoning			
Cleveland and Toledo	50	93	95
Cleveland, Zanesville, and Cincinnatt			
ClintonLine			
Columbus and Lake Erie	50	50	70
Columbus, Piqua and Indiana	50	51¼	65
Columbus and Xenia	50	105	110
Covington and Lexington	50	56	66
Covington and Ohio, Va			
Dayton and Michigan	50	60	65
Dayton and Western	50	73½	80
Dayton Short Line	50		
Dayton, Xenia and Belpre			
Detroit and Pontiac			
Eaton and Hamilton	25	50	60
Eaton and Piqua			
Erie and Northeast		110	112
Erie and Kalamazoo		95	100
Evansville and Crawfordsville			
Fort Wayne and Mississippi	50		
Fort Wayno and Southern	25		
Franklin and Warren			
Galena and Chicago Union	100	127	130
Greenville and Miami	50	73	75
Hannibal and St. Josepb			
Hempfield			
Henderson and Nasbville			
Hillsboro' and Cincinnati	50	50	55
Illinois Central	100	118	120
Illinois and Wisconsin			
Indiana Central	50	80	85
Do do 10 per cent	50	81	85
Indianapolis and Bellefontaine	25	88	95
Indianapolis and Cincinnati	50	69	75
Indianapolis and Lafayette	50	76	80
Jeffersonville and Indianapolis	50	72	78
Junction (Ohio)	50	90	95
La Crosse and Milwaukie	100		
Lake Erie, Wabash and St. Louis			
Lawrenceburg and Upper Mississippi	50	68	75
Lexington and Frankfort			
Lexington and Danville			
Little Miami	50	109¼	110
Logansport and Pacific			
Logansport and Marion			
Louisville and Frankfort	50	62	70
Louisville and Nashville	100		
Macon, Georgia	10	105	110
Mad River and Lake Erie	50	68	80
Madison and Indianapolis	50	50	55
Madison, Indianapolis and Peru	50	50	55
Marietta and Cincinnati	50	48	65
Marion and Mississinewa Valley			
Maysville and Lexington	50	50	60
Maysville and Big Sandy			
Memphis and Charleston			
Michigan Central		104	106
Michigan Southern		119	120
Milwaukie and Mississippi		77	82
Mobile and Ohio			
Nashville and Chattanooga			
New Albany and Salem	50	45	50
New Orleans and Ohio			
New York Central		104	105
New York and Erie	100	70	72
Northern Indiana		118	120
Ohio and Indiana		76	80
Ohio and Mississippi	50	80	90
Ohio and Peunsylvania	50	90	91
Ohio River and Wabasb			
Owl Creek Valley			
Pacific, Mo			
Panama		105¾	107
Parkersburg, or Northwestern Va			
Pennsylvania	50	90	95
Peru and Indianapolis	25	68¾	75
Sandusky and Mansfield	50	55	60
Sandusky, Mansfield, and Newark	50		
Sangamon & Morgan, or Great West'n,			
Scioto and Hocking Valley	50	55	60
Southwestern Indiana			
Southwestern, Tenn			
Springfiled Mt. Vernon and Pittsb'gh.	50	70	80
Springfield and Columbus			
Steubonville and Indiana			
Terre Haute and Alton			
Terre Haute and Richmoud		100	102
Toledo and Illinois			
Toledo, Norwalk and Cleveland	50	95	100

STOCK TABLE.

CORRECTED WEEKLY.

Government Securities.

	INT.	DUE.	OFF'N.	ASK'D.
U. S. Loan	6	1850	108	109
Do	6	1862	117½	118
Do	6	1867	123	123½
Do	6	1868	123	123¼
Do (int. ceasod July 1).	5	1853	101¾	102
Do Coupons		1862	117¾	118
Do "	6	1868	122	123
Do "		1853	100	101

State.

Alabama	5	....	90	95
Do	6	....	102	104
Arkansas	6	....	95	100
Georgia	6	....	107	108
Do	7	....		
Illinois Canal Bonds		1860	96	98
Do do registered		1860	110	110¾
Do do		1847	92	95
Do do registered		1847	90	96
Do do Internal Impt.		1847	89	95
Do Interest do		....	60	64
Indiana	5	....	98	100
Do	2½	....	56	60
Do Canal Loan	6	....	93	94
Do do preferred	5	....	54	55
Do do deferred	5	....	30	32
Do special preferred	5	....	24	25
Do do deferred.	5	....	10	11
Kentucky, 30 years	6	1871	101	102
Do 15 years	6	....	107	108
Do large bonds	6	0869-72	105¾	108
Do	5	....	92½	93½
Michigan	6	....	94½	96
Ohio	6	1856	102	103
Do	6	1860	107	108
Do	6	1870	108	113
Do	6	1873	108	
Do	5	1853	102	105
Do	5	1864	104	106
Pennsylvania	6	....	103	105
Do	5	1870	84	85
Tennessee, new loan	6	1890	105	106
Do Coupons	5	....		90
Virginia Coupons	6	1886	106	107

City Securities.

Albany	6	1867-9	106	107
Allogheny	6	1873	75	76
Baltimore	6	1870-90	99½	101
Do	5	1865	87	89
Boston Bonds	4½	1860	101	102
Chicago	6	1876-7	99	100
Covington	6	1881	93	95
Cincinnati	6	1860	97	100
Do	6	1897	97	100
Do	5	1884	86	87
Do W. W	6	1865	102	103
Jeffersonville, Indiana	7	1872-82	85	88
Lawrencehurgh, Ia	7	....	80	90
Louisville	6	1880	82	85
Memphis	6	1882	90	92
New York	7	1857	101	103
Do	5	1858-60	97	98
Do	5	1870-5	102	103
Do	5	1890	105	107
Philadelphia	6	1876-90	95	96
Pittsburgh	6	1869-71	92	98
Do coupons	6	1883		87
Richmond	6	1882	93	94
St. Louis	6	1870	89	90
Wheeling	6	1872	105	106

County Bonds.

Bourbon, Ky	6	1881	89½	90
Darke, O	7	....	92	95
Fairfield, O	7	1862	90	92
Fayette, Ky	6	1881-2	80	84
Guernsey, O	7	1862	97	99
Mason, Ky	6	1881	80	84
McCraken co. Ky., endorsed by New Orleans and Ohio R.R.			80	93
St. Louis	6	1866	83	85
Do	7	1871	107	108

Banks.

OHIO.

Ohio Life Insurance and Trust Co	91	95
Lafayette, Cincinnati, (closing)	113	115
Franklin do		
Commercial do		
Mech. & Traders do		
State Brancher		

KENTUCKY.

Bank of Kentucky and Branches	107	108
Northern, and Branches	115	116
Southern, and Brauches	103	106
Bank of Louisville	111	112
Kentucky Trust Co	99	100
Farmers' Bank of Kentucky	107	110
Newport Safety Fund Bank	98	100
Commercial Bank of Kentucky		

INDIANA.

State Bank and Branches		

TENNESSEE.

State Bank and Branchos		
Union	94	100
Planters'	97⅛	100

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g.
On New York	Sight	¼	1 prem.
Boston	Sight	¾	1 prem.
Philadelphia	Sight	¾	1 prem.
Baltimore	Sight	¾	1 prem.
New Orleans	Sight	Par	½ prem.
England		110¼	112½.

SPECIE.

GOLD.

California, ℔ oz	$17 50	@	$17 65
Spanish Doubloons	16 50	@	16 60
Patriot Doubloons	15 60	@	15 80
Sovereigns	4 85	@	4 88
Guineas	5 00	@	5 00
American, new	1 00¼	@	1 01
American, old	1 04	@	1 06
Portuguese	1 00	@	1 01

SILVER.

American Dollars	1 02	@	1 04
American, halves	1 02	@	1 04
Spanish Dollars	1 05	@	1 07
Spanish Quarters	1 02	@	1 03
Mexican Dollars	1 03	@	1 04
Five Frane pieces	95	@	96

LAND WARRANTS.

	Off'd.	Ask'd
160 acre warrants	$185	$190
80 acre warrants	95	98
40 acrow arrants	46¾	47¾

Reported for the Railroad Record.

CINCINNATI STOCK SALES.

AT THE STOCK BOARD,

MERCHANTS' EXCHANGE

And at Private Sale.

BY HEWSON & HOLMES,

For the week ending Weducsday, May 31, 1854

THE SALES WERE AS FOLLOWS:

15	Shares	Little Miami	Railroad	109 00
7	"	" "	"	109 00
90	"	" "	"	109 00
4	"	Indianapolis & Cin.	"	68 00
100	"	" "	"	68 00
14	"	Cin., Ham. and Dayton	"	98 50
75	"	" "	"	98 00
6	"	New Albany and Salem	"	40 00
25	"	Eaton and Ham.	"	50 00
20	"	Cin. Western.	"	36 00
100	"	Cin. Wil. and Zanesville	"	70 00
20	"	South Bank Kentucky	"	102 00

Mouey rates on Stock securities for South and West, 2 per cent. per month.

MONETARY.

At the East money continues to grow more abundant; call loans have been easily made at 7 per cent; first class commercial paper, 8@9 per cent.; less known, 9@12 per cent.; railroad securities, 12@18 per cent. The Banks are accommodating their customers freely on short paper.

Foreign Exchange has been dull at 109@109½; the shipment of specie has been moderate only.

The Stock Market rallied in the early part of last week, but declined somewhat towards the close. The demands for railroad purposes seem most urgent, which, in addition to the fact that many holders of stock are compelled to sell even at a sacrifice, has had a tendency to glut the market with certain classes of securities, and caused a consequent depression.

The sales at the Stock Board have been about as usual, while at the hands of the several auctioneers, they have been comparatively limited. We quote as follows:

By A. H. Nicolay, on the 22d—

$23,000	Lyons, Iowa, Cen. 1st mor. 7s, '73,	12 50@18	50
6,000	County of Cedar, Iowa, in aid of Lyons, Iowa, Cen. RR. 6s. '73	60	00
1,000	" do. do. do.	do. 54	50
1,000	N. Orleans Municipality Bonds, 6s, 1866.	86	00
100	Shares Atlantic and Pacific RR.	100	25
36	Shares N. Havon and N. London RR.	20	00
83	Shares Clev. and Pitts. RR.	77	00

By A. H. Muller & Co. 24th ult—

44	Shares N. Jersey RR. & Trans Co.	144	00
50	Shares Lack. and West. RR. Co.	96	00
62	Shares Cleve. and Pitts. RR.	74	75
$5,000	Great Western, Ill. 1st mort 10s '68	96	50

By A. H. Nicolay, 25th ult—

$10,000	Cleve. and Pitts. 7s. 1873	85	00
11,000	Lyons, Iowa, Cen. 1st mort. 7s, '73,	14 00@17	50
5,000	Maysville and Lex. 2d mor. 6s, '78	51	50
5,000	Tol., Nor, and Cleve. 7s. '63.	87	50
2,000	Oswego and Syracuse 7s. '58	80	25
1,000	Certif. Wis. Improve. Scrip	96	00
1,193	Sacramento City Funded debt 10s	60	00
50	Shares Lyken Valley RR. Co. Pa.	5	00
45	Shares and Syracuse RR. Co.	70	00
50	Shares Cleve. and Pitts. RR. Co.	73	50

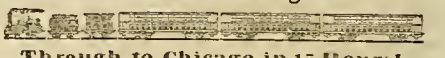
At the West the general features of the Money Market have been quite favorable, though there is still a stringency. First class paper finds a ready market out of doors, while the banks have increased their accommodations to a larger extent than for some weeks previous.—The ruling rates are, first class paper, 1 per cent.; less known, 1¼@1½; railroad securities, 2@2½ per cent per month.

Eastern Exchange has declined to ¾@1 per cent.

In our Stock Market there is a complete stagnation.—None but the very first class of dividend paying securities can find purchasers at anything like fair prices; the forced sales being no fair criterion of the true value.

The Cincinnati Price Current says: "The decision of the Supreme Court of the United States, with reference to the Bank tax question, which has for some days past been the leading topic of conversation in monied circles.—The Court has, as we predicted it would, when the issue was made between the Banks and the State, decided that clause of the Constitution taxing banks, that were chartered prior to the adoption of that instrument, unconstitutional, and therefore void. The Ohio Life Insurance and Trust Company Bank, for some reason, at present not fully understood here, was excepted, and in this case the decision of the Supreme Court of Ohio was confirmed. The amount of taxes disputed, and which the Trust Company will now have to pay, is about one hundred thousand dollars. A meeting of the stockholders has been called, with reference to future action. It is probable that the $1,500,000 loaned in the different counties in the state, will be called in immediately, the notice required by law having been given, and the time expired. We hope some good will grow out of this. No state in the Union stands more in need of intelligent legislation, on the subject of banks, than this same state of Ohio."

Indianapolis and Cincinnati Railroad, via Lawrenceburgh.



Through to Chicago in 15 Hours!

Shortest line to Indianapolis, Terre Haute, Lafayette, and Chicago.

Through from Cincinnati to Indianapolis in six hours. and to Chicago in 15 hours!

TWO TRAINS DAILY, Boat or Cars, each way. (Sundays excepted,) Passengers who prefer taking Steamboat for the first twenty miles, will go by the Steamer **Forest Queen**, foot of Main street, at 12 M.

Those who prefer the Cars for the whole distance, will go by the regular passenger trains of the

OHIO & MISSISSIPPI RAILROAD,

Which leave Cincinnati at 6.30 A. M. and 3.45 P. M.—The train which leaves Cincinnati at 6.30 A. M. connects at Lawrenceburgh with the Indianapolis and Cincinnati Railroad train for Indianapolis, Lafayette, Terre Haute, Michigan City and Chicago.

Baggage checked through and a Baggage Master accompanies the same.

Fare from Cincinnati to Indianapolis $3 00
Do do Lafayette 5 00
Do do Chicago 9 00

At Shelbyville passengers may take the Jeffersou, Rushville, Kingstowu or Columbus Cars.

GEO. HAVEN, Sup't.

Through tickets may be procured on board the boat, or at the Office of the Ohio and Mississippi Railroad, Fourth street, near Vine, or of

C. S. RUSSELL, Ag't.
Ind. and Cin. R R. Office, corner of Main and Water streets, Cincinnati.

☞ Omnibusses will call for passengers, by leaviug their names at either of the above offices.

Cincinnati, June 1.

JAMES W. HOOKER,

Commission Merchant.

AGRICULTURAL WAREHOUSE,

—AND—

MACHINERY DEPOT,

35 Lloyd Street,

BUFFALO, N. Y.

Commission Dealer in Portable and Stationary Engines Iron Planers, Lathes, Universal Checks, Belting, Oils, Rubber Packing and Hose, Scales, Safes, Mill Stones and Machinery generally. Post Paid Letters will receive prompt attention,

je. 1-tf.

BAILEY'S PATENT DUMPING CAR.

Fig. 1.

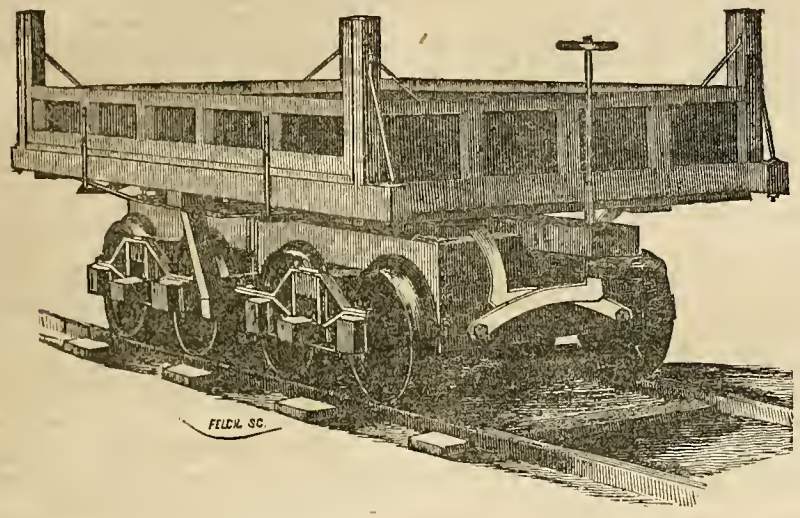
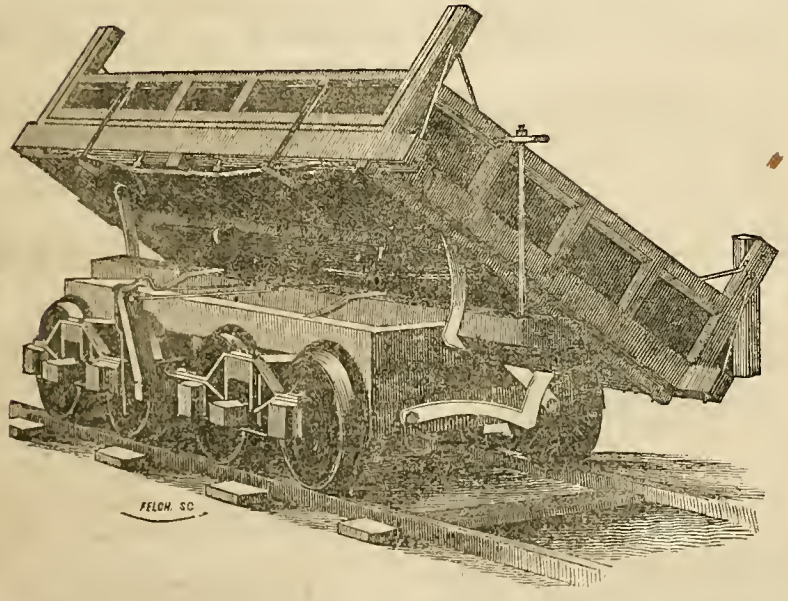


Fig 2.



The above engravings are views of a most important improvement in Railroad Dumping Cars. A patent was granted to C. P. Bailey for the improvement, January 24th, 1851.

Fig. 1 Is a view of the car ready to receive the load.

Fig. 2 when dumped, or the load discharged.

This Improvement has been in use on the Central Ohio Railroad for several months; also, on the Cincinnati, Hamilton & Dayton; Cleveland, Zanesville & Cincinnati; Cleveland & Columbus; and other Railroads in this state. Also upon the Illinois Central, in Illinois.

The improvement consists mainly, in the adoption of the Wrought Iron Transverse Bars, instead of the Cast Iron Rockers, generally in use. There are, however, other details of importance.

The box or body of the car rests on the ends of the Transverse Bars, whose other and lower ends are attached to the frame of the truck; two of the (wrought iron) bars are used at each end of the cars, to support and operate as guides in dumping the car. This improvement can be applied equally as well to the four-wheeled as to the eight-wheeled car.

One man will dump this car with ease when loaded, in less time than ten men can dump the rocker car, (the long or eight wheeled car is alluded to.) Contractors who have been using it, state that in graveling roads, **it is a saving of two cents per yard,** over the rocker car—that it is a much safer and easier car to manage, preferring it to any other car now in use for similar purposes.

Its liability to get out of repair is not one-tenth that of the Rocker Car. It is also well calculated for carrying and unloading Coal, Lime, Plaster, and all such materials as are carried in Dumping Cars—giving greater inclination in dumping, and discharging the load with greater facility than any other car.

The attention of Railroad Companies wanting Gravel Cars, as well as Coal Cars, is respectfully solicited to this Improvement. The cost of this car does not exceed that of the Rocker Car,

To Railroad Companies and Car Builders who wish to purchase Rights, or wish information on the subject, letters addressed to me at Columbus, Ohio, will receive immediate attention.

GEO. L. CHASE.

Columbus, Ohio, June, 1854. Sole Agent for the United States.

TESTIMONIALS.

Engineer's Office, C. O. R. R.
Zanesville, Ohio, Nov. 21st, 1853.

Charles P. Bailey, Esq.,

Dear Sir:—At your request, some two months since, I caused to be placed on this road two of your newly invented Gravel or Dumping Cars. From what I have seen of their work I am clearly of the opinion that they will soon supercede all others of the kind now in use.

We have had the long car filled to its utmost capacity with the various kinds of excavation, and placed it in every position, and one man would dump it with ease in ten seconds, whereas, with the ordinary Rocker Car, it takes ten men one minute to perform the same labor.

The Car is simple in construction—not liable to get out of repair, as there is but little cast-iron about it. It tips to a greater angle than the ordinary car, therefore leaving its load in a better shape. I have no hesitation in saying that when more cars of the kind are wanted on this road they will be built after your model.

Wishing you every success in your undertaking, I remain, with great respect,

Yours, &c.,
GEO. T. CLARKE,
Chief Engineer.

I have purchased for the use of this company, two Gravel Cars, built after the plan of Mr. Bailey, and fully agree in the opinion above expressed.

HENRY O. AMES,
Sup't Cin., Ham. & Dayton Railroad.

I fully agree in the statement made by the gentlemen in this letter, and may also state that they are the best Gravel Cars ever built, in my opinion.

DANIEL McLAREN.
Mast. Machinist Cin., Ham. & Dayton Railroad.

Zanesville, Dec. 21, 1853.

Charles P. Bailey, Esq.,

Dear Sir:—From an experience in using your Improved Dumping Car, we have no hesitation in saying that two cents per yard is saved, (in labor and time) by using your car instead of the present Rocker Car.

That the repairs incidental to your car are not one-tenth of what they are on the Rocker Car.

That it is much the most profitable car for contractors, as well as the safest one for laborers to use, being easier to handle.

We consider it superior, in every respect, to all other cars of the kind now in use.

Yours, truly,
E. NEWCOMB,
C. BARRET.
Cont'rs for grav. East. Div. C. O. Railroad.

I have seen the car above referred to at work, upon the Eastern Division Central Ohio Railroad, and fully concur with the opinion of Messrs. Newcomb & Barret

E. B. DUVAL,
Mast. Machinist, Central Ohio Railroad.
Zanesville, December 21, 1853.

Zanesville, Dec. 22, 1853.

Mr. C. P. Bailey,

Dear Sir:—As you desire my opinion of your Improved Dump or Gravel Car, that has been in use for the last three months on the Central Ohio Railroad, I do not hesitate to recommend it as being the best plan for a Gravel or Dump Car I have ever seen. The bills for repairing Dump Cars, such as are now in general use, it is well known, constitute a serious item of expense. On this account alone, your plan deserves a preference over all others, as there is but little liability about your car to any such accidents as are constantly occurring to the others. It dumps to a greater angle, and one or two men can dump it in less time, and with greater ease than the ordinary Rocker is dumped by ten or twelve men.

It will give me pleasure to recommend it as superior to any improvement of the kind in use.

ROBERT MACLEOD.
Chief Engineer, P. M. & C. R. R.

At a meeting of the Ohio Association of Railroad Superintendents, held at Cincinnati, March 8, 1854, the Committee appointed to examine Bailey's Patent Dumping Car,

REPORT,

That they have examined the Car, and consider the Improvement a valuable one; and would recommend to any members of the Association who may need Gravel Cars, to examine and test this Car, before purchasing elsewhere.

W. H. CLEMENT,
For the Committee.

Clev Col. & Cin. and Clev. & Erie R. R.
Supt.'s Office, Cleveland, O., Apr. 24, 1854.

Mr. Charles P. Bailey,

Dear Sir:—Two of your Patent Dumping Gravel Cars have been used on the Cleveland, Columbus & Cincinnati Railroad for several weeks, and I am so well satisfied that they are better than any others, that I have just ordered thirty more of the same sort,

Respectfully,
L. TILTON,
Sup't.

To Railroad Contractors, Quarry Men, &c.

THE attention of those interested is called to ASH'S IMPROVED HORSE POWER ROCK DRILL, for Railroad Excavation, Stone Quarrying, Well Boring &c.

This Drill is worked by HORSE POWER, requiring but one horse and one man, to keep it constantly at work, with great ease and velocity, performing 60 strokes per minute. It is cheap of construction and repair. The AUGER weights from 300 to 500 pounds, will drill a perpendicular or inclined hole FOUR INCHES IN DIAMETER, at the rate of from 8 to 16 feet per day in ordinary lime stone. It has drilled 2 feet in one hour.

For rights to use for Counties or States, apply to the Patent co.

WILLIAM F. ASH,
May 20, 3* Springfield, Ohio.

Marietta & Cincinnati Railroad.

OPEN between CHILLICOTHE and GREENFIELD, Connected by Stage at Hillsborough, with Hillsborough and Cincinnati, and Little Miami Railroad Trains, forming a through daily line each way.

On and after Monday, the 8th of May, passenger trains will run as follows, viz:

Leave Chillicothe at 9 00 A. M.
Returning do Greenfield at 5 30 P. M.

Passengers from Cincinnati leave by Little Miami Railroad, at 7 40 A. M., dine at Hillsborough and reach Chillicothe the same Evening.

Fare from Cincinnati to Chillicothe, $3 45.

J. W. STOWELL,
Chillicothe, May 6th. '54— Sup't.

Lightner's Patent Axle Boxes for Railroad Cars.

THE attention of Railroad Managers and others is called to this valuable improvement in

AXLE BOXES.

The first cost and "fitting up" of these boxes is 20 to 25 per cent below that of most boxes in use. They will save about 75 per cent in consumption of oil. The construction is simple; they are not liable to become loose, nor "heated" by severe service. The Resevoir is held close to the shaft, and the oil journals, are secure from dust yet easy of access; the brasses may be removed from the journals, while under the car, in a few minutes. Cars furnished with these boxes run from 4 to 5 weeks without replenishing the oil, and are not detained from the road for repairs ONE TENTH part of the time which is necessary when other boxes are used.

The business of a railroad can be done with a much less number of cars, with these boxes than if any other kind are used.

The first railroad men in the country have certified that Lightner's improvements in AXLE BOXES are among the first of the times.

Models and Testimony of the above Boxes, may be examined, and arrangements may be made for the right to use the same, with the subscriber.

WILLIAM SHERBURNE,
PRINCIPAL AGENT,
May 18. Office, No. 167 Broadway, New York.

Cincinnati, Logansport & Chicago Railroad.

TO CHICAGO IN 15 HOURS.
ALL THE WAY BY RAILROAD.

TWO daily trains, at 6 A. M. and 3 30 P. M. Cincinnati, Hamilton and Dayton Railroad.

BAGGAGE CHECKED THROUGH.

FARE:

From Cincinnati to Indianapolis.....$3 00
do do Lafayette..... 5 00
do do Chicago..... 9 00

For information and through tickets, please apply at the General Railroad Ticket Office, No. 169 Walnut st., next door below the Gibson House, or at the Sixth street Depot.

JOHN W. SHIPLEY, Agent.

The Hamilton and Dayton Railroad Omnibus Line will call for passengers in any part of the city by leaving directions at the Ticket Office.

W. H. SMITH, Conductor.

Trains run by Columbus time, seven minutes faster than Cincinnati.

NOTICE.—The Subscriber having become proprietor of MYERS' PATENT CYLINDER CAR, for a considerable portion of Western territory, including the State of Ohio, offers the same to Rail Road Companies on favorable terms. The public will be furnished within a short time with complete explanations of its operation, together with the results of actual experiments testing its applicability to all the uses for which it is recommended.

W. CLOUGH,
South-western Car Works.
Madison, Indiana. May 11.

BANK NOTE ENGRAVING.

DANFORTH, WRIGHT & Co.,
No. 25 West Third Street, Cincinnati.
Bank Notes, Drafts, Bills of Exchange,
RAILROAD BONDS, & CERTIFICATES
†mr3] Engraved in a style unsurpassed.

Rawdon, Wright, Hatch & Edson,

Bank Note Engravers and Printers.

Also, engraved in a style corresponding in excellence with that of Bank Notes—

RAIL ROAD, STATE, AND COUNTY BONDS,
BILLS OF EXCHANGE, CHECKS,
Drafts, Certificates of Stock and Deposit, Promissory Notes, Bill and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, &c., &c.

Constantly on hand, Bank Note Paper, made to order of a superior quality.

The above office is under the supervision of
GEORGE T. JONES,
South-East corner of Main and Fourth Sts., Cin.
†mr3

HEWSON & HOLMES

Auctioneers & Commission Merchants.

Stores Nos. 83 and 85 Walnut Street,
CINCINNATI, OHIO.

Bank, Insurance, & Railroad Stock Sales,
At the Merchant's Exchange every Wednesday and Saturday.

Have regular sales of
GROCERIES EVERY TUESDAY & FRIDAY
at their Sales Rooms.

Hewson & Holmes have always on hand a

Large Stock of Groceries,
Which they will sell at private sale.

Are agents for the sale of the SUPERIOR SHEETINGS manufactured at the Anchor Mills, Pittsburgh.

Also, agents of
DURYEE & FORSYTH, Rochester, N. Y.
Manufacturers of Fire Proof Safes, Scales of all sizes, Trucks, and Letter Presses.

HEWSON & HOLMES will also attend to the purchase and sale of Merchandise, Produce, and Real Estate, and the forwarding of Goods.

Will make liberal CASH ADVANCES on consignments to their address. †mr24

Change of Time on Cincinnati, Hamilton, Eaton & Richmond Railroad.

ON and after TUESDAY, April 4th, 1854, the Morning Train for Richmond and Indianapolis, will leave Depot, foot of Sixth street, at 6 o'clock, A. M.

Passengers by this Train connect at Indianapolis with the 1 o'clock, P. M. Train on Lafayette and Indianapolis Railroad for Lafayette and Chicago; arriving at Chicago by 9 o'clock, P. M., of same day, being 9 hours less time than by any other railroad route leaving Cincinnati.

Also, connect at Indianapolis with 1.15 P. M. Train for Terre Haute.

Trains for St. Louis leave Chicago at 11 o'clock P. M., after the arrival of 1 P. M. Train from Indianapolis in the morning, making this the quickest route by far between Cincinnati and St. Louis.

Evening Train will leave as usual, at 3.30 P. M. connecting at Richmond with 7 P. M. Train for Indianapolis; arriving at Indianapolis at 10.30 P. M.

Chicago and Lafayette passengers, by this Train, sleep at Indianapolis, and resume at 6, A. M. next morning,

FARE—Cincinnati to Richmond.....$1 75
Cincinnati to Indianapolis..... 3 00
Cincinnati to Chicago..... 9 00

ap. 6 D. M. MORROW, Sup't.

STEREOTYPE FOUNDRY,

AND AGENCY OF
L. JOHNSON & Co.'s TYPE FOUNDRY.

C. F. O'DRISCOLL, (Successor to A. C. JAMES,) is prepared to execute in the best manner all kinds of

STEREOTYPING,

including Books, Pamphlets, Music, and Jobs of every description. He will keep on hand an assortment of

Card and Job Type, Cuts, Rules, &c. &c.

from the foundry of L. JOHNSON & CO., of Philadelphia, and will furnish to order PRINTING MATERIALS OF EVERY KIND,

AT THE FOUNDRY PRICES.

C. F. O'DRISCOLL,
No. 167 Walnut Street,
Cincinnati, O.

OFFICE OF THE AGENCY OF THE
Indianapolis and Cincinnati Junction Railroad Company.

No. 23 West 6th St., between Main and Walnut
CINCINNATI.

THE following Directors of the above Company re-elected on the 20th inst., at Connersville, Ia., to serve for one year, viz:

JOHN WOODS, President.
John D. Jones, Cincinnati,
Johnathan M. Ridenour, College Corner.
Samuel W. Parker, Connersville.
George Hibben, Rushville,
James Blake, Indianapolis.
Wm. M. Smith, Connersville.

This road connects with the Cincinnati, Hamilton and Dayton Railroad at Hamilton, thence to Oxford, College Corner, Liberty, Brownsville, Connersville, Rushville, Burlington, Morristown, Palestine and Indianapolis, passing through five of the best counties in the State of Indiana, viz:—Union, Fayette, Rush, Hancock and Marion.

M. JONES, Ag't.
Junction Railroad Co.
January 7th, 1854. jan. 12-tf

BANKERS AND BROKERS.

GEORGE MILNE. GEO. M. REED.

GEORGE MILNE & CO.

BANKERS, EXCHANGE AND BILL BROKERS
No. 19 West Third Street,
CINCINNATI, O.

T. S. GOODMAN & Co.,
No. 101 Main St. west side, bet. 3d and 4th Sts.
CINCINNATI.
Dealers in Exchange, Bank Notes, Merchants' Pape &c. &c.

ELLIS & STURGES,
BANKERS & EXCHANGE BROKERS.
N. E. Corner Third and Walnut Sts.
CINCINNATI.

ADRIAN H. MULLER & CO.,

AUCTIONEERS
Of the City of New York.

Hold their regular Auction Sales of Stocks, Bonds and other Securities every Wednesday at 12½ o'clock, at the Merchants' Exchange. They would respectfully tender their services in the negotiation of the same, either at private or public sale.

Office, No. 2, Pine Street, corner of Broadway, Metropolitan Bank Building.

REFERENCES BY PERMISSION:
Moses Taylor, Esq.; W. W. DeForest, Esq.; Geo. S. Robins, Esq.; Dow D. Williamson, Esq., Pres. Farmers' Loan and Trust Co.; Wm. F. Hayemeyer, Esq., Pres. Bank North America; Edward Whitehouse, Esq.; Messrs. Camman & Co.; Messrs. Carpenter & Vermilye; Messrs. Fisher, Denny & Co.; Messrs. Wm. & Jno. C. Brien; Messrs. Week, & Co. mh96*

ALBERT H. NICOLAY,

AUCTIONEER.

Holds his regular auction sales of Stocks, Bonds and other securities, every Monday and Thursday, at 12½ o'clock, at the Merchants' Exchange. First class Stocks and Bonds, at private sale.

Office No. 4 Broad street, New York.

MATHEMATICAL INSTRUMENTS.



T. F. RANDOLPH & BRO,
N. W. Corner Fifth and Walnut sts.,
No. 1, 2n STORY APOLLO BUILDING,
CINCINNATI, O.,
MANUFACTURERS OF
Surveyors' and Engineers' Instruments, Theodolites, Transits, Levels, &c.
REPAIRING AND ADJUSTING INSTRUMENTS DONE TO ORDER
Orders promptly attended to.

ENGINEERING!!

The undersigned is prepared to furnish
SPECIFICATIONS, ESTIMATES, AND PLANS,
In general or detail of all kinds of
Steam Vessels, Engines, Boilers, Mill Work, &c.
Particular attention given to the superintending of
LOCOMOTIVES, TENDERS, CARS,
And Railway Machinery of every Description,
While under construction.

AGENT FOR THE PURCHASE of, on commission, all articles required for Railroads, Steam Vessels, Locomotives, Engines, Boilers, Machinery, &c.

General Agent for
ASHCROFT'S STEAM GAUGE, ALLEN AND NOYES' METALIC SELF ADJUSTING CONICAL PACKING, DUDGEON'S HYDRAULIC JACK.

Also, for Water Gauges, Indicators, Steam Whistles, &c., &c.
CHAS. W. COPELAND,
Consulting Engineer,
v5-tf 64 Broadway, N. Y

TOPPAN, CARPENTER, CASILEAR & Co.,
Bank Note Engravers & Printers.

Also, of Drafts, Notes, Certificates of Stock and Deposit; Bonds for U. S. Government, State Governments, Railroad and other Corporations, &c., New York, Philadelphia, Boston and Cincinnati.

All the best securities against counterfeiting and alterations are combined in the Notes and other instruments executed by this establishment for every State in the Union, and for the General Government; for Canada and other countries. Their means of supplying the demands of business with *new Designs* and Ornamental Die-work are unsurpassed.

Bank Note Paper of a superior quality, manufactured with particular regards to strength and durability, constantly on hand.

Cincinnati Office, corner of Third and Walnut Streets. [†mr3] CHAS. A. JEWETT, Ag't.

ENGINEERS' MATERIALS.

EGGERS & CO.,
WHOLESALE DEALERS IN
PAPER & STATIONERY,
Since first January,
No. 127 Walnut St., bet. Third and Fourth.
CINCINNATI,

Keep the most complete stock in the West of every thing used by Engineers. On application, a catalogue with prices will be forwarded. jy21†

Lithography and Engraving.

RAILROAD BONDS,
CERTIFICATES AND MAPS,
BUSINESS AND SHOW CARDS.
Views of Buildings, Diplomas, and Portraits,
And all kinds of
Lithographic Engraving,
DESIGNING AND PRINTING,
Executed in the finest style.
MIDDLETON & WALLACE,
No. 115 Walnut Street, Odd Fellow's Building,
†mr3 Cincinnati, Ohio.

To Draughtsmen.

A FINE ASSORTMENT OF
DRAWING INSTRUMENTS
JUST RECEIVED, OF THE VERY BEST
SWISS, FRENCH, AND ENGLISH MAKE,

Either in cases of every size, or in the single piece, Draughtsmen in want of a fine instrument, will find among the stock, Accurate Scales of various materials, Ivory, Glass, Box, Paper, and Horn; Beam Compasses of different capacities, Bow Do., Pocket Do., Curves, Squares, Dividers, in German Silver and Brass, &c., &c.

For sale by E. MENDENHALL,
At his MAP ESTABLISHMENT,
nov17 3 College Hall, Walnut St

Railroad Car Findings.

BRIDGES & BROTHER,
64 Courtlandt Street, New York.
Wheels & Axles, Jaws, Boxes, and Castings Fitted
Wrought Nuts, Bolts, & Washers,
Engine and Car Screw Bolts, all sizes; Coach Lag and Telegraph Screws,
LOCOMOTIVE ENGINE LANTERNS,
From the best Manufacturers, and at their prices. Car Hand, and Signal Lanterns.
Cotton Duck for Car Covering,
Of any required width to 124 inches.
ENAMELLED HEAD LININGS,
Plush and Curled Hair.

Hand Cars and Baggage Barrows. Passenger, Freight-Car, and Switch Locks, Door Knobs and Butts. Brass and Iron Wood Screws. Brass and Silver Plated Trimmings for Windows and Seats. Varnish, Coach Japan, and Glue; Paints, Varnish and Glue Brushes.

Silver Plated and White Metal Letters. Engine and Signal Bells, anti-friction or Babbitt Metal.

Portable Forges and Jack Screws.

Hemp Packing, American, Russia, and Italian. Conductors' Badges and Baggage Checks. Iron, Bronzed and Brass Hat Hooks. Ventilators and White Metal Rings. And all other Articles pertaining to Cars.

ALBERT BRIDGES,
Late Davenport & Bridges, Car Manufacturers,
Cambridgeport, Mass.
ALFRED BRIDGES,
Late Davenport, Bridges & Co., Fitchburg, Mass.
†oc6

WASON'S
CAR MANUFACTORY,

Near the Pittsburgh R. R. Shops,
CLEVELAND, OHIO.
Passenger, Baggage, Freight, Dumpers, Hand Cars, &c.,

Of the best quality in all respects, style, workmanship, and material, made to order with promptness.

Orders respectfully solicited, with the assurance that no pains will be spared to give entire satisfaction in all cases.

CHARLES WASON,
Late of the firm of T. & E. Wason, Springfield,
†oc20 Massachusetts.

S. C. THOMSON & CO.,
MANUFACTURERS OF
PATENT PAD LOCKS,

For Railroad Switches, Merchandise Cars, Stores, Cemeteries, Iron Safes, &c.,
Cor. Railroad Avenue and Market st.,
jan.12† NEWARK, N. J.

Cincinnati Locomotive Works!



THE undersigned are prepared to furnish Locomotives equal in efficiency and durability to the best Eastern manufacture. Also, Shaping and Slotting Machines suitable for railroad shops. Also, all kinds of heavy forging and casting done at short notice. Also, bolts for bridges cut with dispatch.

ap. 20 MOORE & RICHARDSON.

To Railroad Companies.

A GOOD Second-Hand Lathe for sale, suitable for railroad repair shops, for turning driving wheels, etc.; will swing eight feet. Also, two new Locomotives of the following dimensions: Cylinder, 15 in bore, 20 in stroke; four drivers, 5½ ft. diameter; Boiler, 44 in diameter, with 137 1¾ in flues; Fire Box, 52 inches, in the clear; gauge, 4 feet 10 inches, built in the latest style and in the most substantial manner.

Apply to COOPERS & CLARKE,
Mt. Vernon, Ohio.
Or, THOS. G. ODIORNE,
May 25-1* Cincinnati.

TYLER DAVIDSON & CO.,

Agents for the
BOSTON BELTING COMPANY.

India Rubber Machine Belting in any quantity, from 2 to 20 inches.

India Rubber Steam Packing;

Mixed	do	do	1-32 to ¼ inch thick.
Plain	do	do	1-32 to 1 inch thick.
Pure	do	do	

Pipe and Manhole Rings, all sizes;
Square or Rope Packing, do.

HOSE.

India Rubber, Hydrant, Conducting, Fire Engine, and Locomotive, of all sizes, manufactured from the best of Vulcanized Rubber, and for sale only by the agents.

Car Springs, and all other kinds of Vulcanized India Rubber used for Mechanical and Manufacturing purposes.

The undersigned, having been appointed Agents of the Boston Belting Company, beg leave to advise Dealers and Consumers that they are now prepared to supply the above goods in any quantities, on the most favorable terms. On hand and for sale,

50,000 Feet Vulcanized India Rubber Machine Beltings, from 2 inch to 20 inches, 3 and 4 ply.

TO STEAMBOATS AND RAILROADS.

India Rubber Hose, for Pavements, Streets, Gardens, Locomotives, Engines, etc.

40,000 feet Hose, 3, 4, 5, 6, and 7 plys, suitable for pavements, streets, gardens, locomotives, fire engines, etc., 1 to 3 inch, warranted extra quality. Also,

THE vulcanized India Rubber Break Springs now in use by all the Eastern Railroads, and posessing decided advantage over the Steel Springs now in use, for the following reasons:

1st, They are much easier put on.

2d, They are a great deal cheaper.

3d, They are much more durable than steel, and no time lost in making them, the weather having no effect on them.

ALSO—Large 6 inch hose for water stations.—This is a new and important invention. The coldest weather will have no effect on them whatever They are warranted to remain as pliable, in the COLDEST of weather, as they are in 150 Fahrenheit heat.

Armitage Anvils, -10 casks, assorted weights now in store.

Allen's Revolvers and Self-Cocking Pistols.—Now in store, a large assortment of the above, 3, 4, and 5 inch Revolvers; 3, 4, 5, and 6 inch Pocket Pistols. Also, Dueling Pistols.

Leland's Superior C. S. Car and Auger Bitts.—All sizes.

Brass Kettles, and Sheet Brass, &c.—Brass Kettles, assorted from 6 to 30; Sheet Brass assorted from No. 0 to 30; Brass Wire, do do do

Star Breast Chains.—Four casks of those superior double-linked Chains, just received.

Walker's Trace Chains.—70 casks of those superior goods, warranted full length and sizes, 8 to 20 links, straight and twisted, now in store.

American Anvils.—Eagle brand, faced with with cast steel, and warranted by the manufacturers equal to Armitage's Mousehole.

Plated Spoons.—Plain, tipped, and threaded heavy plate, on best quality of German Silver.

Premium Gimlet Screws.—10,000 gross just received.

Mill Saws. Hoe & Co.'s C. S. Wm. Rowland's, and W. H. Rowland's 6, 6½, 7, 7½, and 8 ft

Cross Cut Saws.—Hoe & Co.'s C. S., Johnockerell's C. S. and G. S., Wm. Rowland's and W. & H. Rowland's 5, 5½, 6, 6½, 7, 7½, and 8 feet Also, 4 and 4½ feet Tennon Saws.

Axes—1000 doz. Axes, assorted Yankee and Kentucky patterns, first, second, and third quality

Nails.—4000 kegs Shoenberger's and Wheeling Nails, now in store.

For sale by TYLER DAVIDSON & CO.,
mr 3 140 and 142 Main street

RAILROAD COMPANIES, ENGINEERS AND OTHERS,

Are respectfully requested to note the following as FACTS, and to remember that the facilities of the establishment for manufacturing are UNSURPASSED.

PAGED

BLANK BOOKS,

OF THE

First Qualities made to Order;

AND

STATIONERY

OF ALL KINDS SOLD LOW BY

MOORE, ANDERSON, WILSTACH & KEYS,

Corner of Main and Fourth Streets,

CINCINNATI jan12-†

Sales of Stocks and Bonds at Auction,

THE UNDERSIGNED have adopted the mode for the conducting of Sales of

STOCKS AND BONDS AT AUCTION,

Similar to that now in use in the CITY OF CINCINNATI. They are convinced that, by pursuing a method which will satisfy the Public, that all Stocks and Bonds struck off by them at auction as sales, are bona fide such, a business honorable in its character and satisfactory to both buyer and seller, can be conducted, and which will not only meet with the approbation, but also with the support of the public. The undersigned pledge themselves strictly to adhere to the following plan in conducting their sales at auction of Stocks and Bonds:

The vendor will give his confidential instructions to the Auctioneers as to the lowest price at which he will allow his Stocks or Bonds to be sold. They will be offered by Catalogue, as heretofore, but instead of the seller being allowed to make, as they now do, small advance bids on bona fide bidders, the Auctioneers will reserve to themselves the right of making one bid for the protection of and on behalf of the seller, pledging themselves that but ONE BID shall be made; and in all cases where the Stocks or Bonds shall be struck down on their reserved bid, the fact will be publicly announced that no sale was made.

Reporters for the Press will by this method not only be enabled to report real sales, but also the prices offered for such as are not sold.

ADRIAN H. MULLER & CO., Auct'rs.

OFFICE—No. 2 Pine street, cor. of Broadway,
NEW YORK, } Metropolitan Bank Buildings.
March 1st, 1854.}

☞ Stocks, Bonds and Securities received for private Sale, and to the negotiation of which particular attention will be paid. mar9-3*

THE SHORTEST ROUTE TO CHICAGO.

Ohio & Missippi Railroad

THREE regular passenger Trains daily, (except Sundays.) On Monday, April 17th, and until further notice,

Leave Cincinnati at 6.15 A. M., 2.15 P. M., and 4.40 P. M. Connecting at Lawrenceburgh, at 7.30 A. M., and 3.30 P. M. with Train for Indianapolis, Terre Haute, Lafayette and Chicago.

AND RETURNING,

Leave Aurora at 6.40 A. M., 4.20 P. M., and 8.20 P. M. connecting at Lawrenceburgh, at 4.30 P. M. and at 8.30 P. M. with the Trains that leave Indianapolis at 12 A. M. and 4 P. M., uniting at that point with all the Trains from the North and West.

☞ Tickets may be procured at the office on Fourth street, near Vine.

☞ Omnibusses will run to and from the cars in the customary manner. S. S. POST,

Chief Engineer and Superintendent.

Cincinnati, April 14, 1854.

ENGINEERS' & SURVEYORS' INSTRUMENTS!

JAMES FOSTER, Jr.,

MATHEMATICAL AND PHILOSOPHICAL

INSTRUMENT MAKER!

HAVING removed from his old stand to south-west corner of Fifth and Race street, and increased his facilities for making instruments, is now ready to supply Levels, Transits, Theodolites, the Dumpy or Gravatt Level, Circular Protractors of Troughton & Simms model, Surveyors Compasses, Pocket Compasses with and without sights, in great variety. All kinds of Land Chains; Ivory and Box wood Scales of all kinds and graduation; Drawing instruments of all kinds, brass and German silver. Measuring tapes of all kinds, Magnets, Magnifycrs, Barometers, Spy Glasses, &c., &c. Repairing promptly attended to. ap.6-6t.

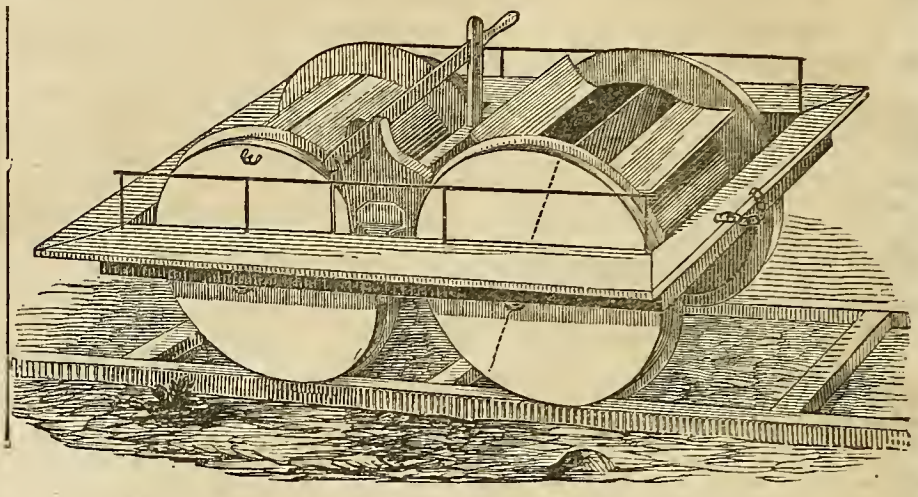
TO ENGINEERS.

THE Nashville and North-Western Railroad Company wishes to employ an Engineer-in-Chief. Early applications are solicited. Applicants are requested to furnish references and testimonials of their qualifications. JNO. A. GARDNER, Pres't.

Nashville, Tenn., Apr. 13, '54. N. & N. W. RR. Co.

MYERS' PATENT CAR,

FOR COAL, GRAIN, &c., &c.



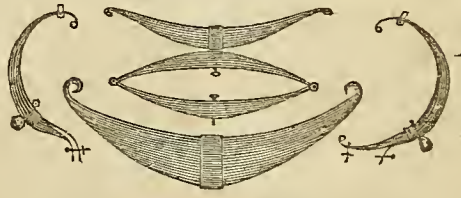
FOR PARTICULARS OF COST, RIGHT OF USE, &c., ADDRESS,

C. TIERS MYERS,

No. 33 WALNUT STREET,

dec15-3* PHILADELPHIA.

McDANEL & HORNER,

LOCO-MOTIVE  AND CAR SPRING

MANUFACTURERS, WILMINGTON, DEL.

Locomotive and Car Springs of all descriptions manufactured on the most reasonable terms, made of the best STEEL, which we have manufactured to order from the BEST SWEDE IRON. Orders from any part of the United States will be thankfully received and promptly attended to.

McDANEL & HORNER.

All Springs ordered from a distance will be delivered on shipboard at *Philadelphia* free of charge

References.

NORRIS BROTHERS, Locomotive Builders, Philad.
A. C. GRAY, Pres't New Castle Manuf. Co.
U. WELLS, R. R. Car Manuf. Petersburg, Va.
I. R. TRIMBLE, Supt. Philad. R. R. Co.
M. B. MILLEN, Gen. Supt. C. R. R. Savannah, Ga.
EMERSON FOOTE, Supt. M. & W. R. R. Macon, Ga
THOMAS DOUGHERTY, Master Mach. do.
THOS. SHARP, Supt. R. F. & P. R. R. Richmond, Va

†May 19.

R. M. SHOEMAKER, J. P. SHOEMAKER, A. T. LEVIS, H. Y. SLAYMAKER.

COPARTNERSHIP.

SHOEMAKER, LEVIS & CO.,

SUCCESSORS TO

MORRELL, SHOEMAKER & CO.

MANUFACTURERS OF

Boiler Iron, Railway Chairs & Spikes.

WORKS—Covington, Ky.

STORE, No. 64 EAST COLUMBIA St.

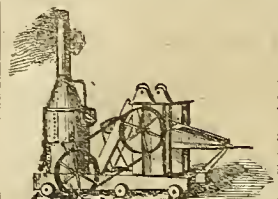
CINCINNATI, O.

January 5, 1854 jan.12-6*

GLENDO LO OMOTIVE TIRES.

TIRES of every diameter, for sale
†mr17] GEO. GARDNER & CO., Boston, Mass.

"GARDNER'S ROCK DRILL."



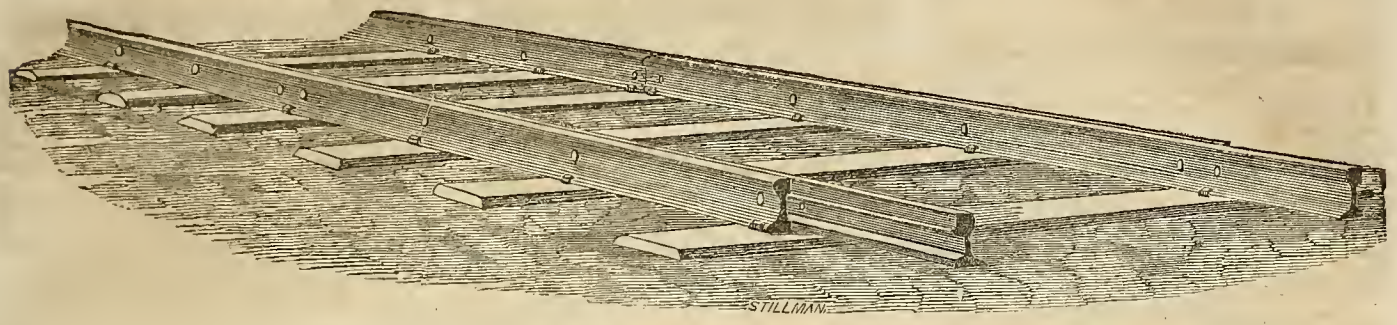
DESIGNED for Mining, Tunneling, Quarry Use, and Rock Excavations of all descriptions, by the use of which a saving of 50 to 75 per cent. is made. This drill can be operated by hand, horse, or steam power. A Machine is now in operation at the Crystal Palace.

Applications for Territorial Rights and Machines must be made to the Patentee.

G. ARTHUR GARDNER,

nov17† Trinity Building, New York

WINSLOW'S PATENT COMPOUND RAIL.



THIS RAIL ,which is represented by the above, has now been in use on several Roads for upwards of three years; during which time it has become established among Railroad Managers as realizing the advantages of a THEORETICALLY PERFECT RAIL.

Its advantages over the common form of "T" Rail are,—a saving in the wear and tear of Machinery—it saves to a great extent in the repairs of track—it secures a high rate of speed with the same power, and what is certainly of equal importance, complete protection against some of the accidents to which roads are liable. Being practically a continuous Rail for the entire length of the Road, without break at the ends of bars the jarring motion communicated thereby in passing over the common "T" Rail is avoided, as is also its effect upon cars and machinery. The comfort of travelers must of course be greatly increased.

This Rail is now manufactured at HANGING ROCK IRON WORKS, upon the Ohio River, and at MT. SAVAGE IRON WORKS, Maryland. Specimen of the Rail and patterns of same will be gladly shown, as well as all information in relation thereto, given by application to

A. S. WINSLOW, Nos. 9 & 11 West Second St., bet. Main and Walnut Sts. CINCINNATI

J. F. WINSLOW, Troy, New York.
ERASTUS CORNING & CO., Albany, N. Y

ap7tf

LIGHTNER'S
PATENT AXLE BOXES
FOR RAILWAY CARS.

THE attention of Railway Managers and others is respectfully called to this great improvement in

AXLE BOXES,

As possessing numerous advantages over all others now in use. Some of which are:

1st.—The first cost and "fitting up" is much less.

2d.—It saves seventy-five per cent. in oil.

3d.—The journals and oil are perfectly secure from dust.

4th.—It prevents all possibility of "*heating.*"

5th.—Cars furnished with them run much easier, and require less power to move them.

6th.—Its construction is simple—not liable to become loose by service, and allows a free inspection of the journals and boxes.

7th,—The composition bearings of an eight-wheel LOADED car, can be removed from the journals while under the car, and returned in twenty minutes, by ONE man.

8th.—The trucks and wheels are free from oil and dirt usually seen on Railway cars.

The following testimonials are submitted :—

OFFICE BOSTON AND PROVIDENCE R. R.
Boston, January 1st. 1853.

Mr. JOHN LIGHTNER:

Sir:—It affords me pleasure to say, that after three years trial of your boxes, I am fully and entirely satisfied of their superiority over any other pattern we have used. This superiority consists in economy of oil and freedom from "heating."—I have tried every pattern of box in use, of any note, and do not hesitate to say, that you have devised one which in every respect combines greater advantages than any other within my knowledge; these advantages are so manifest, that I am fitting up all our cars with your boxes, as fast as practicable. Very respectfully yours,

W. RAYMOND LEE, Supt.

The Subscriber begs leave to suggest to all Railroad Corporations (new or old) the importance of an EARLY application of this valuable improvement, to their NEW CARS, WHILE IN PROCESS OF CONSTRUCTION· as thereby much detention of cars, and great expense will be avoided.

Models and testimony of the above Boxes, may be examined, and arrangements may be made for the right to use the same with the subscriber.

WM. SHERBURNE,
PRINCIPAL AGENT,
ap1 Office, No 167 Broadway, New York.

GUNPOWDER,
MANUFACTURED BY
The Hazard Powder Company.
HAZARDVILLE, CONN.

H. G. HAZARD, President.
A. E. DOUGLASS, Secretary.

The undersigned are always prepared to furnish Mining and Blasting Powder to any extent, delivered at any point on the lines of railroads, or other places of public improvements in the West or South, at the very lowest rates. Also, SAFETY FUSE of the best Eastern manufacture.

We would respectfully urge all contractors and consumers to call upon or correspond with either of us before arranging for their supplies elsewhere.

To the trade generally we would offer all the brands of Sporting and Rifle Powder manfactured by be above concern.

M. D. W LOOMIS,
Southeast cornor Main and Second Sts.,
Cincinnati, O.
S. H. LOOMIS,
Nashville, Tenn.

August 16, 1853.—au18†

TO RAILROAD COMPANIES.

THE subscriber, manufacturer and agent for manufacturers of railroad materials, would solicit from railroad managers in the West their orders for

RAILROAD SPIKES, CAR AXLES, RUBBER SPRINGS, RUBBER HOSE, LOCOMOTIVE TIRES, SPRING STEEL, CAST STEEL, NUTS AND WASHERS, LOCOMOTIVE LANTERNS, ETC.

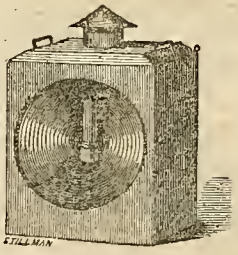
A. S. WINSLOW,
9 and 11 West Second St.,
Between Main and Walnut St., Cincinnati
†mr24

Locomotive Tires and Car Axles.

THE undersigned is prepared to supply Railroad Companies and Builders with Tires and Axles of superior quality and finish, made from faggoted charcoal Iron, formed and finished entirely under the hammer. For the character of the manufacture he refers to builders and companies who have used them in the West.

A. S. WINSLOW,
†mr24 9 and 11 West Second St., Cincinnati.

LOCOMOTIVE LANTERNS.



I AM manufacturing Locomotive Lanterns of the most approved form, with true parabolic Silver-plated reflectors, Copper Cases, and in every way equal to the best manufactured in the country. Orders from Railroad Companies in the West are solicited.

A. S. WINSLOW,
†mr24] 9 and 11 West Second St., Cincinnati

Norris' Locomotive Works,
PHILADELPHIA.

ENGAGED for many years in manufacturing Locomotives, offer to Railroad Companies to construct of any plan or size,

LOCOMOTIVES OF SUPERIOR QUALITY.

Our facilities for doing work have been largely increased this year, and orders can be executed with despatch.

Jy7 RICHARD NORRIS & SON.

ASHCROFT'S
METALIC STEAM GAUGE.
(BOURDEN'S PATENT.)

THE subscribers offer for sale this valuable Steam Gauge. It is adapted to Locomotive and other steam boilers, indicating with accuracy the continual variations of steam within the boiler, enabling the engineer to maintain a uniform and safe pressure. Any of the Eastern Railroads may be referred to for proof of its importance and value.

BRIDGES & BROTHER,
sep15tf 64 Courtlandt Street, New York.



CAR MANUFACTORY,

Dayton, Ohio.

E. THRESHER & Co., having enlarged their shops, are prepared to contract on favorable terms, for building every variety of Railroad Cars, in any quantity and at short notice, made of the best materials, and of the most approved workmanship.

They are prepared also to furnish jaws and boxes; the Washburn wheel, thirty and thirty-three inch, adapted to inside or outside bearing; cast iron frogs steel plated; and switches of the most approved patterns.

They also manufacture blacksmith tuyeres, Harris' patent; portable bolt forges; bolt heading and bolt cutting machines; upright drills, wheel presses; wood planers; tenoning and mortising machines; &c.

They respectfully invite the attention of railroad directors and superintendents to their establishment.

Dayton, January 24th, 1853. jan 25-†

South-Western Car Shops,

Madison, Indiana.

THE Subscriber is prepared to execute orders at short notice, for all kinds of Passenger, Freight and other descriptions of Railroad Cars.

Work delivered at any point accessible by railroad, or by the Ohio and Mississippi rivers.

Facilities for transportation, enable the subscriber to afford peculiar advantages to Companies requiring work delivered in the South and West.

W. CLOUGH.

REFER TO

JNO. BROUGH, Esq. WINSLOW, LANIER & CO.

jan. 19-1**

FULTON CAR WORKS,

CINCINNATI, OHIO.

THE Proprietors of this establishment would respectfully call the attention of Railroad Companies in the West and South to their establishment at Cincinnati. Their facilities for manufacturing are extensive, and the means of transportation to different points speedy and economical.—They are prepared to execute to order, on short notice, eight-wheeled Passenger Cars of the most superior description. Four or eight-wheeled Baggage, Cattle, Freight and Gravel Cars. Also, Crank and Lever Hand Cars, Trucks, Wheels, and Axles fitted.

NOTICE TO CONTRACTORS.

SEALED Proposals will be received at the office of the undersigned in Indianapolis until the 10th of June next, for the Grading, Masonry and Bridging of that portion of the Indiana and Illinois Central Railway extending from Indianapolis to Bainbridge, in Putnam county, being a distance of about 35 miles, of heavy work. The map and profile, together with the plans and specifications will be ready for inspection on and after the 1st of June at the office of the undersigned at Indianapolis. The undersigned reserve to themselves the right to reject all proposals that are not satisfactory.

M. C. STORY & CO.

Indianapolis, May 15, 1854. my. 18'tt.

NOTICE TO CONTRACTORS.

PROPOSALS for the entire Construction and Equipment, or the graduation, bridging and masonry separately, either in whole or in part, of the Mississippi and Tennessee Railroad, (extending from Memphis to Grenada Mississippi, about 97 miles,) will be received at the office of the company in Memphis, till the 20th of July next. Proposals for the entire construction and equipment, and otherwise as favorable, will have preference. Profiles and estimates of the first 60 miles may be seen on application at the Engineer's office in Memphis. Bidders must furnish satisfactry evidence of their ability to complete the work.

MINOR MERIWETHER,

May 20, 1854. Chief Engineer.

MUSKINGUM WORKS,

ZANESVILLE, OHIO.

DOUGLASS, SMITH & CO.

WOULD respectfully call the attention of Railroad Companies to their establishment at Zanesville. They are prepared to execute orders, on short notice, for

Passenger Cars of the most superior description,

Second Class Passenger, Mail Express, and Baggage Cars; Freight, Cattle, four or eight wheeled Gravel Cars. We manufacture a superior

CAR WHEEL,

Over 2500 of which are now running on the Central Ohio Railroad, and many of these have been in use on the road over two years, having in that time only three to crack, and two to be renewed in consequence of the wearing of the Chill. We have also commenced the manufacture of the celebrated

WASHBURN WHEEL,

And are prepared to furnish this wheel, with or without axles. Also, castings for Cars fitted to order at the shortest notice.

BOLLMAN'S PATENT IRON & WOOD BRIDGE.

We are also agents and builders of the above celebrated Bridge. Are now placing upon the piers an iron bridge on this plan over the Muskingum river at Zanesville. We are ready to contract with companies for the construction of this Bridge. All orders addressed

DOUGLASS, SMITH & CO.,

au4tf. Muskingum Works, Zanesville, O.

WHEELBARROWS!



ON hand, Wheelbarrows, of my own manufacture, suitable for Railroad, Turnpike, Canaling, &c., in lots, to suit purchasers. Orders filled for any reasonable amount

HENRY ROCKEY,

No. 21 East Front street

J. DAVENPORT....M. D. WELLMAN....C. M. RUSSELL

DAVENPORT, RUSSEL & CO.,

Railway Car Manufacturers,

MASSILON, OHIO.

THE subscriber, late of the firm of Davenport, Bridges & Co., Fitchburg, Mass., having associated himself with Messrs. Wellman and Russell, under the above name, would respectfully solicit calls for any kind of Passenger, Baggage, Post Office, Freight, Coal, Gravel, or Hand Cars.

Having had fifteen years experience in the business and having secured the best of workmen from the Car Factory in Cambridge, Mass, I feel confident, that perfect satisfaction can be given in all work entrusted to our care

We have now on hand the best of dry White-Oak with which we think we can build Cars as cheap and as well as any other establishment in the States. JOSEPH DAVENPORT.

Feb. 16†*

James' Railroad & Route Book

NEW EDITION:

Containing a list of all the Western and Southern Road with distances, fares, connections, etc., etc. Price, 15 cents. J. A. & U. P. JAMES,

Publishers, 167, Walnut st., Cincinnati, O.

Covington and Lexington Railroad Open to Falmouth.

ON and after Monday, the 7th of Nov., and until further notice, Cars will leave Covington daily (except Sundays) at 7 o'clock. A. M., for Falmouth,—stopping at DeCoursey, Culbertson, Grant's Bend, New Philadelphia, Canton Benton, Morning Side, Demossville, Butler and Irving.

Returning, will leave Falmouth at 1 P. M., stopping at all of the above stations.

☞ For freight and passage apply to C. CARPENTER, Freight Agent, Covington Depot.

R. M. SHOEMAKER Superintendent.

Office Cov. and Lex. R. R. Co., Nov. 5th.

dc22

COLUMBUS

Railroad Chair Manufactory.

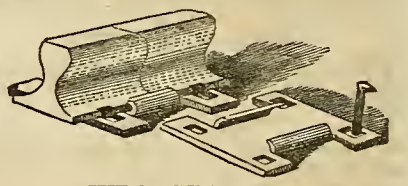
THE subscriber having enlarged his works, is prepared to fill orders for wrought iron on short notice. He would call the attention of Railroad Companies to his patent Thick Lip Chair. Chairs made to any pattern and of any size which may be required, and warranted of superior quality of iron and workmanship.

P. HAYDEN can be found at 219 Pearl street, New York, where also specimens of the chiars can be seen.

P. HAYDEN.

Columbus, August 11, 1853.—au18-6*

RAILROAD SPIKES,



WROUGHT IRON

Chairs and Fastenings.

THE subscriber continues to manufacture with increased facilities. **Hook and Flat Head Railroad Spikes, and Wrought Iron Chairs of any pattern,** either punched or plain. The best quality of Iron is used, and the articles are guaranteed to give satisfaction in every respect. We are prepared to fill orders for any quantity with despatch, and at the lowest market prices.

Also, Boat Spikes, Bolts, and Boiler Rivets, superior quality.

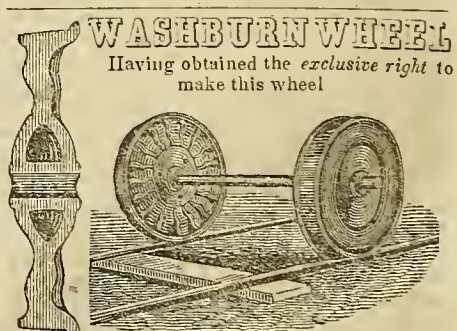
All communications addressed to us will meet withprompt attention.

SMITH & TYSON,

No. 25 South Charles Street, Baltimore

WASHBURN WHEEL

Having obtained the *exclusive right* to make this wheel



in Cincinnati, Covington, and Newport, they are now prepared to furnish Railroad Companies with that celebrated Wheel, with or without Axles.—Also, Journal Oil Boxes of any pattern, and Castings for Cars fitted to order at the shortest notice.

Address KECK & HUBBARD,

Fulton Car Works, Cincinnati, Ohio.

ap.14. Office 62 East Second street

Railroad Line.



Cincinnati, Dayton and Sandusky Route.

TO New York via Lake Steamers, by Sandusky, in 36 hours. To Boston in 41 hours. To Chicago in 21½ hours, via Cincinnati, Hamilton and Dayton Railway.

Five Daily Trains.

First Train—Indianapolis Express.....at 5.30o'clk, A.M.
Second Train—Lightning Express, ...8.20 " A. M.
Third Train—Accommodation,.....2 " P. M.
Fourth Train—Eaton and Richmond.....3.30 " P. M.
Fifth Train—Evening Express,.....5 " P. M.

New York, Boston, and Montreal.

First Train—Indianapolis Express—leaves Cincinnati at 5 A. M.; for Indianapolis and Chicago.

Second Train—Lightning Express—leaves Cincinnati at 8.20 o'clock, A. M., connecting at Sandusky with the new and magnificent low pressuro Steamers Mississippi, Captain Hazard, St. Lawrence, Captain Hollister; connecting at Buffalo with the 6 A. M. trains Buffalo and Albany, and New York City, and 9 A. M. Trains Niagara Falls Railroad, for New York, Boston, Niagara Falls, Ogdensburgh, Montreal, &c.

Toledo and Chicago.

Second Train—Lightning Express—leaves Cincinnati at 8.20 o'clock A. M., connecting at Clyde with Railroad to Toledo, connecting at Toledo with Evening Express Train Michigan Southern Railroad to Chicago, direct.

Detroit and Chicago.

Second Train—Lightning Express—leaves Cincinnati at 8.20 o'clock A. M., connecting at Sandusky with the low pressuro Steamer Bay City, Captain Atwood, connecting at Detroit with Morning Express Train Michigan Central Railroad to Chicago. From Cincinnati direct.

Indianapolis, Terre Haute and Lafayette.

First Train—At 5 A. M., leaves Cincinnati for Indianapolis, Terre Haute, Lafayette and Chicago same day.

Eaton, Richmond, and Centerville.

First Train—Indianapolis Express—at 5 A. M., connects at Hamilton to Eaton and Richmond.

Fourth Train—3 P. M. Through to Eaton and Richmond without change of cars. Connecting at Richmond with Western Railroad to Centerville.

Troy, Piqua, &c.

Second Train—Lightning Express—at 8.20 o'clock, A. M., and Third Train—Accommodation—at 2 P. M., connecting at Dayton with Railroad to Troy, connecting with Doyle's Omnibus and Canal Packets to Piqua, St. Mary's, and all points on Miami and Wabash Canals.

Fifth Train—Evening Express—at 5.00 o'clock P. M., connecting at Dayton with Railroad to Troy, connecting with Doyle's Omnibus Lines to Piqua.

Oxford and Connersville.

Second Train—Lightning Express at 8.20 o'clock A. M.. and Third Train—Accommodation Express—at 5 P. M. Passengers by these Train take Western Stage Company's Lines at Hamilton, for Oxford, Connersville, &c.

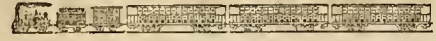
Fifth Train—Evening Express at 5.00 P. M. Passengers by this Train take the Western Stage Company's Lines at Hamilton to Oxford.

FARE.

From Cincinnati to New York via Lake steamers to Buffalo, and Railroad by either route $15 00
From Cincinnati to New York via Lake steamers to Buffalo, Railroad to Albany, and Hudson river steamer to New York 14 00
From Cincinnati to Boston via Lake steamers to Buffalo, and New York city and New York and Erie Railroad..... 19 00
From Cincinnati to Boston, via Lake steamers to Buffalo, Albany and Western Railroads 18 00
An additional charge of 50c. via Niagara Falls and above routes.
From Cincinnati to Montreal via Lake steamers.. 17 00
From Cincinnati to Boston via Lake steamers and Ogdensburg 17 00
From Cincinnati to New York via Lake steamers and Ogdensburg..... 15 75
From Cincinnati to Buffalo via Lake steamers..... 8 00
Do do Detroit..... 6 75
Do do Chicago via Detroit..... 11 50
Do do Toledo..... 5 75
Do do Chicago via Toledo..... 11 50
Do do Chicago via Indianapolis..... 9 00
Do do Sandusky 5 00
Do do Clyde ..... ——
Do do Terre Haute..... 5 50
Do do Lafayette..... 5 50
Do do Indianapolis..... 3 00
Do do Greenville 2 50
Do do Troy..... 2 50
Do do Dayton..... 1 50
Do do Richmond..... 1 60
Do do Eaton 1 25
Do do Hamilton..... 60
Do do Springfield 2 00

For all information and through Tickets, please apply at office, southeast corner of Broadway and Front sts., Cincinnati.
W. A. LATHAM, Ticket Agent.
P. W. STRADER, Gen'l Agent

Railroad Line.



CINCIN'I, COLUMBUS & CLEVELAND ROUTE.

To New York, via Railway, in ..... 30 hours.
To N. Y., by Lake Steamers via Cleveland.. 39 "
To Pittsburgh in..... 14 "
To Boston in ..... 34½ "
To Philadelphia in ..... 38 "
To Baltimore in..... 38 "
To Wheeling in..... 18 "

VIA LITTLE MIAMI RAILWAY.

FOUR DAILY TRAINS.

First Train—Lightning Express—at ...6 o'clock, A. M.
Second Train—Accommodation Ex....7.45 " "
Third Train—Hillsborough Train.....3.10 " P. M
Fourth Train—Even'g Accommoda...5 " "

The roads of this route are laid throughout with heavy T rail.

New York, Boston, and Montreal.

First Train—Lightning Express leaves Cincinnati at 6 o'clock A. M., connecting at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo; connecting at Dunkirk with New York and Erie Railroad, and at Buffalo with Buffalo and Albany Railroad to New York and Boston.

Second Train—Accommodation Express, at 7.45 o'clock, A. M., connects at Cloveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad, at Buffalo with Buffalo and Albany and New York City Railroads, and at Buffalo with Niagara Falls Railroad, to New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

—ALSO—

Connects at Cloveland with the new and magnificent low pressure steamers QUEEN OF THE WEST, Capt. McBride; CRESCENT CITY, Capt. Pease; connecting at Buffalo with the Buffalo and Albany, New York City, and Niagara Falls Railroads, for New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

Fourth Train—Evening Express, at 5 o'clock P. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad; connecting at Buffalo with New York City, Buffalo and Albany, and Niagara Falls Railroads, to New York, Boston, and Niagara Falls.

Pittsburgh, Philadelphia, and Baltimore.

First Train—Lightning Express, leaves Cincinnati at 6 o'clock A. M., connecting at Crestline with Ohio and Pennsylvania Railroad to Pittsburgh, connecting with Pennsylvania Railroad to Philadelphia and Baltimore.

Through from Ciocinnati to Philadelphia and Baltimore direct.

Zanesville, Wheeling, Baltimore, &c.

First Train—Lightning Express, at 6 o'clock A. M., and second Train, Accommodation Express, at 7.45 o'clock A. M., connect at Columbus with Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Lines, via National Road to Wheeling, coonecting with Baltimore and Ohio Railroad to Baltimore, Philadelphia, Washington, etc.

Fourth Train—Evening Express, at 5 o'clock P. M. Passengers by this Train sleep at Columbus and resume by Morning Train, via Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Line to Wheeling.

Hillsborough.

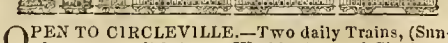
Third Train—Leaves Cincinnati at 3 P. M., connecting at Hillsborough with Ohio Stage Co.'s Lines to Chillicothe, Piketon, etc.

FARE.

From Cincinnati to New York via Railroad, either route $16 00
From Cincinnati to New York via Railroad to Albany, and Hudson river steamer..... 15 00
From Cincinnati to New York via Lake Steamers to Buffalo, and Railroad to New York..... 15 00
From Cincinnati to New York via Lake Steamors to Buffalo, Railroad to Albany, and Hudson river steamer to New York..... 14 00
From Cincinnati to Boston via Lake Shore, New York and Erie, and New York City Roads..... 20 00
From Cincinnati to Boston via Lake Steamers and New York City and Erie Roads 19 00
From Cincinnati to Boston via Lake Shore, Buffalo, Albany, and Western Roads..... 19 00
From Cincinnati to Boston via Lake Steamer, Buffalo, Albany, and Western Roads 18 00
An additional charge of fifty cents via Niagara Falls and above routes.
From Cincinnati to Montreal via Lake Shore Road, 18 00
From Cincinnati to Montreal via Lake steamer... 17 00
From Cincinnati to Boston via Lake Shore Road and Ogdensburg 18 00
From Cincinnati to Boston via Lake Steamer and Ogdensburg 17 00
From Cincinnati to New York via Lake Shore Road and Ogdensburg..... ..... 16 75
From Cincinnati to New York via Lake Steamer and Ogdensburgh 15 75
From Cincinnati to Buffalo via Lake Shore Road. 9 00
From Cincinnati to Buffalo via Lake Steamer.... 8 00
From Cincinnati to Philadelphia or Baltimore via Crestline and Pittsburgh..... 15 00
From Cincinnati to Philadelphia or Baltimore via Cleveland and Pittsburgh..... ..... 15 50
From Cincinnati to Pittsburgh via Crestline..... 7 75
From Cincinnati to Pittsburgh via Cleveland..... 9 00
From Cincinnati to Baltimore via Wheeling..... 14 65
From Cincinnati to Washingtoo via Wheeling.... 15 95
From Cincinnati to Philadelphia via Wheeling... 15 95
From Cincinnati to Wheeling..... 7 15
From Ciocinnati to Cleveland 6 00
From Cincinnati to Zanesville 4 30
From Cincinnati to Columbus 3 00
From Cincinnati to Springfield 2 00

☞ For all information and Through Tickets, please apply at office, southeast corner of Broadway and Front sts., Cincinnati.
W. A. LATHAM. Ticket Agent.
P. W. STRADER, Gen'l Agent.
au25

Cincinnati, Wilmington and Zanesville Railroad.



OPEN TO CIRCLEVILLE.—Two daily Trains, (Sundays excepted) between Washington and Cincinnati, and one daily train between Circleville and Cincinnati. On and after Tuesday, March 14th, 1854, until further notice, trains will run as follows:

Upward train for Circleville, leaves Cincinnati 7:45 A. M., and arrives at Circleville, at 2:40 P. M.

Upward train for Washington, leaves Cincinnati at 3:10 P. M., and arrives at Washington at 8:05 P. M.

Downward train leaves Circleville at 12:15 P. M., and arrives at Cincinnati at 7:45 P. M.

Downward train from Washington, leaves at 6:30 A. M., and arrives at Cincinnati at 11:25 A. M.

Trains will stop for passengers as follows: At Williamsport, Four Corners, New Holland, Washington, Rattle-Snake, Sabina, Cross Roads, Wilmington, Sligo, Clarksville and Morrow; and on the Little Miami Road at Deerfield, Butterworth's Water Station, Loveland, Miamiville, Milford and Plainville, and on proper signal by flag, or to the Conductor, at Branch Hill and Linwood, at Turnpike.

The downward Trains connect at Morrow with the Trains on the Little Miami Road for Columbus.

Lines of Omnibusses will run between Circleville, Chillicothe and Lancaster, connecting with the morning train from and evening train to Cincinnati.

Fare from Cincinnati to Washington.....$2 25
" " " " Circleville..... 3 00

For other information and Tickets, apply at Ticket office, corner of Broadway and Front sts, and at the Little Miami Depot, or to the Station Agents on the line.

E. W. WOODWARD,
Engineer and Superintendent.

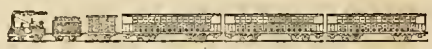
☞ The Omnibus Line will call for and deliver passengers to and from the trains to any part of the City.

J. HOWELL, Conductor.

☞ The Company will not be responsible for baggage exceeding $50 in value, unless the same be returned to the Conductor or Agent, and freight paid at the rate of a passage for every $500 in value above that amount.

mar. 23

COLUMBUS PIQUA, AND INDIANA RAILROAD.



New route from Columbus, West and from Urbana, East.

On and after Monday September 19, 1853, two trains per day, (Sunday excepted) each way, will run on this Road, between COLUMBUS and URBANA. Will leave Columbus at 4.50 a.m., and 3.30 p.m.—arriving at Urbana at 8.12 a.m., and 6.14 p.m. Returning—will leave Urbana, for Columbus, at 9.15 a.m., and 3.00 p.m.—arriving at 12.05 and 6.55 p.m.

The 4.50 a.m. train, from Columbus, will connect with the night Express train from Cleveland and arrive at Urbana in time for the morning train north for Sandusky and intermediate points. Persons arriving by the morning Cleveland and Zanesville trains can have a few hours at Columbus and leave by the 3.30 p.m. train—arriving at Urbana in time to get supper and take the 5.35 p.m. train for Dayton and Cincinnati.

The 9.15 a.m. train from Urbana connects with the morning train from Cincionati and Daytou that arrives at Urbana 8.40 a.m.—arriving at Columbus at 12.05 p.m. in time for the 1 p.m. train for Cleveland, connecting with the Buffalo and Dunkirk boats. The 3.00 p.m. train will leave Urbana on the arrival of the Sandusky train—reaching Urbana at 2.45 p.m.—and arrive in Columbus in time for the various night trains.

A line of Omnibusos will connect with the trains at Urbana for the conveyence of passengers to and from Piqua and Greenville over a good Macadamized road.

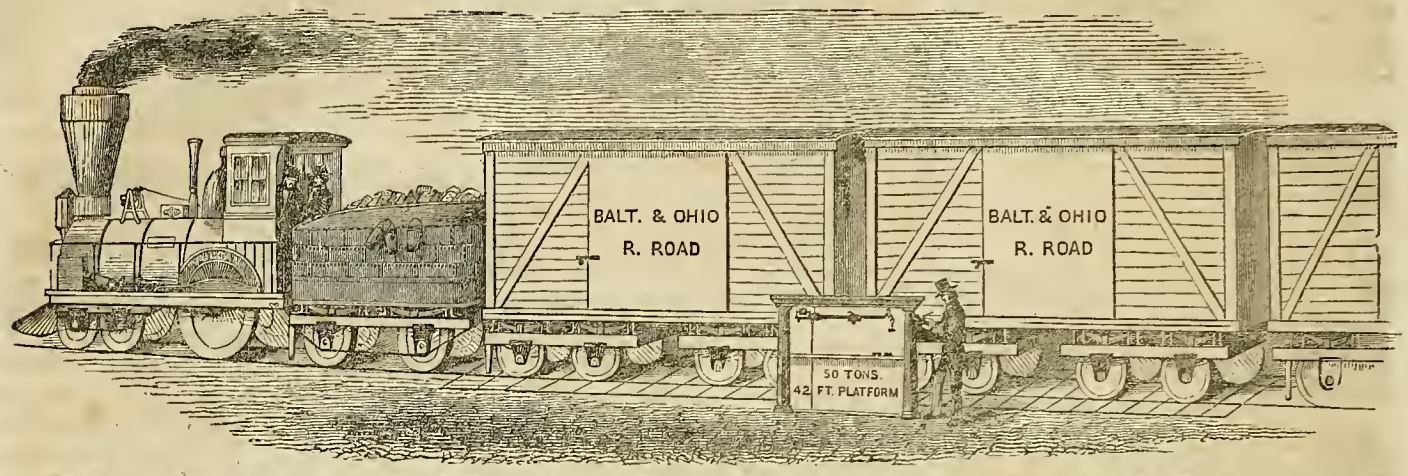
A. G CONOVER, Sup't

Piqua, Sept. 13, 1853. s29-tf.

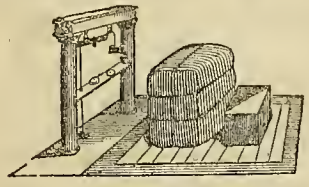
OFFICE OF THE
Cincinnati and Portsmouth R. R. Co.
Felicity, Clermont County.

☞ Communications addressed to T. H. WHETSTONE President, and left with Messrs. JOHN F. DAIR & Co. Cincinnati, will receive prompt attention. s29-tf

FAIRBANKS' SCALES.



Railroad Track Scale---50 Tons.



DEPOT SCALES 12,000 LBS.

FAIRBANKS & CO'S

PLATFORM SCALES,

Long known—Severely tested—Always right—
The acknowledged standard—Adapted to
every required operation of weighing, as

Railroad Track and Depot Scales,

In use on nearly all the principal Railroads in the United States and Great Britain.

WAREHOUSE SCALES,
Dormant and Portable.

HEAVY PORTABLE SCALES,
On Wheels,
For Foundries, Rolling Mills, Iron Houses, &c.,

STORE SCALES,
Various Modifications.

COUNTER SCALES, &c.,

HAY & COAL DEALERS' SCALES,
Made entirely of Iron and Steel.

GENERAL AGENTS:

FAIRBANKS & CO., 89 Water Street, New York.
TRABER & AUBERY, Cincinnati.
L. F. BURGESS, Cleveland.
BROWNING & MAYER, Indianapolis.
C. L. HARMON, & CO., 197 South Water St. Chicago.
S. M. EDGELL & CO., 20 Pine St., St. Louis.
W. B. BELKNAP & CO., Louisville.
M. P. HUTCHINS, Detroit.
J. & F. DAWSON, Charleston, S, C.
GEO. C. EWING, 21 South Charles St., Baltimore.

MANUFACTURERS

E & T. FAIRBANKS & CO.,

ST JOHNSBURY, VT.

TESTIMONIALS:

OFFICE OF THE G. & C. U. RAILROAD CO.,
CHICAGO, FEB. 20TH, 1854.

MESSRS. E. & T. FAIRBANKS & CO.,

GENTLEMEN:—All of the principal station buildings on this road are furnished with your Depot and Platform Scales, with the exceptions of two scales. Your Scales were adopted after trial with those of other makers, and I take pleasure in now saying, that after more than four years trial, they have given entire satisfaction to us, and the public doing business with the Company.

I am not aware of a dollar's expense being incurred from wear or defect of materials in any part of the scales. The Track Scale, with suspended platform, which you have recently put into our principal depot at this place, judging from present appearance and the use to which it has been put, will, I doubt not, answer the purpose desired, and be equally satisfactory.

JOHN B. TURNER,
Pres't and Sup't.

CENTRAL RAILROAD CO.
SAVANNAH, JAN. 6TH, 1853.

MESSRS. E. & T. FAIRBANKS & CO.,
St. Johnsbury, Vt.

DEAR SIRS:—Your Scales, which we have used for many years, gave so much satisfaction, that we ordered from your House, all the Scales necessary for our large new Warehouse. Your agent has just finished putting up twenty-two of your No. 1 and No. 2 Depot Scales and a large Road Scale, and I am pleased with the manner in which the job has been done. I trust and believe that this work will do credit to your establishment.

Respectfully, your obedient servant,
R. R. CUYLER, Pres't.

PORT RICHMOND, PA. MARCH 2D, 1852.

MESSRS. E. & T. FAIRBANKS & CO.,
St. Johnsbury, Vt.,

GENTLEMEN:—There are now in the Richmond Wharves at the terminus of the Reading Railroad, Twenty-six of your ten ton Track Scales, which have been in constant use for more than six years. The least quantity of Coal weighed annually upon any one wharf has been 400,000 tons. The aggregate quantity weighed upon the twenty-six scales, has been more than one million two hundred thousand tons per annum.

During the time since they have been in use, they have always retained their adjustment without any expense for repairs. They have been tested every year by the Sealer of Weights for the county of Philadelphia, and always found correct, and at the present time their operation is apparently as perfect and as sensitive as when first built.

JOHN E. HOBERT,
Superintendent of Wharves.

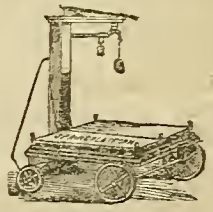
STATE OF NEW YORK,
CANAL COMMISSIONERS OFFICE,
ALBANY, JUNE 21, 1852.

MESSRS. E. & T. FAIRBANKS & CO.,

GENTLEMEN:—Your favor of the 10th, asking my views of the Weigh Lock Scales, manufactured by you, and introduced upon the Erie Canal, is received.

I have no hesitation in saying, that they have fully answered your recommendation in every particular. Their capacity for strength is fully equal to sustain the required burthen. They are not liable to get out of adjustment or repair. The arrangement of the Weighing Beam is admirably adapted to obtain rapid results. I know of no Scale superior to them, in this or any other country.

In great haste, Yours truly,
JOHN C. MATHER,
Canal Commissioner.



PORTABLE SCALES.

The following Railroads have been furnished exclusively, or nearly so, with FAIRBANKS' SCALES:

Alabama & Tennessee.	Huron & Oxford.
Allegheny Valley.	Illinois Central.
Androscoggin & Kennebec	Indiana Central.
Ashnelot.	Indianapolis & Bellefontaine
Atlantic & St. Lawrence.	Iron.
Baltimore & Ohio.	Jeffersonville.
Baltimore & Susquehanna.	Kennebec & Portland.
Belvidere, Delaware.	Knightstown & Shelbyville.
Boston, Concord & Montreal	Macou & Western.
Boston & Maine.	Mad River & Lake Erie.
Boston & Providence.	Manchester & Lawrence.
Buffalo, Brantford & Goder'h	Memphis & Charleston.
Buffalo, Corning & N. York.	Michigan & Southern.
Buffalo & New York City.	Milwaukee & Mississippi.
Buffalo & State Line.	Nangatuck.
Canandaigua & Elmira.	New Albany & Salem.
Central, (Ga.)	Newburyport.
Central, (Va.)	New Haven & New London.
Champlain & St. Lawrence.	New Haven & Northampton.
Charlotte & South Carolina.	New Jersey Central.
Cheshire.	New York Central.
Cleveland, Columbus & Cincinnati,	New York & Erie.
	New York & New Haven.
Cincinnati, Hamilton & Dayton.	Norfolk County.
	Northern Indiana.
Cincinnati, Logansport & Chicago.	Northern, (N. H.)
	Northern, (N. Y.)
Cincinnati, Wilmington & Zanesville.	Norwich & Worcester.
	Old Colony.
Cleveland & Erie.	Orange & Alexandria.
Cleveland & Pittsburgh,	Oswego & Syracuse.
Cocheco.	Petersburg.
Columbus, Piqua & Indiana	Philadelphia & Reading.
Columbus & Xenia.	Pittsfield & North Adams.
Concord,	Plattsburg & Montreal.
Concord & Clarement.	Portland, Saco & Portsmouth
Connecticut River.	Providence & Worcester.
Conn. & Passumpsic River.	Rensselaer & Saratoga.
Dayton & Michigan.	Richmond & Danville.
Eastern.	Richmond & Petersburg.
Essex.	Rome, (Ga.)
East Tennessee & Georgia.	Rome & Watertown.
Evansville & Crawfordsville	Rutland & Burlington.
Fitchburgh.	Rutland & Washington.
Galena & Chicago Union.	Sandusky, Mansfield & Newark.
Georgia.	
Grand Trunk, (Canada.)	Scioto & Hocking Valley.
Great Western, do.	South Reading Branch.
Great Western, (Ill.)	South Side.
Greenville & Columbia.	South Western.
Greenville & Miami.	Springfield, Mt. Vernon
Hartford, Providence & Fishkill.	Pittsburgh.
	St. Charles Branch.
Housatonic.	Stenhenville, & Indiana.
Hudson River.	St. Lawrence & Atlantic.
Hudson & Berkshire.	Stony Brook.

RAILROAD RECORD.

AND

Journal of Commerce, Banking, Manufactures, and Statistics.

Vol. 2.---No. 15. CINCINNATI, THURSDAY, JUNE 8, 1854. Whole No. 67.

Railroad Record

IS PUBLISHED EVERY THURSDAY MORNING,

By J. A. & U. P. JAMES,

At No. 167 Walnut Street, Cincinnati.

E. D. MANSFIELD, Editor.

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J. A. & U. P. JAMES,
Publishers, and Proprietors,
167 Walnut st., Cincinnati.

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Pittsburgh, Maysville & Cincinnati Railroad Company.

OFFICE AT

McCONNELSVILLE, O.

T. W. Peacock, Pres't.....Rob't McLeod, C. E

Cincinnati & Cleveland Short Line Railroad.

OFFICE

No. 106 west Fourth street, west of Vine street.

CINCINNATI, O.

Hon. Thos. Corwin.....President.

CARDS.

ALBERT M. LEA,
CIVIL ENGINEER,
KNOXVILLE, TENN,

†oc27

E. GEST,
CIVIL ENGINEER,
Room No. 7 Hart's Building,
South side of Fourth st. bet. Main and Sycamore sts,
CINCINNATI.

OFFICE OF THE

Marietta & Cincinnati Railroad Co.

No. 37 Manchester Buildings,
CORNER THIRD AND SYCAMORE STS.
CINCINNATI.
Principal Office at
CHILLICOTHE, OHIO.

W. P. Cutler, President.....S. W. Ely, Secretary.

OFFICE OF THE

Ohio & Mississippi Railroad Co.,

No. 97 Fourth street, south side, west of Vine.

James C. Hall, President....S. S. Pond, Sup't & C. E.

OFFICE OF THE

Dayton & Cincinnati (Short Line) Railroad Co.,

No. 8 Hart's Building, south side of Fourth street, between Main and Sycamore streets.

Peter Odlin, Pres't, Dayton.....John C. Thorpe, Sec'y.

Cincinnati, Logansport & Chicago Railroad Company.

OFFICE AT NO. 169 WALNUT STREET,
CINCINNATI,
ALSO,
NEW CASTLE, IA.

J. T. Elliot, Pres't.....J. W. Grubbs, Sec'y,

Richmond & Miami Railroad Co.

OFFICE AT
RICHMOND, IA.

John W. Hutton.....President.

Indiana Central Railroad Co.

OFFICE AT
CENTERVILLE, IA.

Jno. S. Newman, Pres't.....Jas. M. Smith, Sup't

Hamilton & Eaton Railroad Co.

OFFICE AT
EATON, OHIO.

David Barnet, Pres't.....D. M. Morrow, Sup't.

Cincinnati, Indianapolis & Chicago Railroad Company.

Office in Gregory's Building, south side of Third street, west of Main street

CINCINNATI.

E. M. Gregory.....President.

CONDITION AND PROGRESS OF NEW RAILWAYS IN THE WEST.

We have seen several floating paragraphs in newspapers, both in the East and West, stating in substance, that several of the Western railways had stopped, or suspended work. we know of no roads *actually commenced* which have stopped or intend to stop, or have been more than partially suspended, except one or two in Kentucky. The Maysville and Lexington Railroad, we are told, is suspended for the present. The Louisville and Nashville line is suspended, except, we believe a section of 32 miles, and that is to be finished. The Hillsboro' road, beyond Hillsboro', is suspended for the present, but as that and the Marietta line are now one, in fact, it is not a suspension but simply a delay in making one branch, till the other is finished.

With these exceptions, we are not aware that any stoppages of Railways, actually commenced, have taken place, or are likely to take place, at least in the valley of the Ohio.

To go into particulars, we will mention the present condition of several of the leading lines within our own knowledge:

1. The *Ohio and Mississippi Railroad*, is opened 26 miles, and will be opened in a few days, 60 miles further, to the intersection with the Jeffersonville Railroad, making a continuous and convenient railway connection (of almost 135 miles in length) between Louisville and Cincinnati. We recently noticed the fact that the Company had disposed of its 2d Mortgage Bonds, on such terms as secures the completion of the road at an early date.

We are informed by the parties interested, that from the *beginnings* of business, between Cincinnati and Aurora, there is enough known to make it clear that the business upon this road will be quite as great as it was ever estimated at, and that the stockholders are eventually to realize profits, equal to those upon any road in America.

2. The *Cincinnati Western Railroad* has been stopped, by the newspapers, two or three times, but no such event has happened here. Three days since, we happened to ride by the tunnel of the Western Company, through the ridge between the western branch of Mill Creek and the Miami. Quite a large number of Erin's exiles were there, hard at work and the tunnel seemed to be quite alive.

The Western Company considered merely as landholders, have an immense amount of valuable real estate; and although that is not money, it is *money's worth*, as any man can find hy attending sales in Cincinnati. The Western Railway, if completed, goes through a very productive country.

3. The *Cincinnati and Marietta Railway*, (now united with the Hillshorough), is not only alive but rapidly progressing; 22 miles from Chillicothe to Greenfield is now in operation, and all that part from Blanchester on the Hillshoro' road to Hamden, in Vinton county, a distance of 70 miles, (exclusive of the Greenfield section), is nearly graded, and between Chillicothe and Cincinnati, is expected to be in running order by the 1st of August. This Company undoubtedly would like to sell their honds, to finish their entire line speedily; hut they have great actual capital, and an availahle *home* credit. The city of Cincinnati has just loaned them $150,000 and we understand that near $500,000 have been raised along the line, in stock, and domestic honds. With such active and suhstantial aid the work will go on to completion with reasonahle speed.

4. The *Cincinnati, Wilmington and Zanesville Line*. This road is one of the most promising in the country. The part between Lancaster and Zanesville, we learn, is rapidly constructing, and the whole line will he finished during the summer.

5. The *Central Ohio Railroad* is finished to Cambridge and we hear is going on with a strong force between Cambridge and the junction with the Baltimore and Ohio Railroad.

6. The *Cincinnati and Dayton Short Line*. This has been stopped, by the newspapers, but is alive and hearty, and likely to grow up to maturity. Some weeks since the contractors on this work had a good deal of difficulty, and for a few days suspended work, but about ten days since, the work was recommenced, and we have heen informed, will go on to completion.

The *Great Tunnel* is a great affair, and if completed, (of which we never had a doubt), will he one of the most interesting monuments to our railway enterprise. We believe that, including the approaches, the heading has been carried in ahout 3,500 feet, or one third the whole distance.

7. The *Cincinnati and Cleveland Short Line*. We do not know in precisely what condition the work on this line is; but we know that the part recently let to Goodhue & Co., between Xenia and Delaware, is in the hands of an able, upright and enterprising firm, who are very likely to carry through what they undertake. We hear that the Company have heen quietly getting large local suhscriptions, between Delaware, Mansfield and Cleveland, with the prospect of soon putting the residue of the line under contract.

8. The *Dayton and Belpre Railroad*. Sixteen miles of this railway, hetween Dayton and Xenia, have heen recently opened, and we are informed the work east of Xenia is progressing finely.

9. The *Pittsburgh, Steubenville and Cincinnati Railroad* is reported to he in progress between Pittshurgh and Coshocton.

10. The *Cincinnati and Pittsburgh Railroad via McConnelsville*. We are informed this work is constructing hetween McConnelsville and Camhridge.

11. The *Cleveland, Zanesville and Cincinnati Railroad* was recently opened 50 miles hetween Akron and Millersburg, Holmes county.

12. The *Clinton Line*, east and west is, we helieve at work with fair prospects.

13. *The Franklin and Warren, or Broad Gauge Road*, between Dayton and the Pennsylvania line, at Jamestown, 240 miles, is all under contract and progressing rapidly.

14. The *Little Miami Railroad, Second Track*, is progressing steadily. The Company expect to reach Morrow, 36 miles, this season. The completed double track, hetween Cincinnati and Plainville is a most beautiful piece of work. We know not where so fine and solid a track can be found. Indeed, as to either construction or management, very few of the Eastern railways can compare with the Little Miami.

15. The *Cincinnati Hamilton and Dayton* is preparing to lay a second track to do its increased business, and we presume will ask the money public for some ready means. They will no doubt get money readily.

As a closing illustration of the progress of Western railways, at least in Ohio, we give the following table of miles opened this spring:

Ohio & Mississippi Railroad,	26	miles.
Cincinnati & Marietta, - - -	32	"
Cincinnati, Wilmington, & Zanesville, - - - - - - - -	60	"
Central Ohio, - - - - - - -	30	"
Dayton & Belpre, - - - - - -	16	"
Cleveland & Zanesville, - -	50	"
Ohio & Indiana, - - - - - -	25	"
Aggregate, - - - - - - - -	229	"

Here are two hundred and thirty miles of railway *opened* this spring in the midst of all the croaking; and to this may be added, that fully five hundred miles more will he opened this summer.

Croakers must wait a long while, before they will see the progress of railways in the West arrested, however great may he their cavilings, croakings or threatenings. The fact is, there are more ways than one to raise money for railways, and we will suggest one for the benefit of Wall Street: If flour is nine dollars a barrel, and heef twenty cents per pound in New York, where goes the money? Can not Wall Street realize that the West is levying an enormous tax on the capital of New York, Boston and London? Is not that a very sure way of getting money for railways? Ohio has what is equivalent to *three millions of barrels of flour to sell to New York, Boston and New Orleans*. In 1852 she sold that for *twelve* millions of dollars. In 1854 she sells it for *twenty millions!* She has gained, therefore, in the midst of all this croaking and threatening, *eight millions* of dollars on *one article* beyond what she had in 1852, when railway bonds sold everywhere and anyhow. Can not Wall Street see how this works? The capitalist in the first instance *lent* the money; now he must *pay* it in the shape of a solid tax on his profits; and he *must pay it to the Western farmer, who in fact, makes the railways*. How vain and puerile, then, to say, as some of our Eastern cotemporaries have said, you *must not*, and you *can not* make any more railways! It is ridiculous to say this to a people who could, if they pleased, make all the railways out of their own surplus capital. It is true that it is not the most convenient way to do it. If it were, there would he no use for bankers and brokers, whose profits are wholly made hy transferring capital from those who prefer to lend, to those who prefer to borrow.

On the whole, our Western railways are in a very healthy condition, and those which are in progress will go on to completion, and many of those which have been recently planned will ultimately he made. The Northwestern states will in a few years have fifteen thousand miles of railway.

MANASSAS GAP RAILROAD.—It is announced that the Manassas Gap Railroad Company have put under contract the line of the road from their depot at Jones' Point, in Alexandria, to Gainesville, a distance of 34 miles; and the Loudon Branch Road which diverges at a point on the main stem of the Manassas Gap Railroad, 21 miles from Alexandria, and extends to Pursellville, a distance of 27 miles, which is only 16 miles from Harper's Ferry.

The Alexandria *Gazette* says—this link when completed, and it will he prosecuted with vigor, will put Alexandria in immediate connection with Wheeling, and connect it with the Winchester and Potomac road, which is 32 miles in length, making the distance from Alexandria to Winchester by railroad 96 miles.

The population of Alexandria, Va., in the last three years has increased over 37½ per cent, and it now contains about 12,000 inhahitants.

HONDURAS RAILROAD.—Mr. Edwards, President of this Company, has arrived at Mohile, and reports that the Congress of Honduras has ratified the contract granting to the Company two and a half million acres of land to aid in the construction of the road.

Railroads.

SHELBY, KY., RAILROAD COMPANY.

We have a copy of the "Third Annual Report" of this Company before us from which we extract the following, viz:

There have been engaged in the construction of the Road, within the last fiscal year of the Company, nine different contractors, embracing the entire line from Hobb's Depot, on the Louisville and Frankfort road, to the depot in Shelbyville, In consequence of the increased prices of labor, materials, and provisions, and the advanco of iron, the contractors were advised that the Board would not require the completion of their contracts within the times stipulated. Within the last year the aggregate amount of work has reached the sum of $77,971 60, consisting of grading, culvert masonry, and about two hundred and fifty feet of tunnel drift.

The location estimate for the grading of the entire line of road to Shelbyville was $215,000; which would have enabled the Board under former contracts to have finished the grading of the whole distance from Hobb's Depot to Shelbyville, but for the recent inflation of prices of all things connected with the construction of the road, and the failure of one of the largest contracting parties, to carry out their engagements.—Against this company the Board have instituted suit to enforce, as far as practicable, the stipulations of their contract.

The total amount expended by the Board for construction, (exclusive of the capital stock taken by contractors under their contracts), for instruments, engineering, and the right of way, office rent, stationery and contingent expenses, etc., is $80,700 63; and there have been collected $75,689 73—and remaining in the hands of the subscribers upward of three-sevenths of the original amount subscribed."

At the August term, 1853, of the Shelby county court, upon the motion of the President of the Louisville and Frankfort Railroad Company, an order was passed calling for an election for the purpose of taking the sense of the voters of the county upon a proposition to subscribe for 10,000 shares of the stock of this company, $500,000 in bonds of the county of $1000 each, having 30 years to run and bearing interest at the rate of 6 per cent; the issue of these bonds to be contingent upon a subscription by the city of Louisville for 200,000 shares of the said stock. The result of the vote was favorable in Shelby county; the city of Louisville has not yet acted upon the question.

This road will pass through and near the following counties, with a population, in 1850, and wealth as exhibited by the returns of the Assessors for 1853, as follows:

	Population.	Taxable Property.
Jefferson	69,831	$43,106,310
Shelby	17,095	11,551,982
Spencer	6,842	3,513,341
Anderson	6,260	1,996,270
Mercer	14,067	5,262,810
Boyle	9,116	5,716,318
Lincoln	10,093	6,203,083
Pulaski	15,195	2,118,619
Whitley	7,447	560,478
Garrard	10,237	4,938,632
Washington	12,194	4,331,118
Jessamin	10,249	5,629,704
Casey	6,556	1,026,372
Rockcastle	4,697	712,597
Marion	11,765	4,436,757
Laurel	4,145	531,615
Knox	7050	957,656
Wayne	8,692	1,764,564
Russell	5,349	936,726
Adair	9,898	1,747,017

With a portion of Franklin, Woodford, and other counties, beside portions of Western Virginia, and Eastern Tennessee adjacent to this road, containing a present population exceeding 300,000, with an aggregate wealth of near $150,000,000—not taking into consideration the mineral wealth of the southeastern portion of Kentucky, all of which will be mostly tributary to this road, if made, and will pour their agricultural products, coal, iron, and lumber, into the lap of Louisville.

The road from Cincinnati to Danville will shortly be finished. The last Legislature of Kentucky chartered a company to construct a railroad from Danville in the direction of Knoxville, Tennessee, by which Cincinnati will be placed in direct connection with all that productive region, and concentrate it at Ohio's cherished city.

The charter of this Company has been so amended as to permit of the road being consolidated with any other line, or sold to any other Company.

Ohio and Mississippi Railroad.—The annual election of this company for Directors, resulted in the appointment of the following gentlemen :

James C. Hall, Charles Stetson, John Baker, Eden B. Reeder, Charles W. West, Thomas Phillips, Richard W. Keys, Charles D. Coffin, Nathaniel Wright, Jethro Mitchell, George W. Cochran, Henry H. Goodman, John Slevin, Cincinnati.

Abner T. Ellis, Cyrus M. Allen, John Ross, Vincennes, Indiana.

John Cabb, Thomas Gaff. Aurora.

Meda W. Shields, Brownstown, Indiana.

Hagerman Tripp, Vernon, Indiana.

Richard A. Clements, Washington Co. Ind.

On Tuesday evening last, at 10 o'clock, the last rail was laid upon this line, between Cincinnati and Seymour, upon the Jeffersonville road, thus completing a railroad connection hence to Louisville, of some five hours in time. Regular trains will be established forthwith.

Mobile and Ohio Railroad.—We are pleased to learn that this important thoroughfare is being pushed forward at the rate of three-fourths of a mile per day; some 55 miles from Mobile being already completed.

Hannibal and Peoria Railroad, Ill.—From the Hannibal *Messenger*, we learn that W. G. Wheaton, Esq., the engineer of this road, had returned to that place on the 18th ult., having completed the survey of the entire line, 130 miles. He has not yet made his full report, but the *Messenger* learns, that 35 miles of the road, and the work at the crossing of many of the rivers, will be heavy. The remainder will be about the average of Illinois roads. Extensive coal fields are found along the line. We spoke of this line on page 130, vol. 2, of the *Record*, giving some additional particulars.

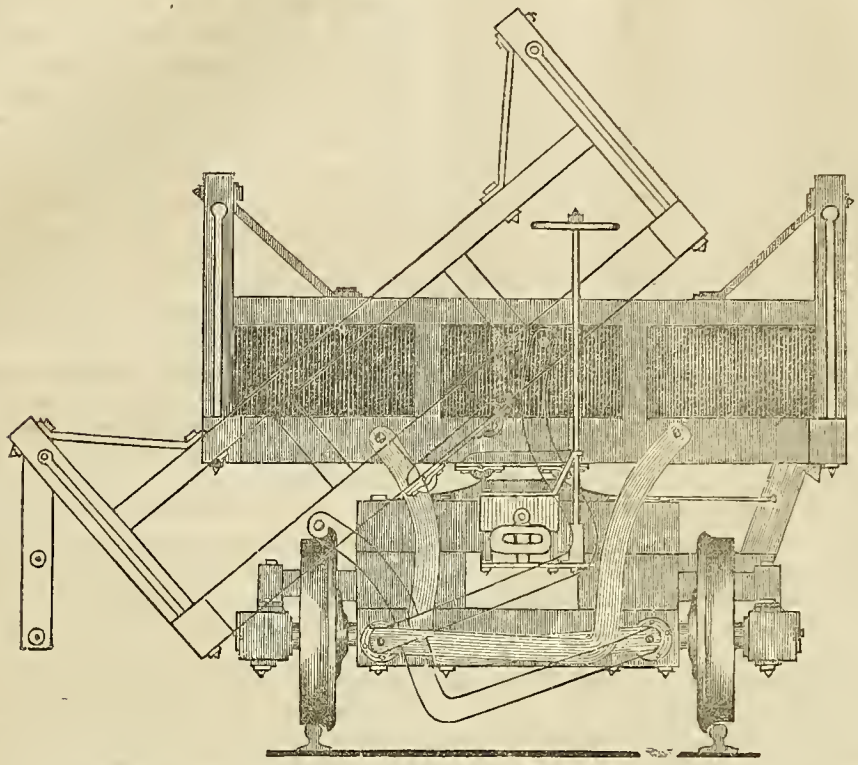
This will be a valuable extension, eastwardly, of the Hannibal and St. Joseph Road, and will receive aid and assistance from that Company, if, indeed it be not built entirely by it.

Scioto and Hocking Valley Railroad.—The Directors of this Company, have recently had a meeting, at which the contractors—Messrs. Seymour, Moore & Co.—were present. Satisfactory arrangements were made for the vigorous prosecution of the work, notwithstanding the stringency in the money market. The contractors have done work to the amonnt of near $450,000, and have only collected, from all the subscriptions, about $100,000. The arrangements made, are to extend the road from Jackson to McArthur, and from Newark to Somerset, the present season.

The South Western, Ga. Railroad.—This well conducted company, says the Albany Patriot, has its road completed to Oglethorpe, 50 miles, and it is secured to be completed, this coming fall, to Americus, 20 miles from Oglethorpe, and within 33 miles, by a direct line, of Albany. The country between Americus and Albany is very level, and favorable for the construction of a road, and we do not doubt that the joint efforts of our citizens and the company, can easily complete the work to this point within two years of this time.

Toledo and Chicago Air Line Railroad. This line, a continuation of the Junction Ohio road westwardly, via Maumee and Perrysburg, in Ohio, and Goshen and the Northern Indiana road in Indiana, and thence to Chicago, is progressiug rapidly. It crosses the Southern division of the Cleveland and Toledo road some eight miles east of Toledo, making the distance from Sandusky City to Chicago 277 miles. At Maumee, it crosses the Maumee river and the Dayton and Michigan road. From Maumee to Swan Creek, 14 miles, the road is completed; the remainder is being worked energetically, and will be prosecuted to completion without delay.

BAILEY'S NEW PATENT "DUMPING CAR."



It affords us much gratification to call attention of parties interested, to this valuable improvement in the way of "dumping cars," for railroad purposes, whether for construction or such freight as coal, lime, plaster, etc.

It has many prominent advantages over the ordinary "rocker car," such as being much more rapidly and easily dumped; requiring but a single man for that purpose with the largest car; having a greater inclination when dumped; being much safer from accident; is simple in its construction, consequently not liable to get out of order, and much more economical in both labor and time.

The principle upon which it operates is very simple, and it is in this very simplicity that its manifest superiority consists. In the cut above, the car is represented in two different positions; the first, in dark lines, shows the car ready to receive the load; the other, in outline, shows the car dumped, and the angle at which it rests in that position. The body of the car rests on the ends of two wrought iron transverse bars, the opposite or lower ends of which are attached to the frame of the truck; these bars also operate as guides in dumping the car. Such is the accuracy of the action of these bars upon which the car rests, that one man can, with more safety to himself, dump a long, eight wheeled car, and with more ease and more quickly than ten or twelve men can one of the common rocker cars; the saving thus made in time and labor is estimated at not less than two cents per yard. Its simplicity, with the fact that there is but little *cast* iron about it, obviates, in a very great degree, all liability to get out of order, thus preventing the expense delay and loss of time so common with the cars now in use.

It has been submitted to the inspection of a number of prominent railroad men, and tried upon several roads, in every instance it has met with decided approbation and proved itself worthy of all the commendation bestowed upon it.

With Mr. Bailey, the Patentee, we have no acquaintance; but we can commend Mr. Geo. L. Chase, the sole agent for the U. S., for these cars, to the confidence of our readers. His address is Columbus, Ohio.

Nortwestern, Penn., Railroad.—We learn by the Butler *Herald*, that the construction of this important road to Western interests has been let to Messrs. John Clark, M. Malone, B. B. Gouder and Israel Painter. The work is to be let by them to others, on the 17th inst. The *Herald* says: The contractors are men of much experience, of large responsibility and high reputation. The work is to be pushed through with all the force and rapidity which can be put upon it. The road is to be completed and put in running order from Blairsville to Freeport, on or before the first of October, A. D. 1855; and to New Castle, on or before the first day of May, A. D. 1856..

Illinois Central Railroad, Eastern Branch.—This branch of this extended road is now open to Lodi, some 98 miles south of Chicago.

Wheelbarrow Manufactory.—There are few branches of mechanical industry which are not carried on in Cincinnati. We were the more strongly impressed with this truth on visiting Mr. Rockey's establishment for the manufacture of Wheelbarrows, for railroad, canal and other similar purposes, by steam machinery, by which means they can be afforded at a comparatively low price.

This establishment, one of the most extensive and admirably arranged in the Union, and the only one of the kind at the West, is located on the Hamilton road, at the head of Vine street. The premises are large and commodious, and furnished with labor-saving machinery of the most modern kind; among which we note a novel swing saw for cutting the timber; lathes for turning the hubs, rims, etc.; machines for cutting felloes without need of patterns; apparatus for shaping the boards of the bottoms and sides of the barrows also; tenoning, boring, mortising and punching machines; in fact every facility for manufacturing cheaply and effectually, all driven by a thirty horse power engine.

The large number of railroads, and other building improvements, now going on at the West, has caused a demand for the barrows. Mr. Rockey has so arranged his business as to be prepared at all timee to supply any orders that may be sent him. We commend him to railroad officers, contractors, and otbers in want of barrows, and sincerely trust that be will meet with the success his enterprise so richly merits.

Cairo & Fulton Ralroad, Ark.: Election of Officers—The following gentlemen were elected Directors of this Company, at Little Rock, on the 15th ult., viz: Daniel Ringo, Andrew J. Hutt, Roswell Beebe, of Pulaski county; S. W. McNeely, of Sevier county; Edward Cross, of Hempstead county; H. K. Hardy, of Clark county; Robert Martin, of Dallas county; Green B. Hughs, of Saline county; H. C. Dye, of Independence county; James Robinson, Thomas Hough, of Jackson county; James Russell, Randolph county; Israel M. Moore, of White county.

The board of directors met at their office, on the 16th and organized as follows: Roswell Beebe, President; Daniel Ringo, Vice President; William B. Wait, Treasurer; Basil C. Harley, Secretary; James S. Williams, Chief Engineer.

The gauge of this road has been fixed at 5 feet 6 inches, to correspond with that of the states of Missouri and Texas. The surveys are proceeding rapidly; Mr. Williams hopes soon to be able to give an accurate estimate of the cost of the road completed.

Tubular Iron Bridge.—The construction of the great tubular iron bridge across the St. Lawrence, opposite Montreal, has commenced. One of the immense coffer-dams, made of timber, in which the piers are to be built, was launched yesterday and towed to its place, and others are in progress. Some 1500 men will, it is said, be employed on the bridge the coming summer.—*Burlington Free Press.*

SURVEYS OF RAILROAD ROUTES.

From a recent letter of J. S. Williams, Engineer in Chief of the Cairo and Fulton Railroad, to Roswell Beebe, Esq., President, we extract the following upon the subject of railroad surveys. He says:

The system of railroad improvement is, at this day, so perfectly established, that any argument in its favor may well be deemed superfluous—still as the subject is new to many of the stockholders, it may not be inappropriate for me here to illustrate some of the general principles which should govern in the surveys for railroads, and some of the practical benefits resulting from their introduction.

The perfect line for a railroad, the trade being equal in both directions, would be absolutely straight and level. The object of a survey is to ascertain how nearly this perfection can be approached, and the question is, for what reasons and how far the engineer is authorized to deviate from this straight and level line; what obstacle shall drive him from it, what considerations shall induce him to leave it. The subject being purely economical in its bearings is reducible to strict calculation.

To illustrate it a case may be supposed of a road connecting two points 100 miles apart. For some reason the line has been made 101 miles long. Now to ascertain the consequences—the penalty incurred, by thus increasing the distance one mile.

The income of a road 100 miles long, assumed at $500,000, would be $505,000, with the same amount of business on a road 101 miles long; that is to say, the increase of distance imposes a perpetual tax upon the community of $5,000 per annum over and above what their expenditure would have been had the road been only 100 miles long. This annual expenditure represents a capital of $62,500 at 8 per cent. interest. This amount, of course, increases with the business of the road. Were the income $600,000, every mile of increased length would impose a tax of $6,000 per annum, representing a capital of $75,000. Air lines are demanded on many routes where some of the best roads have been in successful operation for years, because the people have become weary of paying this unnecessary tax and incurring loss of time.—The engineer is the custodian of the interests of the public as well as those of the company. He is derelict in duty, unless he can show cause for deviating from direct routes, either in obstacles encountered, or in inducements to gain for the company the advantage of a local trade; the latter consideration can hardly prevail, for it is impolitic and unjust to make a whole community bear a burden for the advantage and furtherance of local interests—to destroy the integrity of the character of a line, as a great thoroughfare, by bending it to individual purposes. Such cases are always better met and provided for by building branch roads.

The question of grades, one of vital importance, is different from the question of the *trace* of a road. In the latter, as I have endeavored to show, the customers of the road are implicated, in the former the company is mainly interested. It costs the *company* about $15 to carry 1,000 tons of freight one mile on a level; every foot of inclination adds to this the cost of power requisite to overcome a part of the gravity of the load. This will be understood from the following table of the effective power of a locomotive engine on planes of various rates of ascent:

An engine drawing on a level at a low rate of speed	600 tons,
Will move on an inclination of ten feet per mile	424 tons
On an inclination of 20 feet	324 "
" " " 30 "	240 "
" " " 40 "	214 "
" " " 50 "	181 "
" " " 60 "	156 "

The rule is not absolute, it is subject to many slight modifications which result from the kind of track, the rate of speed, the construction of the engine. It serves to prove the economy of low grades. At an ascent of between 20 and 30 feet per mile the cost of moving a ton is double the cost on a level.

FOX & WISCONSIN RIVER IMPROVEMENT.

It is very generally understood that steamboats are now making their daily trips from Green Bay to Kaukana, a distance of 20 miles, From this place to Menasha 15 miles, passengers and freight have to be transported by land over plank road. Along this 15 miles are numerous rapids around which canals have to be made, and here it is that the heaviest work is to be done. At Kaukana the canal is about a mile and a quarter in length, and a fall of about fifty feet to be overcome, which is done by six locks. These are now nearly ready to put in—pits all dug, and abutments nearly completed, with a goodly number of men employed.

At Little Chute, four miles above, another canal of about a mile in length, with four locks, is in a forward state of progress, and at Grand Chute the excavation for about a mile of canal is nearly completed, a breakwater of 700 feet built, and the lock pits and abutments progressing as fast as men can be employed to push it forward. At Menasha the requisite force has not yet been put on; but it is expected that the work on this section, leading into Lake Winnebago will soon be again renewed and the whole completed so as to be ready for the opening of navigation in the spring of 1855.

The whole length of canal necessary to secure a steamboat communication with Lake Winnebago, is about 5 miles. It is 100 feet wide on the bottom, and 120 at the top, (two feet wider than the famous Welland Canal.) The locks are 40 feet wide by 160 long, built in the most permanent manner, of solid stone masonry, and in a style that will not suffer in comparison with any similar work in the Eastern states. It is calculated that, with the improved manner of working these locks, a steamer can pass each in the short space of three minutes.—*Fond du Lac Herald.*

MAY A RAILROAD PASSENGER BREAK DOORS? The right of travelers upon Railroads to take possession of seats in the cars by force, has recently been decided in the Court of Common Pleas, in New York City. The *Times* says that the New Haven Railroad Company sued a Mr. William M. Abbott for damages, in having broken into the rear car of the train while the door was locked. The Company, it appears, has a practice of fastening the doors of the rear car, in order to reserve seats therein for commuters and others after the remaining cars are filled. In this case, the defendant went on board at Rye, Westchester county, intending to go to New York, and finding the door locked, and being unable to procure a seat in the forward car, kicked open the door and helped himself to a seat. The Court ruled that if the passengers on a railroad can not find a seat, they are entitled to take forcible possession, and that the Company is bound to afford sufficient accommodations, and ample time for ingress and egress. The jury returned a verdict of *twenty-five cents* damages for the plaintiffs.—*Sandusky Reg.*

THE AIR-LINE RAILROAD.—The cars are now running over this road to Swanton, a little more than half way from Toledo to our place. We are informed that it is expected to be completed as far as Delta, by the first of July. This will be a great benefit to most portions of our country, by shortening the travel over that public nuisance, called a "Plank Road." The road is smooth, level, and durable, and we see no reason why it will not be as profitable as any other one in the state. A train leaves Swanton daily at 8 o'clock, A. M., and arrive at Toledo, in time to go east or west.—*Ottokee Union.*

THE NEW SUSPENSION BRIDGE AT NIAGARA FALLS—This stupendous structure, under the supervision of Mr. Roebling, as engineer, is progressing with as much speed as so ponderous a work can, regard being had to its strength, durability and safety. The massive cables for the passage and carriage bridge are nearly completed, and the timber work is all in readiness to be suspended. It is expected to be so far completed as to pass teams, passengers and freight in July. The Railway bridge will not probably be ready for the cars before October.—*Niagara Falls Gazette.*

GALENA AND CHICAGO UNION RAILROAD.—This Company has resolved to increase its capital stock twenty-five per cent on the 1st of June, and twenty per cent on the 10th of August, making an aggregate of 50 per cent on the present capital, as will be seen by the following statement:

The total amount of capital stock provided for will fall short of $2,800,000 on the 1st of June next, but for the purpose of an estimate that sum is assumed.....	$2,800.000
Add increase of June 1st, 1854, 25 per cent in Cash.....	700,000
Add increase of August 10, 1854, 50 per cent Donated on, say $3,500,000, is.....	700,000
Making the total amount of stock.....	$4,200,000

Entitled to dividends from and after August 1st, 1854, if converted as above provided.

CHARLESTON AND SAVANNAH RAILROAD.—The Savannah *Republican* says that the subscription by the City Council of Charleston, of $260,000 to the Charleston and Savannah Railroad has placed the completion of a railroad connection between Savannah and Charleston, beyond doubt or uncertainty.—The corps of Engineers having surveyed three different routes, have now left the field for office work; and the Chief, Mr. McRae, is preparing his report that will determine the selection of route.

The Opelika Railroad will be finished this year, and the direct road from Charleston to Wilmington, will be completed during the next year. Thus, in a short time, the seaboard line, passing through Charleston and Savannah, will be completed to Mobile, within a period of three years. There can hardly be a doubt, that the road from Columbus to Mobile, will be opened within that period.

Communications.

For the Railroad Record.

FORT MADISON AND MISSOURI RIVER RAILROAD.

Ed. Record:—The above-named road, it is confidently expected, will be put under contract within a month or so. Negotiations for letting it are pending, and are expected to result favorably. This letting is to extend only so far as Bloomfield. Its continuation to the Missouri river will be commenced soon after the other portion is under contract. The road, according to the judgment of contractors who have examined the ground, promises to be a rich paying road. The Southern Tier counties of Iowa—through which this road is to pass—being of the very best agricultural character, are receiving their full share of the immense immigration which has poured into Iowa for the last twelve months. The land offices are crowded, the receipts, daily, being from five to ten thousand dollars. Soon no land will be left belonging to the general government, in southern Iowa.

The people of the "Southern Tier" are becoming restive for want of an outlet, and their surplus profits and ample means brought with them are being turned into railroad stock which will soon be returned to them with great profit.

So soon as the road is put under contract you shall hear from me again, if I am not too troublesome to you, when I will give some statistics of the business, wealth, and prospects of the several counties of Iowa composing the "Southern Tier."

Yours,

May 26, 1854. R.

Ohio River and Wabash, or the Vincennes and Paducah Railroad.—We learn that the surveys of this road are completed, and a most excellent line has been obtained—one that will compare favorably with the best lines of railroad in Illinois. The maps, profiles, and estimates, and everything necessary for the letting of the road in a few weeks will be prepared. The Directors have, by appropriate resolution, expressed their approbation of the highly efficient manner in which the corps of Engineers in their employ on this work have discharged their duties. It is the intention of the Company in a short time, to place the whole line of road under contract, and press the work with energy to a final completion.

Milwaukee and Mississippi Railroad opened to Madison, Wis.—On the 23d ult., a great Railroad celebration was held in Madison, the capital of Wisconsin, on account of the opening of the roads from Milwaukie and Chicago to that place. A train of thirty-seven cars, drawn by three locomotives, with 1500 passengers, entered the depot at that point.

Baltimore and Oaio Railroad: Progress of Railroads.—There is scarcely an instance within our knowledge wherein the progress of the "railroad spirit" is more aptly depicted than in a letter from D. N. Coleman, Esq., to the Wheeling *Intelligencer*, which contains some very interesting remeniscences of the Baltimore and Ohio Railroad. In 1829, Mr. Coleman was one of a party of gentlemen on the occasion of a pleasure trip by members of Congress and others, from the depot to the first stone bridge, *about two miles*. Thousands of citizens were out to witness the scene. Doubts were entertained as to the practicability of railroad enterprises—most men predicted a failure of the system, there being, at that time, no completed railroad in the Union over two miles long.

An application had been made to Congress for aid and favor, and the excursion was proposed that members of Congress might see and judge for themselves.

A railroad across the mountains was then deemed visionary, if not impracticable, on account of cost, and length of the route. Now, under date of May 16, Mr. Coleman writes as follows:

I have just come over this road for the first time and pronounce it the most splendid triumph of genius and perseverance over natural obstacles, which is to be found in our country. I have traveled over 379 miles in 18 hours, seated on velvet cushions in a comfortable car, reading my papers and chatting with friends. I have viewed the grand scenery of Maryland and Virginia in passing; equal to any in the Union, for beauty and sublimity, and have ten times passed through tunneled mountains. Such a journey through Maryland and Virginia, is calculated to excite pleasurable emotions in any mind, but especially in that of a son of a Virginia father and Maryland mother—holding in sincere veneration the birth-place of his ancestors.

But sir, I admire the conquests of talent everywhere, and shall with most decided pleasure hail the accomplishment of all our great enterprises, as I do now hail that of the Baltimore and Ohio Railroad.

I have lived to see the dream of my youth perfectly realized, as to this great work—not quite as soon as I anticipated—but realized.

Memphis and Ohio Railroad.—We learn that Messrs. Harris, Black & Co., of Boston, the enterprising contractors on the New Orleans and Ohio road, (Paducah Branch of Mobile and Ohio road), have taken the contract upon the Memphis and Ohio road from Memphis to the crossing of the Mobile and Ohio road, 85 miles, to be completed as follows: 30 miles by July, 1855, 50 miles by October. 1855, and the whole by May, 1856. This road is in the hands of thorough-going business men, who will have the remainder under contract as soon as the means have been secured.

☞A majority of the Common Council of the city of Albany have voted to loan $300,000 to the Albany and Northern Railroad.

Air-Line Railroad from Norfolk to New York.—A meeting of New York capitalists was held at the Astor House on Wednesday, to put in motion the machinery for the construction of an air-line railroad from New York to Norfolk, which will materially abbreviate the traveling distance between these two cities. The route is to commence at the shore of Raritan bay, directly opposite the Narrows, whence it will proceed in nearly a strait line across New Jersey to Cape May, which will be crossed for a distance of twelve miles to Lewes, in Delaware, whence it will run by an air-line to Cape Charles, opposite Norfolk. The whole traveling distance from New York will be less than three hundred miles, which it is said can easily be traversed in ten to twelve hours. We do not much fear that this line, with its six transhipments of passengers and baggage, and thirty or forty miles of bay navigation, subject to all the disagreeabilities and interruptions of tempestuous weather, will ever seriously interfere with the continuous railroad route through Baltimore and Philadelphia. The Hon. R. Franklin and Mr. Smith, of Maryland; Dr. Francis Mallory, Hon. C. S. Layton, J. W. Houston, Robert J. Walker, and Messrs. Simpkins, Hutchins, Chatwood, Gould, Edwards, and Squier, participated in the meeting at the Astor House. An executive committee was appointed, to carry ont the object in view, consisting of the following gentlemen:—Messrs. Charles Gould, James P. Allaire, Francis W. Chatwood, William Torrey, Avery Edwards, Silas Seymour, and Hon. Robert J. Walker, John W. Houston, John B. Franklin, Francis Mallory.

The business proceedings of the meeting were followed by a dinner, at which the success of the enterprise was celebrated in sentiments and speeches. The cost of the road is estimated at $4,000,000; its receipts at $4,000 per day.—*Balt. Amer.*

Clinton Line Railroad.—We regret to notice, that one of the contractors upon this important line, has paid off his hands, and suspended operations for the want of funds on the part of the Company.

We had understood, that the means had already been provided for the construction of this line, and can not now but believe that the suspension will be but temporary.

Belleville and Murphysboro' Railroad and Alton Extension.—Some fears have been entertained that the progress of this road would be retarded by the recent difficulty with Messrs. Page & Bacon, of St. Louis; from the Alton Telegraph, we learn that no interruption of the work will ensue further than a change in the contractors. The work will be continued and urged to early completion.

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

CORRECTED TO WEDNESDAY OF EACH WEEK.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'R.	ASK'D
Alabama and Tennessee	1st mortgage, convertible till 1872	7	1872		96
Baltimore and Ohio	Transferable. Taxed	6	1885	83	83½
Do do	Coupons. Not Taxed	6	1875	88	89
Do do	" "	6	1880	84	87
Do do	"	7	1860		87
Do do		6	1885	83	85
Bellefontaine and Indiana	1st mortgage, convertible	6	1866	103	104
Buffalo and Penn. State Line	1st mortgage, not convertible	7	1866	100	101
Chicago and Rock Island	1st mortgage, convertible	7	1870	95	96
Chicago and Mississippi	1st " "	7	1862	90	92
Do do	2d " "	7	1874	75	77
Chicago and Aurora	1st " "	7	1866	90	92½
Cincinnati and Fort Wayne					
Cleveland, Columbus, and Cincinnati	1st mortgage, convertible	7	1859	128	130
Do do do	No mortgage, convertible	7	1855	124	127
Cleveland and Mahoning					
Cleveland, Painesville and Ashtabula	1st mortgage	7	1861	95	96
Do do	2d " not convertible	7	1861	99	100
Cleveland and Pittsburgh	1st " convertible	7	1860	95	96
do do		7	1873	85	90
Cleveland, Zanesville, and Cincinnati					
Cincinnati, Hamilton and Dayton	1st mortgage " till 1855	7	1861		95
do do da	2d mortgage	7	1868		95
do do do	3d mortgage	7	1880		90
Cincinnati, New Castle and Michigan	1st mortgage, real estate, convertible	10	5 & 10 y's	96	100
Cincinnati Western	1st " " " "	10	5 & 10 y's	90	98
Cincinnati, Wilmington and Zanesville	1st "	7	1862	94	95
Cincinnati, Indianapolis and Chicago					
Columbus and Lake Erie					
Columbus, Piqua and Indiana	1st mortgage, convertible	7	1862	84	86
Do do do	2d "		1852	80	83
Columbus and Xenia	1st mortgage, convertible	7	1859	118	120
Covington and Lexington	1st " " till 1862	7	1883	90	95
Do do	2d " "	6	1862	85	87½
Dayton and Michigan	1st " "	7	1867	94	97
Dayton and Western	1st " "	7	1862	90	97
Dayton, Xenia and Belpre					
Eaton and Hamilton	1st mortgage	7	1862	84	87
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.	7	1862	93	96
Evansville and Illinois	1st Mortgage, convertible 1857	7	1862	85	87
Frankfort and Lexington	1st " "	6			
Franklin and Warren					
Galena and Chicago Union	Pledge of 2d section, convertible	10	1853-6	125	130
Do do do	1st mort., 2d " not convertible	7	1862	89	90
Illinois Central	1st mortgage, not convertible	6	1875	78	79
Illinois and Wisconsin		10			
Indiana Central	1st mortgage, convertible	7	1866	95	97
Do do	" "	10	1857	99	100
Indianapolis and Bellefontaine	1st " "	7	1860-1		97½
Indianapolis and Lafayette	" "	7	1861	95	100
Jeffersonville	1st " not "	7	1861	90	94
Junction (Ohio)	1st " "	7	1867	106	108
Do do	2d " "	7		104	106
Lawrenceburg and Upper Mississippi	1st mortgage, convertible	7	1866		95
Lexington and Big Sandy					
Little Miami	No mortgage, convertible 1852-4	7	1858-61	114	116
Do	" " till 1855	7	1861	117	120
Louisville and Nashville					
Lyons', Iowa, Central	1st mortgage, convertible	7	1873	8	
Mad River and Lake Erie	1st mortgage, convertible till 1855	7	1855-6	97½	100
Do do	2d " "	7	1866	87	90
Do do	Dividend	7	1860	78	83
Madison and Indianapolis	1st mortgage, convertible after 1853	6	1861	100	103
Marietta and Cincinnati	1st " convertible	7	1868		87½
Maysville and Big Sandy					
Maysville and Lexington	1st mortgage, convertible	6	1873	51½	70
Memphis and Charleston					
Michigan Central	No mortgage, convertible	8	1860	103¼	
Do do	" "	8	1855-6	100	102
Do do	" not "	8	1857-8		101
Michigan Southern	1st " " "	7	1860		95
Milwaukie and Mississippi	1st " " 1857	8	1862	100	101
Mobile and Ohio	1st mortgage 6s. 1884				
Nashville and Chattanooga				83	93
New Albany and Salem	mortgage on 1st section	10	1858-62	109	111
Do do	1st " on other sections, convert.	8	1864-75		90
New Castle and Richmond	1st " convertible	6	1873	87	90
New Orleans and Ohio, Ky	Guar. of McCracken Co			86	93
New York and Erie	1st mortgage, not convertible	7	1867	115	116
Do do	2d " convertible	7	1859	100	101
Do do	Income, not convertible	7	1855	97	98
Do do	Convertible till 1861	7	1871	83	85
Do do	" " 1862	7	1862	84	88
Northern Indiana	1st mortgage, not convertible	7	1860	95	96
Do do	2d "	7	1863	82	85
Do do	1st mortgage Goshen line			92	95
Do do	Construction Bonds			102	105
Ohio Central	1st mortgage, convertible, west section	7	1861		
Do	1st " " east "	7	1864	94½	97
Ohio and Indiana	1st " "	7	1867	97	100
Ohio and Pennsylvania	" "	7	1865-6	102	104½
Do do	Income. No mortgage, convertible	7	1872	92	95
Pacific, Mo					
Panama	1st mortgage, convertible	7	1866	106	107
Parkersburgh (or Northwestern Va.)	" Guar. City of Baltimore	7	1873	99	100
Pennsylvania	1st mortgage, convertible till 1860	6	1880	100	101
Peru and Indianapolis	1st " convertible	7		78	83
Rock River Valley Union	1st " convertible	7	1872	98	100
Sandusky and Mansfield	1st "	7	1860	71	75
Do do	2d "	10	1853-7	102	104
Scioto and Hocking Valley	1st " conv. coupons	7	1861	87	90
Southwestern, Tennessee					
Springfield and Columbus					
Steubenville and Indiana	1st mortgage, convertible	7	1865		94½
Terre Haute and Alton	1st " convertible		1862-72		92
Do do	2d " do	8	1865		
Terre Haute and Richmond	1st mortgage, convertible	6	1866	100½	103
Toledo, Norwalk and Cleveland	1st "	7	1863	87¾	90
Do do do	2d "			90	95
Do do do	" Guar of C. C. & C.		1883	90	95

TABLES OF RAILROAD SHARES.

☞ The following quotations are not PER SHARE, but upon the HUNDRED DOLLARS.

	shares.	off'd.	ask'd.
Baltimore and Ohio	100	57	58
Bellefontaine and Delaware	50	40	50
Bellefontaine and Indiana	50	87	95
Belleville and Illinoistown			
Buffalo and Pennsylvania State Line		125	130
Central Military Tract			
Central Ohio	50	84	90
Chicago and Rock Island		94	96
Chicago & Miss., (Alton & Springf'd,)			
Cincinnati, Cambridge and Chicago		30	35
Cincinnati and Fort Wayne			
Cincinnati Hamilton and Dayton	100	98	100
Cincinnati, Indianapolis and Chicago			
Cincinnati, Logansport and Chicago	50		90
Cincinnati Western	50	37	45
Cin. Wilmington and Zanesville	50	72½	80
Cleveland, Columbus and Cin	100	117	118
Cleveland, Medina and Tascarawas			
Cleveland, Painesville and Ashtabula	100	110	111
Cleveland and Pittsburgh	50	70	75
Cleveland and Mahoning			
Cleveland and Toledo	50	92	95
Cleveland, Zanesville, and Cincinnati			
ClintonLine			
Columbus and Lake Erie	50	50	70
Columbus, Piqua and Indiana	50	51¼	65
Columbus and Xenia	50	105	110
Covington and Lexington	50	56	66
Covington and Ohio, Va			
Dayton and Michigan	50	60	65
Dayton and Western	50	73½	80
Dayton Short Line	50		
Dayton, Xenia and Belpre			
Detroit and Pontiac			
Eaton and Hamilton	25	50	60
Eaton and Piqua			
Erie and Northeast		110	112
Erie and Kalamazoo		95	100
Evansville and Crawfordsville			
Fort Wayne and Mississippi	50		
Fort Wayne and Southern	25		
Franklin and Warren			
Galena and Chicago Union	100	127	130
Greenville and Miami	50	73	75
Hannibal and St. Joseph			
Hempfield			
Henderson and Nashville			
Hillsboro' and Cincinnati	50	50	55
Illinois Central	100	118	120
Illinois and Wisconsin			
Indiana Central	50	80	85
Do do 10 per cent	50	81	85
Indianapolis and Bellefontaine	25	88	95
Indianapolis and Cincinnati	50	69	75
Indianapolis and Lafayette	50	76	80
Jeffersonville and Indianapolis	50	72	78
Junction (Ohio)	50	90	95
La Crosse and Milwaukie	100		
Lake Erie, Wabash and St. Louis			
Lawrenceburg and Upper Mississippi	50	68	75
Lexington and Frankfort			
Lexington and Danville			
Little Miami	50	109¼	110
Logansport and Pacific			
Logansport and Marion			
Louisville and Frankfort	50	62	70
Louisville and Nashville	100		
Macon, Georgia	10	105	110
Mad River and Lake Erie	50	68	80
Madison and Indianapolis	50	50	55
Madison, Indianapolis and Peru	50	50	55
Marietta and Cincinnati	50	48	65
Marion and Mississinewa Valley			
Maysville and Lexington	50	50	60
Maysville and Big Sandy			
Memphis and Charleston			
Michigan Central		103	106
Michigan Southern		119	120
Milwaukie and Mississippi		77	82
Mobile and Ohio			
Nashville and Chattanooga			
New Albany and Salem	50	45	50
New Orleans and Ohio			
New York Central		105	107
New York and Erie	100	70	72
Northern Indiana		118	120
Ohio and Indiana		76	80
Ohio and Mississippi	50	80	90
Ohio and Pennsylvania	50	90	91
Ohio River and Wabash			
Owl Creek Valley			
Pacific, Mo			
Panama		109	113
Parkersburg, or Northwestern Va			
Pennsylvania	50	91	93
Peru and Indianapolis	25	68¼	75
Sandusky and Mansfield	50	55	60
Sandusky, Mansfield, and Newark	50		
Sangamon & Morgan, or Great West'n,			
Scioto and Hocking Valley	50	55	60
Southwestern Indiana			
Southwestern, Tenn			
Springfiled Mt. Vernon and Pittsb'gh	50	70	80
Springfield and Columbus			
Steubenville and Indiana			
Terre Haute and Alton			
Terre Haute and Richmond		100	102
Toledo and Illinois			
Toledo, Norwalk and Cleveland	50	95	100

STOCK TABLE.

CORRECTED WEEKLY.

Government Securities.

	INT.	DUE.	OFF'R.	ASK'D.
U. S. Loan	6	1856	108	109
Do	6	1862	117½	118
Do	6	1867	120	120
Do	6	1868	120	121
Do (int. ceased July 1).	5	1853	101⅜	102
Do Coupons		1862	117½	118
Do "	6	1868	122	123
Do "		1853	100	101

State.

Alabama	5	....	90	95
Do	6	....	102	104
Arkansas	6	....	95	100
Georgia	6	....	107	108
Do	7	....		
Illinois Canal Bonds		1860	96	98
Do do registered		1860	110	110½
Do do		1847	92	95
Do do registered		1847	90	96
Do do Internal Impt.		1847	89	95
Do Interest do		....	60	64
Indiana	5	....	98	100
Do	2½	....	56	60
Do Canal Loan	6	....	93	94
Do do preferred	5	....	54	55
Do do deferred	5	....	30	32
Do special preferred	5	....	24	25
Do do deferred.	5	....	10	11
Kentucky, 30 years	6	1871	101	102
Do 15 years	6	....	107	108
Do large bonds	6	0869-72	106	108
Do	5	....	92½	93½
Michigan	6	....	94½	96
Ohio	6	1856	102	103
Do	6	1860	107	108
Do	6	1870	108	113
Do	6	1873	108	
Do	5	1853	102	105
Do	5	1864	104	106
Pennsylvania	6	....	103	105
Do	5	1870	86	87
Tennessee, new loan	6	1890	105	106
Do Coupons	5	....		90
Virginia Coupons	6	1886	106	107

City Securities.

Albany	6	1867-9	106	107
Allegheny	6	1873	75	76
Baltimore	6	1870-90	99½	101
Do	5	1865	87	89
Boston Bonds	4½	1860	101	102
Chicago	6	1876-7	99	100
Covington	6	1881	93	95
Cincinnati	6	1860	97	100
Do	6	1897	97	100
Do	5	1884	86	87
Do W. W	6	1865	102	103
Jeffersonville, Indiana	7	1872-82	85	88
Lawrenceburgh, Ia	7	....	80	90
Louisville	6	1880	82	85
Memphis	6	1882	90	92
New York	7	1857	101	103
Do	5	1858-60	97	98
Do	5	1870-5	102	103
Do	5	1890	105	107
Philadelphia	6	1876-90	98	99
Pittsburgh	6	1869-71	92	98
Do coupons	6	1883		87
Richmond	6	1882	93	94
St. Louis	6	1870	89	90
Wheeling	6	1872	105	106

County Bonds.

Bourbon, Ky	6	1881	89½	90
Darke, O	7	....	92	95
Fairfield, O	7	1862	90	92
Fayette, Ky	6	1881-2	80	84
Guernsey, O	7	1862	97	99
Mason, Ky	6	1881	80	84
McCraken co. Ky., endorsed by New Orleans and Ohio R.R.			86	93
St. Louis	6	1866	83	85
Do	7	1871	107	108

Banks.

OHIO.

Ohio Life Insurance and Trust Co	93	95
Lafayette, Cincinnati, (closing)	113	115
Franklin do		
Commercial do		
Mech. & Traders do		
State Branches		

KENTUCKY.

Bank of Kentucky and Branches	107	108
Northern, and Branches	115	116
Southern, and Branches	103	106
Bank of Louisville	111	112
Kentucky Trust Co	99	100
Farmers' Bank of Kentucky	107	110
Newport Safety Fund Bank	98	100
Commercial Bank of Kentucky		

INDIANA.

State Bank and Branches		

TENNESSEE.

State Bank and Branches		
Union	94	100
Planters'	97½	100

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g.
On New York	Sight	¾	1 prem.
Boston	Sight	¾	1 prem.
Philadelphia	Sight	¾	1 prem.
Baltimore	Sight	¾	1 prem.
New Orleans	Sight	Par	½ prem.
England		110¼	112½.

SPECIE.

GOLD.

California, ℔ oz	$17 50	@	$17 65
Spanish Doubloons	16 50	@	16 60
Patriot Doubloons	15 60	@	15 80
Sovereigns	4 85	@	4 88
Guineas	5 00	@	5 00
American, new	1 00½	@	1 01
American, old	1 04	@	1 06
Portuguese	1 00	@	1 01

SILVER.

American Dollars	1 02	@	1 04
American, halves	1 02	@	1 04
Spanish Dollars	1 05	@	1 07
Spanish Quarters	1 02	@	1 03
Mexican Dollars	1 03	@	1 04
Five Franc pieces	95	@	96

LAND WARRANTS.

	Off'd.	Ask'd
160 acre warrants	$185	$190
80 acre warrants	95	98
40 acre warrants	46½	47¾

Reported for the Railroad Record.

CINCINNATI STOCK SALES.

AT THE STOCK BOARD,

MERCHANTS' EXCHANGE

And at Private Sale.

BY HEWSON & HOLMES,

For the week ending Wednesday, June 7, 1854.

THE SALES WERE AS FOLLOWS:

For want of report we are compelled to omit the table of Stock Sales.

MONETARY.

At the East the Money Market continues to afford a fair amount of facilities for borrowers, on call loans at 7 per cent; short No. 1 paper, at 8@9 per cent.: less known paper at 7@10 per cent.; railroad securities, 12 per cent.

The amount of specie in the New York Sub-Treasury at the close of May, was $9,406,867. The shipment of specie has not been heavy.

Foreign Exchange is firm at 109½@109¾.

The Stock Market has been unsteady, though the fluctuations were unimportant. The sales during the past week have been heavy, though the prices at the close did not present any noticeable advance.

We quote sales as follows:

By A. H. Nicolay, May 29th—

$8,000	Clevo. and Pitts. 7s. 1873		78 20
5,000	Gr. West. Ill. RR. Co. 1st mort 10s. 1868		94 75
5,000	" do. do. do. do.		94 50
2,000	Rock River Valley Union, 7s. '72		20 00
1,000	Dauphin & Susquehanna Coal Co. 7s. '72		72 00
38,000	Lyons, Iowa, Cen. B'ds, 1st m. 7s, '73	8 00@	13 00
2,000	Buff. & N Y. RR. 7s, 1863		31 00
5,000	" do. do. do. do.		20 00

By A. H. Muller & Co. 31st ult –

15	Shares Peter Coopor Fire Ins. Co	82 00
33	Shares North River do do do	138 00
47	Shares Tradesmens' Bank	153 00

By A. H. Nicolay, June 1st—

$5,000	Great Western, Ill. 1st mort 10s '68		91 12½
6,000	" do. do. do.	do.	90 87½
1,000	Improve. Fund Certif. Wis. 12s		94 00
1,000	Toledo, Nor. & Clev. 7s, '63		87 00
1,000	" do do		86 87½
1,000	" do do		86 75
5,000	Peru and Indianapolis, 7s '64		75 00
3,000	Lyons, Iowa, Central 7s '73		9 00
100	Shares At. & Pacific RR ($13 15 paid in)		99 00
2	Shares New York and Erie RR		68 75

Stephen Brown & Sons, Boston, sold on Wednesday, 28th. among others, as follows:

10	Shares Western RR. Co	$99 00
$1,000	Massachusetts' 5, 1857	98 50
2,000	Portland City 6s. 1890	103 50

At the West, Money has been in more active demand; the general indications being less favorable out of doors than during last week. Number one paper rates at 1 per cent. per month. Business generally is extremely dull. Eastern Exchange remains at ½@¾ premium.

Our Stock Sales are inactive, but little opportunity for selling.

The following notice, extending the proposition for the redemption of the public debt to 1st of July, has been issued by the Secretary of the Treasury:

TREASURY DEPARTMENT, May 20th, 1854.

The time limited by the notice of this department of the 1st of January last for the purchase of stocks of the United States, is hereby extended to the 1st of July next. But it is to be observed in regard to certificates which may be received at it after the 1st of June, that in addition to the usual assignment, the holder must distinctly assign the interest on the same which will then have been made up at the treasury, or transmit the coupons, as the case may be. In default of this latter assignment or transmission, the premium and one day's interest, (less interest from the time of redemption to the 1st of July,) only will be paid.

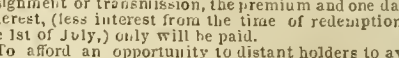
To afford an opportunity to distant holders to avail themselves of this notice, the department will consider stock mailed prior to the first of July as entitled to its benefit, upon the usual evidence of being so mailed.

JAMES GUTHRIE,
Secretary of the Treasury.

KENTUCKY LOCOMOTIVE WORKS.

CORNER OF KENTUCKY AND TENTH STS.

LOUISVILLE, KY.



THE Proprietors of the Kentucky Locomotive Works would respectfully inform Railroad Companies and the public generally that, having completed their establishment, they are now prepared to receive and execute orders with fidelity and dispatch.

They will contract for

Locomotives, Passenger, Baggage, Freight, Gravel and Hand Cars,

Of every style and pattern, as well as all kinds of Stock and Machinery required for railroads.

Particular attention will be paid to repairing, for which they have every facility.

They are also prepared to contract on favorable terms for building all kinds of Machine Tools, such as Turning Engines, Lathes, Planers, Drills, Slotting, Splining, and Shaping Machines, of every variety of pattern.

Having also a large FOUNDRY connected with the establishment, orders for Castings are solicited, and will be filled with promptness.

Car Wheels of any pattern can be furnished on short notice. Double and single plate and Spoke Wheels of all sizes constantly on hand.

☞ Communications or orders must be addressed to

OLMSTED, TENNYS & PECK,
je.8-tf Louisville, Ky.

Office Dayton & Cincinnati RR. Co.
Cincinnati, June 3d, 1854.

NOTICE is hereby given to the stockholders of this company, that the ninth instalment of five dollars per share is required to be paid in, on or before the 3d day of July next.

By order of the Board of Directors.

JOHN C. THORPE,
je.8-tt Secretary.

HEWSON & HOLMES

HAVE Auction Sales of Stocks, Bonds, and other Securities every WEDNESDAY and SATURDAY, at 12 o'clock, at the

Merchants' Exchange,

And respectfully tender their services in effecting private sales of the same, and in the negotiating of loans.

Offices, Nos. 83 and 85 Walnut Street,
CINCINNATI, OHIO.

JAMES W. HOOKER,

Commission Merchant,

AGRICULTURAL WAREHOUSE,

—AND—

MACHINERY DEPOT,

35 Lloyd Street,

BUFFALO, N. Y.

Commission Dealer in Portable and Stationary Engines Iron Planers, Lathes, Universal Checks, Belting, Oils, Rubber Packing and Hose, Scales, Safes, Mill Stones and Machinery generally. Post Paid Letters will receive prompt attention,

je. 1-tf.

Cincinnati, Lebanon & Xenia Railroad.

OFFICE

No. 106 West Fourth street, west of Vine street.

CINCINNATI, O.

J. P. Gilchrist.....President.

BAILEY'S PATENT DUMPING CAR.

Fig. 1.

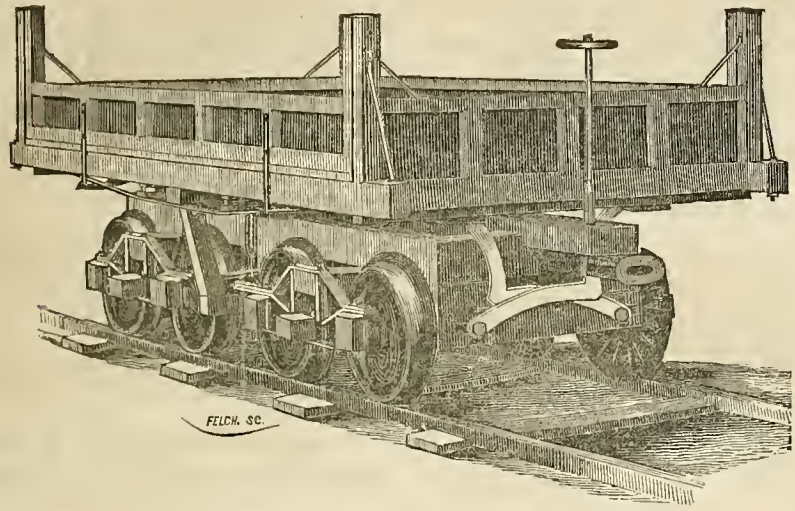
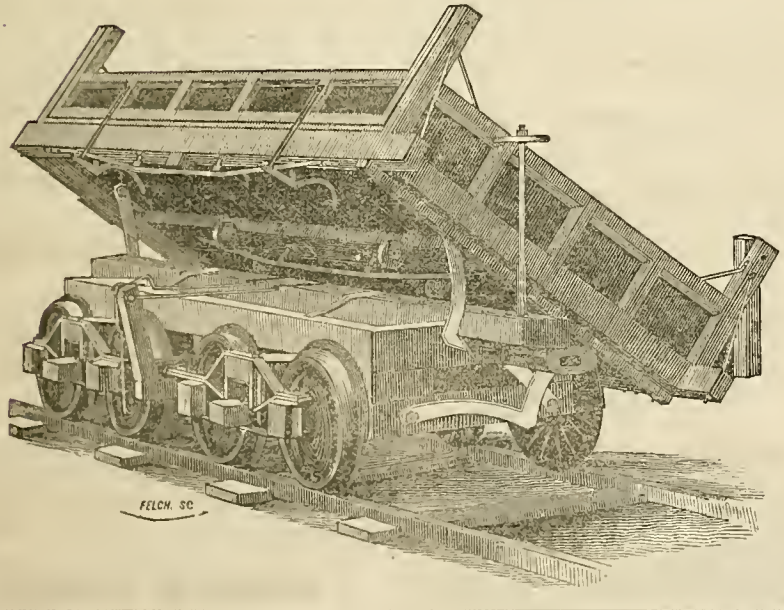


Fig 2.



The above engravings are views of a most important improvement in Railroad Dumping Cars. A patent was granted to C. P. Bailey for the improvement, January 24th, 1854.

Fig. 1 is a view of the car ready to receive the load.

Fig. 2 when dumped, or the load discharged.

This Improvement has been in use on the Central Ohio Railroad for several months; also, on the Cincinnati, Hamilton & Dayton; Cleveland, Zanesville & Cincinnati; Cleveland & Columbus; and other Railroads in this state. Also upon the Illinois Central, in Illinois.

The improvement consists mainly, in the adoption of the Wrought Iron Transverse Bars, instead of the Cast Iron Rockers, generally in use. There are, however, other details of importance.

The box or body of the car rests on the ends of the Transverse Bars, whose other and lower ends are attached to the frame of the truck; two of the (wrought iron) bars are used at each end of the cars, to support and operate as guides in dumping the car. This improvement can be applied equally as well to the four-wheeled as to the eight-wheeled car.

One man will dump this car with ease when loaded, in less time than ten men can dump the rocker car, (the long or eight wheeled car is alluded to.) Contractors who have been using it, state that in graveling roads, **it is a saving of two cents per yard,** over the rocker car—that it is a much safer and easier car to manage, preferring it to any other car now in use for similar purposes.

Its liability to get out of repair is not one-tenth that of the Rocker Car. It is also well calculated for carrying and unloading Coal, Lime, Plaster, and all such materials as are carried in Dumping Cars—giving greater inclination in dumping, and discharging the load with greater facility than any other car.

The attention of Railroad Companies wanting Gravel Cars, as well as Coal Cars, is respectfully solicited to this improvement. The cost of this car does not exceed that of the Rocker Car,

To Railroad Companies and Car Builders who wish to purchase Rights, or wish information on the subject, letters addressed to me at Columbus, Ohio, will receive immediate attention.

GEO. L. CHASE.

Columbus, Ohio, June, 1854. Sole Agent for the United States.

TESTIMONIALS.

Engineer's Office, C.O. R. R.
Zanesville, Ohio, Nov. 21st, 1853.

Charles P. Bailey, Esq.,

Dear Sir:—At your request, some two months since, I caused to be placed on this road two of your newly invented Gravel or Dumping Cars. From what I have seen of their work I am clearly of the opinion that they will soon supercede all others of the kind now in use.

We have had the long car filled to its utmost capacity with the various kinds of excavation, and placed it in every position, and one man would dump it with ease in ten seconds, whereas, with the ordinary Rocker Car, it takes ten men one minute to perform the same labor.

The Car is simple in construction—not liable to get out of repair, as there is but little cast-iron about it. It tips to a greater angle than the ordinary car, therefore leaving its load in a better shape. I have no hesitation in saying that when more cars of the kind are wanted on this road they will be built after your model.

Wishing you every success in your undertaking, I remain, with great respect,

Yours, &c.,
GEO. T. CLARKE,
Chief Engineer.

I have purchased for the use of this company, two Gravel Cars, built after the plan of Mr. Bailey, and fully agree in the opinion above expressed.

HENRY O. AMES,
Sup't Cin., Ham. & Dayton Railroad.

I fully agree in the statement made by the gentlemen in this letter, and may also state that they are the best Gravel Cars ever built, in my opinion.

DANIEL McLAREN.
Mast. Machinist Cin., Ham. & Dayton Railroad.

Zanesville, Dec. 21, 1853.

Charles P. Bailey, Esq.,

Dear Sir:—From an experience in using your Improved Dumping Car, we have no hesitation in saying that two cents per yard is saved, (in labor and time) by using your car instead of the present Rocker Car.

That the repairs incidental to your car are not one-tenth of what they are on the Rocker Car.

That it is much the most profitable car for contractors as well as the safest one for laborers to use, being easier to handle.

We consider it superior, in every respect, to all other cars of the kind now in use.

Yours, truly,
E. NEWCOMB,
C. BARRET.
Cont'rs for grav. East. Div. C. O. Railroad.

I have seen the car above referred to at work upon the Eastern Division Central Ohio Railroad, and fully concur with the opinion of Messrs. Newcomb & Barret

E. B. DUVAL,
Mast. Machinist, Central Ohio Railroad.
Zanesville, December 21, 1853.

Zanesville, Dec. 22, 1853.

Mr. C. P. Bailey,

Dear Sir:—As you desire my opinion of your Improved Dump or Gravel Car, that has been in use for the last three months on the Central Ohio Railroad, I do not hesitate to recommend it as being the best plan for a Gravel or Dump Car I have ever seen. The bills for repairing Dump Cars, such as are now in general use, it is well known, constitute a serious item of expense. On this account alone, your plan deserves a preference over all others, as there is but little liability about your car to any such accidents as are constantly occurring to the others. It dumps to a greater angle, and one or two men can dump it in less time, and with greater ease than the ordinary Rocker is dumped by ten or twelve men.

It will give me pleasure to recommend it as superior to any improvement of the kind in use.

ROBERT MACLEOD.
Chief Engineer, P. M. & C. R. R.

At a meeting of the Ohio Associatinn of Railroad Superintendents, held at Cincinnati, March 8, 1854, the Committee appointed to examine Bailey's Patent Dumping Car,

REPORT,

That they have examined the Car, and consider the improvement a valuable one; and would recommend to any members of the Association who may need Gravel Cars, to examine and test this Car, before purchasing elsewhere.

W. H. CLEMENT,
For the Committee.

Clev. Col. & Cin. and Clev. & Erie R. R.
Supt.'s Office, Cleveland, O., Apr. 24, 1854.

Mr. Charles P. Bailey,

Dear Sir:—Two of your Patent Dumping Gravel Cars have been used on the Cleveland, Columbus & Cincinnati Railroad for several weeks, and I am so well satisfied that they are better than any others, that I have just ordered thirty more of the same sort,

Respectfully,
L. TILTON,
Sup't.

Baltimore & Ohio Railroad.

380 MILES BETWEEN WHEELING AND BALTIMORE.

THIS Road was openod to tho Ohio River in the spring of 1853, and has already established a high character with the business community of tho Wost. Its facilities for the transportation of freights are already superior to those of any other great through line—while the attractions of tho country through which it runs, and its many admirablo provisions for the expedition, comfort and safety of travelors, it has roceived such favor as a passonger road, (with its present connections,) as to show that it will become tho preferred routo for all portions of the West and South-West as soon as its furtber connections are formed by tbe completion of tho Central Ohio, Nortb-Western Virginia and other Railroads now rapidly finisbing.

FOR PASSENGERS BY THIS ROUTE,

Through Tickets from all Parts of the West,

ARE NOW SOLD IN

Cincinnati, Louisville, Madison, Indianapolis, St. Louis, Cbicago, Toledo, Detroit, Cleveland, Columbus, Zanosvillo and other Cities.

AT ALL OF WHICH ARRANGEMENTS HAVE BEEN EFFECTED

For Sending Travelers Direct to WASHINGTON, BALTIMORE, PHILADELPHIA, NEW YORK, and other ATLANTIC CITIES.

FOR FREIGHTS IN EITHER DIRECTION

The fullest accommodations are provided. In motive power and Cars, tho company has abundant resources, which are being further extended to meet the demands of Western Trade. In the dispatch and regularity of transpart, and in the careful landing of property, this road cballengos a comparison with its rivals. At Baltimore, the road conuects directly in the streets and at tho wharves with the

PHILADELPHIA AND NEW YORK RAILROADS,

The numerous Steamers of tho Parker Vein Line to New York and Bostou, the Ericsson Steamors by Canal to Philadelphia and New York,

And various other Lines of Steamers and Sailing Vessels to the Eastern Ports, and to Richmond, Norfolk, Charleston, Savannah, etc. Attention is called to tbe following

Through Freight Tariff,

Adopted by its summer rates, April 1st, 1854. (Notice will bo given in the principal uewspapers of the West, of the time of change from summer to winter rates.) The leading articles are rated as follows:

First Class:

Boots and Sboes, Brusbes, Cabinet Ware, boxed; Carpeting, China, Clocks, Dry Goods in boxes; Feathers, Furs, Harness, Millinery, Scales, Straw Goods, Tiuware. —Summer rates, pr. 100 lbs. 75 cts. Winter rates, pr. 100 lbs. 90 cts.

Second Class:

Agricultural implemonts, weighing less than 100 lbs. each; Beeswax, Books, Currants, in casks; Drugs and Medicines; Dry Goods in bales; Fruit, dried; Gums, Groceries, Hardware, Dry Hides; Leather, in boxes; Liquors, foreign; Mahogany, Machinery, boxed; Oil, Sperm; Oil Clotbs; Paper Hangings, boxed; Scales, boxed; Seeds, Clover, Shot, Skins, in bales; Spices, Starch, Stationery, Stoves by the car load; Teas, Varnish, Wood.—Summer rates, pr. 100 lbs. 60 cts. Winter rates, pr. 100 lbs. 75 cents.

Third Class:

Agricultural implements, weighing 100 lbs. or more each; Apples, in barrels, by car load; Bacon, Loose; Bagging, in bales or rolls; Butter in kegs and casks; Cheese, Cordage, Cotton in bales, uncompressed; Dye Wood; Flax in bales, Ginsong, Grain, Herrings, in boxes or kegs; Leather, not in boxes; Millstones, Pepper, Pork salted, loose; Queensware, in casks; Railroad Car, wrougbt materials; Sugar, refined; Wire.—Summer rates, pr. 100 lbs. 50 cts. Winter rates, pr. 100 lbs. 65 cts.

Fourth Class:

Bacon in casks or sacks; Bale Rope, Bark, Beef salted, in casks; Candles, Car loads, Castings, heavy; Codfish, in casks; Coffee, Copper, in cases; Cotton. compressed; Fish, salted in casks; Flaxseed; Gunny Bags, in bales; Hemp, in bales; Hide, green or salted, at summer rates throughout the year; Hogs' Hair, Lard, Lard Oil, Red Oil, Lead; Liquors, domestic; Marble, in slabs; Molasses, Oil Cake: Oysters, in shell; Pork, salted; Pitcb; Pork and other Tallow, Tin Plate, Tar, Tobacco, Turpentine, Venitian Red, Vinegar, Zinc.—Summer rates, pr. 100 lbs. 40 cts. Winter rates, pr. 100 lbs. 50 cts.

☞Unenumerated articles will be taken at the rates charged on Analagous or Like articles. See detailed Tariff for full particulars.

FLOUR, per barrel, 70 cents in summer and $1 in winter.

J. B. FORD is the Company's Receiving Agent at Wheeling.

WM. G. HARRISON, President. *JOHN H. DONE*, Mast. of Transportation, Baltimore.

je. 8†

BANK NOTE ENGRAVING.

DANFORTH, WRIGHT & Co.,
No. 25 West Third Street, Cincinnati.
Bank Notes, Drafts, Bills of Exchange,
RAILROAD BONDS, & CERTIFICATES
†mr3] Engraved in a style unsurpassed.

Rawdon, Wright, Hatch & Edson,

Bank Note Engravers and Printers.

Also, engraved in a style corresponding in excellence with that of Bank Notes—

RAIL ROAD, STATE, AND COUNTY BONDS,

BILLS OF EXCHANGE, CHECKS,

Drafts, Certificates of Stock and Deposit, Promissory Notes, Bill and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, &c., &c.

Constantly on hand, Bank Note Paper, made to order of a superior quality.

The above office is under the supervision of GEORGE T. JONES,
South-East corner of Main and Fourth Sts., Cin.
mr3

To Railroad Contractors, Quarry Men, &c.

THE attention of those interested is called to ASH'S IMPROVED HORSE POWER ROCK DRILL, for Railroad Excavation, Stone Quarrying, Well Boring &c.

This Drill is worked by HORSE POWER, requiring but one horso and one man, to keep it constantly at work, with great easo and velocity, performing 60 strokes per minute. It is cheap of construction and repair. The AUGER weights from 300 to 500 pounds, will drill a perpendicular or inclined hole FOUR INCHES IN DIAMETER, at the rate of from 8 to 16 feet per day in ordinary limo stone. It has drilled 2 feet in one hour.

For rights to use for Counties or States, apply to the Patentee. WILLIAM F. ASH,
May 20, 3* Springfield, Ohio.

NOTICE.—The Subscriber having become proprietor of MYERS' PATENT CYLINDER CAR, for a considerable portion of Western territory, including the State of Ohio, offers the same to Rail Road Companies on favorable terms. The public will be furnished within a short time with complete explanations of its operation, together with the results of actual experiments testing its applicability to all the uses for which it is recommended. W. CLOUGH,
South-western Car Works.
Madison, Indiana. May 11.

NOTICE TO CONTRACTORS.

SEALED Proposals will be received at the office of the undersigned in Indianapolis until the 10th of June next, for the Grading, Masonry and Bridging of that portion of the Indiana and Illinois Central Railway extending from Indianapolis to Bainbridge, in Putnam county, being a distance of about 35 miles, of heavy work. The map and profile, together with the plans and specifications will be ready for inspection on and after the 1st of June at the office of the undersigned at Indianapolis. The undersigned reserve to themselves the right to reject all proposals that are not satisfactory.

M. C. STORY & CO.
Indianapolis, May 15, 1854. my. 18-tt.

NOTICE TO CONTRACTORS.

PROPOSALS for the entire Construction and Equipment, or the graduation, bridging and masonry separately, either in whole or in part, of the Mississippi and Tennessee Railroad, (extending from Memphis to Grenada Mississippi, about 97 miles,) will be received at the office of the company in Memphis, till the 20th of July next. Proposals for the entire construction and equipment, and otherwise as favorable, will have preference. Profiles and estimates of the first 60 miles may be seen on application at the Engineer's office in Memphis. Bidders must furnish satisfactry evidence of their ability to complete the work.

MINOR MERIWETHER,
May 20, 1854.tt Chief Engineer.

STEREOTYPE FOUNDRY,

AND AGENCY OF

L. JOHNSON & Co.'s TYPE FOUNDRY.

C. F. O'DRISCOLL, (Successor to A. C. JAMES,) is prepared to execute in the best manner all kinds of

STEREOTYPING,

including Books, Pamphlets, Music, and Jobs of every description. He will keep on hand an assortment of

Card and Job Type, Cuts, Rules, &c. &c.

from the foundry of L. JOHNSON & CO., of Philadelphia, and will furnish to order PRINTING MATERIALS OF EVERY KIND,

AT THE FOUNDRY PRICES.

C. F. O'DRISCOLL,
No. 167 Walnut Street,
Cincinnati, O.

OFFICE OF THE AGENCY OF THE

Indianapolis and Cincinnati Junction Railroad Company.

No. 23 West 6th St., between Main and Walnut
CINCINNATI.

THE following Directors of the above Company re-elected on the 20th inst., at Connersville, Ia., o serve for one year, viz:

JOHN WOODS, President.
John D. Jones, Cincinnati,
Johnathan M. Ridenour, College Corner.
Samuel W. Parker, Connersville.
George Hibben, Rushville,
James Blake, Indianapolis.
Wm. M. Smith, Connersville.

This road connects with the Cincinnati, Hamilton and Dayton Railroad at Hamilton, thence to Oxford, College Corner, Liberty, Brownsville, Connersville, Rushville, Burlington, Morristown, Palestine and Indianapolis, passing through five of the best counties in the State of Indiana, viz:—Union, Fayette, Rush, Hancock and Marioc.

M. JONES, Ag't.
Junction Railroad Co.
January 7th, 1854. jan. 12-tf

BANKERS AND BROKERS.

GEORGE MILNE. GEO. M. REED.

GEORGE MILNE & CO.

BANKERS, EXCHANGE AND BILL BROKERS

No. 19 West Third Street,
CINCINNATI, O.

T. S. GOODMAN & Co.,

No. 101 Main St. west side, bet. 3d and 4th Sts.
CINCINNATI.
Dealers in Exchange, Bank Notes, Merchants' Pape &c. &c.

ELLIS & STURGES,

BANKERS & EXCHANGE BROKERS.

N. E. Corner Third and Walnut Sts.
CINCINNATI.

ADRIAN H. MULLER & CO.,

AUCTIONEERS

Of the City of New York.

Hold their regular Auction Sales of Stocks, Bonds and other Securities every Wednesday at 12½ o'clock, at the Merchants' Exchange. They would respectfully tender their services in the negotiation of the same, either at private or public sale.

Office, No. 2, Pine Street, corner of Broadway, Metropolitan Bank Building.

REFERENCES BY PERMISSION:

Moses Taylor, Esq.; W. W. DeForest, Esq.; Geo. S. Robins, Esq.; Dow D. Williamson, Esq.. Pres. Farmers' Loan and Trust Co.; Wm. F. Hayemeyer, Esq., Pres. Bank North America; Edward Whitehouse, Esq.; Messrs. Camman & Co.; Messrs. Carpenter & Vermilye; Messrs. Fisber, Denny & Co.; Messrs. Wm. & Jno. O'Brien: Messrs. Week, & Co. mh9 6*

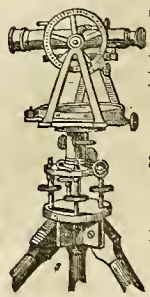
ALBERT H. NICOLAY,

AUCTIONEER.

Holds his regular auction sales of Stocks, Bonds and other securities, every Monday and Thursday, at 12½ o'clock, at the Merchants' Exchange. First class Stocks and Bonds, at private sale.

Office No. 4 Broad street, New York.

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N. W. Corner Fifth and Walnut sts.,
No. 1, 2D STORY APOLLO BUILDING,
CINCINNATI, O.,

MANUFACTURERS OF

Surveyors' and Engineers' Instruments, Theodolites, Transits, Levels, &c.

REPAIRING AND ADJUSTING INSTRUMENTS DONE TO ORDER

Orders promptly attended to.

ENGINEERING!!

The undersigned is prepared to furnish
SPECIFICATIONS, ESTIMATES, AND PLANS,
In general or detail of all kinds of
Steam Vessels, Engines, Boilers, Mill Work, &c.
Particular attention given to the superintending of
LOCOMOTIVES, TENDERS, CARS,
And Railway Machinery of every Description,
While under construction.

AGENT FOR THE PURCHASE of, on commission, all articles required for Railroads, Steam Vessels, Locomotives. Engines, Boilers, Machinery, &c.

General Agent for
ASHCROFT'S STEAM GAUGE, ALLEN AND NOYES' METALIC SELF ADJUSTING CONICAL PACKING, DUDGEON'S HYDRAULIC JACK.

Also, of Water Gauges, Indicators, Steam Whistles, &c., &c.
CHAS. W. COPELAND,
Consulting Engineer,
64 Broadway, N. Y.
•5-tf

TOPPAN, CARPENTER, CASILEAR & Co.,
Bank Note Engravers & Printers.

Also, of Drafts, Notes, Certificates of Stock and Deposit; Bonds for U. S. Government, State Governments, Railroad and other Corporations, &c., New York, Philadelphia, Boston and Cincinnati.

All the best securities against counterfeiting and alterations are combined in the Notes and other instruments executed by this establishment for every State in the Union, and for the General Government; for Canada and other countries. Their means of supplying the demands of business with *new Designs* and Ornamental Die-work are unsurpassed.

Bank Note Paper of a superior quality, manufactured with particular regards to strength and durability, constantly on hand.

Cincinnati Office, corner of Third and Walnut Streets. [†mr3] CHAS. A. JEWETT, Ag't.

ENGINEERS' MATERIALS.

EGGERS & CO.,
WHOLESALE DEALERS IN
PAPER & STATIONERY,
Since first January,
No. 127 Walnut St., bet. Third and Fourth.
CINCINNATI,

Keep the most complete stock in the West of every thing used by Engineers. On application, a catalogue with prices will be forwarded. jy21†

Lithography and Engraving.

RAILROAD BONDS,
CERTIFICATES AND MAPS,
BUSINESS AND SHOW CARDS,
Views of Buildings, Diplomas, and Portraits,
And all kinds of
Lithographic Engraving,
DESIGNING AND PRINTING,
Executed in the finest style.
MIDDLETON & WALLACE,
No. 115 Walnut Street, Odd Fellow's Building,
†mr3 Cincinnati, Ohio.

To Draughtsmen.

A FINE ASSORTMENT OF
DRAWING INSTRUMENTS
JUST RECEIVED, OF THE VERY BEST
SWISS, FRENCH, AND ENGLISH MAKE,

Either in cases of every size, or in the single piece, Draughtsmen in want of a fine instrument, will find among the stock, Accurate Scales of various materials, Ivory, Glass, Box, Paper, and Horn; Beam Compasses of different capacities, Bow Do., Pocket Do., Curves, Squares, Dividors, in German Silver and Brass, &c., &c.

For sale by E. MENDENHALL,
At his Map Establishment,
nov17 3 College Hall, Walnut St

Railroad Car Findings.

BRIDGES & BROTHER,
64 Courtlandt Street, New York.
Wheels & Axles, Jaws, Boxes, and Castings Fitted
Wrought Nuts, Bolts, & Washers,
Engine and Car Screw Bolts, all sizes; Coach Lag and Telegraph Screws,
LOCOMOTIVE ENGINE LANTERNS,
From the best Manufacturers, and at their prices. Car Hand, and Signal Lanterns.
Cotton Duck for Car Covering,
Of any requird width to 124 inches.
ENAMELLED HEAD LININGS,
Plush and Curled Hair.

Hand Cars and Baggage Barrows. Passenger, Freight-Car, and Switch Locks, Door Knobs and Butts. Brass and Iron Wood Screws. Brass and Silver Plated Trimmings for Windows and Seats. Varnish, Coach Japan, and Glue; Paints, Varnish and Glue Brushes.

Silver Plated and White Metal Letters. Engine and Signal Bells, anti-friction or Babbitt Metal.

Portable Forges and Jack Screws.

Hemp Packing., American, Russia, and Italian. Conductors' Badges and Baggage Checks. Iron, Bronzed and Brass Hat Hooks. Ventilators and White Metal Rings. And all other Articles pertaining to Cars.

ALBERT BRIDGES,
Late Davenport & Bridges, Car Manufacturers,
Cambridgeport, Mass.
ALFRED BRIDGES,
Late Davenport, Bridges & Co., Fitchburg, Mass.
†oc6

WASON'S
CAR MANUFACTORY,

Near the Pittsburgh R. R. Shops,
CLEVELAND, OHIO.
Passenger, Baggage, Freight, Dumpers, Hand Cars, &c.,

Of the best quality in all respects, style, workmanship, and material, made to order with promptness.

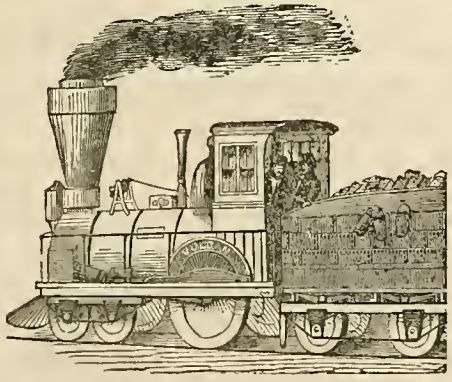
Orders respectfully solicited, with the assurance that no pains will be spared to give entire satisfaction in all cases.

CHARLES WASON,
Late of the firm of T. & E. Wason, Springfield,
†oc20 Massachusetts.

S. C. THOMSON & CO.,
MANUFACTURERS OF
PATENT PAD LOCKS,

For Railroad Switches, Merchandise Cars, Stores, Cemeteries, Iron Safes, &c.,
Cor. Railroad Avenue and Market st.,
jan.12† NEWARK, N. J.

Cincinnati Locomotive Works!



THE undersigned are prepared to furnish Locomotives equal in efficiency and durability to the best Eastern manufacture. Also, Shaping and Slotting Machines suitable for railroad shops. Also, all kinds of heavy forging and casting done at short notice. Also, bolts for bridges cut with dispatch.

ap. 20 MOORE & RICHARDSON.

To Railroad Companies.

A GOOD Second-Hand Lathe for sale, suitable for railroad repair shops, for turning driving wheels, etc.; will swing eight feet. Also, two new Locomotives of the following dimensions: Cylinder, 15 in box, 20 in stroke; four drivers, 5½ ft. diameter; Boiler, 44 in diameter, with 137 1¾ in flues; Fire Box, 52 inches, in the clear: gauge, 4 feet 10 inches, built in the latest style and in the most substantial manner.

Apply to COOPERS & CLARKE,
Mt. Vernon, Ohio.
Or, THOS. G. ODIORNE,
May 25-1* Cincinnati.

TYLER DAVIDSON & CO.,

Agents for the
BOSTON BELTING COMPANY.

India Rubber Machine Belting in any quantity, from 2 to 20 inches.

India Rubber Steam Packing;

Mixed	do	do	1-32 to ¼ inch thick.
Plain	do	do	1-32 to 1 inch thick.
Pure	do	do	

Pipe and Manhole Rings, all sizes;
Square or Rope Packing, do.

HOSE.

India Rubber, Hydrant, Conducting, Fire Engine, and Locomotive, of all sizes, manufactured from the best of Vulcanized Rubber, and for sale only by the agents.

Car Springs, and all other kinds of Vulcanized India Rubber used for Mechanical and Manufacturing purposes.

The undersigned, having been appointed Agents of the Boston Belting Company, beg leave to advise Dealers and Consumers that they are now prepared to supply the above goods in any quantities, on the most favorable terms. On hand and for sale,

50,000 Feet Vulcanized India Rubber Machine Beltings, from 2 inch to 20 inches, 3 and 4 ply.

TO STEAMBOATS AND RAILROADS.

India Rubber Hose, for Pavements, Streets, Gardens, Locomotives, Engines, etc.

40,000 feet Hose, 3, 4, 5, 6, and 7 plys, suitable for pavements, streets, gardens, locomotives, fire engines, etc., 1 to 3 inch, warranted extra quality. Also,

THE vulcanized India Rubber Break Springs now in use by all the Eastern Railroads, and posessing decided advantage over the Steel Springs now in use, for the following reasons:

1st, They are much easier put on.

2d, They are a great deal cheaper.

3d, They are much more durable than steel, and no time lost in making them, the weather having no effect on them.

ALSO—Large 6 inch hose for water stations.—This is a new and important invention. The coldest weather will have no effect on them whatever They are warranted to remain as pliable, in the COLDEST of weather, as they are in 150 Fahrenheit heat.

Armitage Anvils,—10 casks, assorted weights now in store.

Allen's Revolvers and Self-Cocking Pistols.—Now in store, a large assortment of the above, 3, 4, and 5 inch Revolvers; 3, 4, 5, and 6 inch Pocket Pistols. Also, Dueling Pistols.

Leland's Superior C. S. Car and Auger Bitts.—All sizes.

Brass Kettles, and Sheet Brass, &c.—Brass Kettles, assorted from 6 to 30; Sheet Brass assorted from No. 0 to 30; Brass Wire, do do do

Star Breast Chains.—Four casks of those superior double-linked Chains, just received.

Walker's Trace Chains.—70 casks of those superior goods, warranted full length and sizes, 8 to 20 links, straight and twisted, now in store.

American Anvils.—Eagle brand, faced with with cast steel, and warranted by the manufacturers equal to Armitage's Mousehole.

Plated Spoons.—Plain, tipped, and threaded heavy plate, on best quality of German Silver.

Premium Gimlet Screws.—10,000 gross just received.

Mill Saws. Hoe & Co.'s C. S. Wm. Rowland's, and W. H. Rowland's 6, 6½, 7, 7½, and 8 ft.

Cross Cut Saws.—Hoe & Co.'s C. S., Jackeroll's C. S. and G. S., Wm. Rowland's and W. & H. Rowland's 5, 5½, 6, 6½, 7, 7½, and 8 feet Also, 4 and 4½ feet Tennon Saws.

Axes.—1000 doz. Axes, assorted Yankee and Kentucky patterns, first, second, and third quality

Nails.—4000 kegs Shoenberger's and Wheeling Nails, now in store.

For sale by TYLER DAVIDSON & CO.,
mr 3 140 and 142 Main street.

RAILROAD COMPANIES, ENGINEERS AND OTHERS,

Are respectfully requested to note the following as FACTS, and to remember that the facilities of the establishment for manufacturing are UNSURPASSED.

PAGED

BLANK BOOKS,

OF THE

First Qualities made to Order;

AND

STATIONERY

OF ALL KINDS SOLD LOW BY

MOORE, ANDERSON, WILSTACH & KEYS,

Corner of Main and Fourth Streets,

CINCINNATI. jan12-†

Sales of Stocks and Bonds at Auction,

THE UNDERSIGNED have adopted the mode for the conducting of Sales of

STOCKS AND BONDS AT AUCTION,

Similar to that now in use in the CITY OF CINCINNATI. They are convinced that, by pursuing a method which will satisfy the Public, that all Stocks and Bonds struck off by them at auction as sales, are bona fide such, a business honorable in its character and satisfactory to both buyer and seller, can be conducted, and which will not only meet with the approbation, but also with the support of the public. The undersigned pledge themselves strictly to adhere to the following plan in conducting their sales at auction of Stocks and Bonds:

The vendor will give his confidential instructions to the Auctioneers as to the lowest price at which he will allow his Stocks or Bonds to be sold. They will be offered by Catalogue, as heretofore, but instead of the seller being allowed to make, as they now do, small advance bids on bona fide bidders, the Auctioneers will reserve to themselves the right of making one bid for the protection of and on behalf of the seller, pledging themselves that but ONE BID shall be made; and in all cases where the Stocks or Bonds shall be struck down on their reserved bid, the fact will be publicly announced that no sale was made.

Reporters for the Press will by this method not only be enabled to report real sales, but also the prices offered for such as are not sold.

ADRIAN H. MULLER & CO., Auct'rs.

OFFICE—No. 2 Pine street, cor. of Broadway,

NEW YORK, } Metropolitan Bank Buildings.

March 1st, 1854.

☞ Stocks, Bonds and Securities received for private Sale, and to the negotiation of which particular attention will be paid. mar9-3*

J. DAVENPORT....M. D. WELLMAN....C. M. RUSSELL

DAVENPORT, RUSSEL & CO.,

Railway Car Manufacturers,

MASSILON, OHIO.

THE subscriber, late of the firm of Davenport Bridges & Co., Fitchburg, Mass., having associated himself with Messrs. Wellman and Russell, under the above name, would respectfully solicit calls for any kind of Passenger, Baggage, Post Office, Freight, Coal, Gravel, or Hand Cars.

Having had fifteen years experience in the business and having secured the best of workmen from the Car Factory in Cambridge, Mass., I feel confident, that perfect satisfaction can be given in all work entrusted to our care

We have now on hand the best of dry White-Oak with which we think we can build Cars as cheap and as well as any other establishment in the States. JOSEPH DAVENPORT.

Feb. 16†*

ENGINEERS' & SURVEYORS' INSTRUMENTS!

JAMES FOSTER, Jr.,

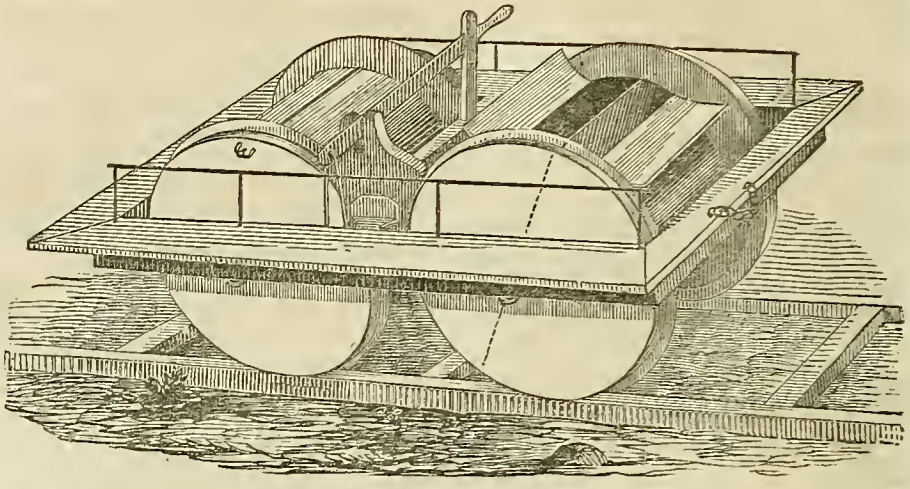
MATHEMATICAL AND PHILOSOPHICAL

INSTRUMENT MAKER!

HAVING removed from his old stand to south-west corner of Fifth and Race street, and increased facilities for making instruments, is now ready to supply Levels, Transits, Theodolites, the Dumpy or Gravat Level, Circular Protractors of Troughton & Simms' model, Surveyors Compasses, Pocket Compasses with and without sights, in great variety. All kinds of Land Chains; Ivory and Box wood Scales of all kinds and graduation; Drawing instruments of all kinds, brass and German silver. Measuring tapes of all kinds, Magnets, Magnifyers, Barometers, Spy Glasses, &c., &c. Repairing promptly attended to. ap.6-6*.

MYERS' PATENT CAR,

FOR COAL, GRAIN, &c., &c.



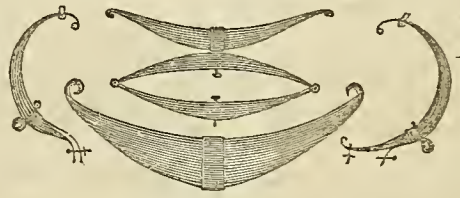
FOR PARTICULARS OF COST, RIGHT OF USE, &c., ADDRESS,

C. TIERS MYERS,

No. 33 WALNUT STREET,

dec15-3* PHILADELPHIA.

McDANEL & HORNER,

LOCO-  AND CAR

MOTIVE SPRING

MANUFACTURERS, WILMINGTON, DEL.

Locomotive and Car Springs of all descriptions manufactured on the most reasonable terms, made of the best STEEL, which we have manufactured to order from the BEST SWEDE IRON. Orders from any part of the United States will be thankfully received and promptly attended to.

McDANEL & HORNER.

All Springs ordered from a distance will be delivered on shipboard at *Philadelphia* free of charge

References.

NORRIS BROTHERS, Locomotive Builders, Philad.
A. C. GRAY, Pres't New Castle Manuf. Co.
U. WELLS, R. R. Car Manuf. Petersburg, Va.
I. R. TRIMBLE, Supt. Philad. R. R. Co.
M. B. MILLEN, Gen. Supt. C. R. R. Savannah, Ga.
EMERSON FOOTE, Supt. M. & W. R. R. Macon, Ga
THOMAS DOUGHERTY, Master Mach. do.
THOS. SHARP, Supt. R. F. & P. R. R. Richmond, Va

†May 19.

R. M. SHOEMAKER, J. P. SHOEMAKER, A. T. LEVIS, H. Y. SLAYMAKER.

COPARTNERSHIP.

SHOEMAKER, LEVIS & CO.,

SUCCESSORS TO

MORRELL, SHOEMAKER & CO.

MANUFACTURERS OF

Boiler Iron, Railway Chairs & Spikes,

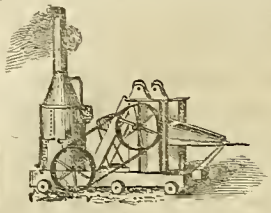
WORKS—Covington, Ky.

STORE, No. 64 EAST COLUMBIA St.

CINCINNATI, O.

January 5, 1854 jan.12-6*

"GARDNER'S ROCK DRILL."



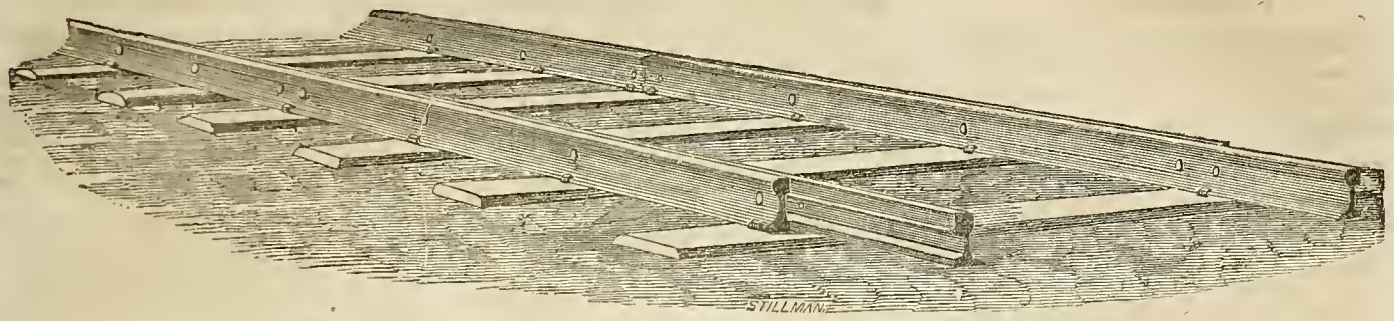
DESIGNED for Mining, Tunneling, Quarry Use, and Rock Excavations of all descriptions, by the use of which a saving of 50 to 75 per cent. is made. This drill can be operated by hand, horse, or steam power. A Machine is now in operation at the Crystal Palace.

Applications for Territorial Rights and Machines must be made to the Patentee.

G. ARTHUR GARDNER,

nov17† Trinity Building, New York

WINSLOW'S PATENT COMPOUND RAIL.



THIS RAIL ,which is represented by the above, has now been in use on several Roads for upwards of three years; during which time it has become established among Railroad Managers as realizing the advantages of a THEORETICALLY PERFECT RAIL.

Its advantages over the common form of "T" Rail are,—a saving in the wear and tear of Machinery—it saves to a great extent in the repairs of track—it secures a high rate of speed with the same power, and what is certainly of equal importance, complete protection against some of the accidents to which roads are liable. Being practically a continuous Rail for the entire length of the Road, without break at the ends of bars the jarring motion communicated thereby in passing over the common "T" Rail is avoided, as is also its effect upon cars and machinery. The comfort of travelers must of course be greatly increased.

This Rail is now manufactured at HANGING ROCK IRON WORKS, upon the Ohio River, and at MT. SAVAGE IRON WORKS, Maryland. Specimen of the Rail and patterns of same will be gladly shown, as well as all information in relation thereto, given by application to

A. S. WINSLOW, Nos. 9 & 11 West Second St., bet. Main and Walnut Sts.
CINCINNATI

J. F. WINSLOW, Troy, New York.
ERASTUS CORNING & CO., Albany, N. Y

ap7tf

WHEELBARROWS!



ON hand, Wheelbarrows, of my own manufacture, suitable for Railroad, Turnpike, Canaling, &c., in lots, to suit purchasers. Orders filled for any reasonable amount

HENRY ROCKEY,
No. 21 East Front street

CAR MANUFACTORY,
Dayton, Ohio.

E. THRESHER & Co., having enlarged their shops, are prepared to contract on favorable terms, for building every variety of Railroad Cars, in any quantity and at short notice, made of the best materials, and of the most approved workmanship.

They are prepared also to furnish jaws and boxes; the Washburn wheel, thirty and thirty-three inch, adapted to inside or outside bearing; cast iron frogs steel plated; and switches of the most approved patterns.

They also manufacture blacksmith tuyeres, Harris' patent; portable bolt forges; bolt heading and bolt cutting machines; upright drills, wheel presses; wood planers; tenoning and mortising machines; &c.

They respectfully invite the attention of railroad directors and superintendents to their establishment.

Dayton, January 24th, 1853. jan 25-†

GUNPOWDER,
MANUFACTURED BY
The Hazard Powder Company,
HAZARDVILLE, CONN.

H. G. HAZARD, President.
A. E. DOUGLASS, Secretary.

The undersigned are always prepared to furnish Mining and Blasting Powder to any extent, delivered at any point on the lines of railroads, or other places of public improvements in the West or South, at the very lowest rates. Also, SAFETY FUSE of the best Eastern manufacture.

We would respectfully urge all contractors and consumers to call upon or correspond with either of us before arranging for their supplies elsewhere.

To the trade generally we would offer all the brands of Sporting and Rifle Powder manufactured by the above concern.

M. D. W LOOMIS,
Southeast corner Main and Second Sts.,
Cincinnati, O.
S. H. LOOMIS,
Nashville, Tenn.

August 16, 1853.—au18†

TO RAILROAD COMPANIES.

THE subscriber, manufacturer and agent for manufacturers of railroad materials, would solicit from railroad managers in the West their orders for

RAILROAD SPIKES, CAR AXLES, RUBBER SPRINGS, RUBBER HOSE, LOCOMOTIVE TIRES, SPRING STEEL, CAST STEEL, NUTS AND WASHERS, LOCOMOTIVE LANTERNS, ETC.

A. S. WINSLOW,
9 and 11 West Second St.,
Between Main and Walnut St., Cincinnati

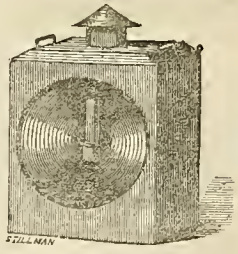
†mr24

Locomotive Tires and Car Axles.

THE undersigned is prepared to supply Railroad Companies and Builders with Tires and Axles of superior quality and finish, made from faggoted charcoal Iron, formed and finished entirely under the hammer For the character of the manufacture he refers to builders and companies who have used them in the West.

A. S. WINSLOW,
†mr24 9 ar 11 West SecondSt., Cincinnati.

LOCOMOTIVE LANTERNS.



I AM manufacturing Locomotive Lanterns of the most approved form, with true parabolic Silver-plated reflectors, Copper Cases, and in every way equal to the best manufactured in the country. Orders from Railroad Companies in the West are solicited.

A. S. WINSLOW,
†mr24] 9 and 11 West Second St., Cincinnati

Norris' Locomotive Works,
PHILADELPHIA.

ENGAGED for many years in manufacturing Locomotives, offer to Railroad Companies to construct of any plan or size,

LOCOMOTIVES OF SUPERIOR QUALITY.

Our facilities for doing work have been largely increased this year, and orders can be executed with despatch.

Jy7 RICHARD NORRIS & SON.

ASHCROFT'S METALIC STEAM GAUGE.
(BOURDEN'S PATENT.)

THE subscribers offer for sale this valuable Steam Gauge. It is adapted to Locomotive and other steam boilers, indicating with accuracy the continual variations of steam within the boiler, enabling the engineer to maintain a uniform and safe pressure. Any of the Eastern Railroads may be referred to for proof of its importance and value.

BRIDGES & BROTHER,
sep15tf 64 Courtlandt Street, New York.



Indianapolis and Cincinnati Railroad, via Lawrenceburgh.

Through to Chicago in 15 Hours!

Shortest line to Indianapolis, Terre Haute, Lafayette, and Chicago.
Through from Cincinnati to Indianapolis in six hours. and to Chicago in 15 hours!

TWO TRAINS DAILY, Boat or Cars, each way, (Sundays excepted,) Passengers who prefer taking Steamboat for the first twenty miles, will go by the Steamer **Forest Queen,** foot of Main street, at 12 M.

Those who prefer the Cars for the whole distance, will go by the regular passenger trains of the

OHIO & MISSISSIPPI RAILROAD,

Which leave Cincinnati at 6.30 A. M. and 3.45 P. M.—The train which leaves Cincinnati at 6.30 A. M. connects at Lawrenceburgh with the Indianapolis and Cincinnati Railroad train for Indianapolis, Lafayette, Terre Haute, Michigan City and Chicago.

Baggage checked through and a Baggage Master accompanies the same.

Fare from Cincinnati to Indianapolis.....$3 00
Do do Lafayette..... 5 00
Do do Chicago..... 9 00

At Shelbyville passengers may take the Jefferson, Rushville, Kingstown or Columbus Cars.

GEO. HAVEN, Sup't.

Through tickets may be procured on board the boat, or at the Office of the Ohio and Mississippi Railroad, Fourth street, near Vine, or of

C. S. RUSSELL, Ag't.
Ind. and Cin. R R. Office, corner of Main and Water streets, Cincinnati.

☞ Omnibusses will call for passengers, by leaving their names at either of the above offices.

Cincinnati, June 1†.

Cincinnati, Logansport & Chicago Railroad.

TO CHICAGO IN 15 HOURS.
ALL THE WAY BY RAILROAD.

TWO daily trains, at 6 A. M. and 3 30 P. M. Cincinnati, Hamilton and Dayton Railroad.

BAGGAGE CHECKED THROUGH.

FARE:

From Cincinnati to Indianapolis.....$3 00
do do Lafayette..... 5 00
do do Chicago..... 9 00

For information and through tickets, please apply at the General Railroad Ticket Office, No. 169 Walnut st., next door below the Gibson House, or at the Sixth street Depot.

JOHN W. SHIPLEY, Agent.

The Hamilton and Dayton Railroad Omnibus Line will call for passengers in any part of the city by leaving directions at the Ticket Office.

W. H. SMITH, Conductor.

Trains run by Columbus time, seven minutes faster than Cincinnati.

Change of Time on Cincinnati, Hamilton, Eaton & Richmond Railroad.

ON and after TUESDAY, April 4th, 1854, the Morning Train for Richmond and Indianapolis, will leave Depot, foot of Sixth street, at 6.10 o'clock, A. M.

Passengers by this Train connect at Indianapolis with the 1 o'clock, P. M. Train on Lafayette and Indianapolis Railroad for Lafayette and Chicago; arriving at Chicago by 9 o'clock, P. M., of same day, being 9 hours less time than by any other railroad route leaving Cincinnati.

Also, connect at Indianapolis with 1.15 P. M. Train for Terre Haute.

Trains for St. Louis leave Chicago at 11 o'clock P. M., after the arrival of 1 P. M. Train from Indianapolis in the morning, making this the quickest route by far between Cincinnati and St. Louis.

Evening Train will leave as usual, at 3.30 P. M. connecting at Richmond with 7 P. M. Train for Indianapolis; arriving at Indianapolis at 10.30 P. M.

Chicago and Lafayette passengers, by this Train, sleep at Indianapolis, and resume at 6, A. M. next morning,

FARE—Cincinnati to Richmond.....$1 75
Cincinnati to Indianapolis..... 3 00
Cincinnati to Chicago..... 9 00

ap. 6 D. M. MORROW, Sup't.

James' Railroad & Route Book
NEW EDITION:

Containing a list of all the Western and Southern Roads, with distances, fares, connections, etc., etc. Price, 15 cents.

J. A. & U. P. JAMES,
Publishers, 167, Walnut st., Cincinnati, O.

THE SHORTEST ROUTE TO CHICAGO.

Ohio & Mississippi Railroad

THREE regular passenger Trains daily, (except Sundays.) On Monday, April 17th, and until further notice,

Leave Cincinnati at 6.15 A. M., 2.15 P. M., and 4.40 P. M. Connecting at Lawrenceburg, at 7.30 A. M., and 3.30 P. M. with Train for Indianapolis, Terre Haute, Lafayette and Chicago.

AND RETURNING,

Leave Aurora at 6.40 A. M., 4.20 P. M., and 8.20 P. M. connecting at Lawrenceburgh, at 4.30 P. M. and at 8.30 P. M. with the Trains that leave Indianapolis at 12 A. M. and 4 P. M., uniting at that point with all the Trains from the North and West.

☞ Tickets may be procured at the office on Fourth street, near Vine.

☞ Omnibusses will run to and from the cars in the customary manner.

S. S. POST,
Chief Engineer and Superintendent.

Cincinnati, April 14, 1854.

Marietta & Cincinnati Railroad.

OPEN between CHILLICOTHE and GREENFIELD, Connected by Stage at Hillsborough, with Hillsborough and Cincinnati, and Little Miami Railroad Trains, forming a through daily line each way.

On and after Monday, the 8th of May, passenger trains will run as follows, viz:

Leave Chillicothe at 9 00 A. M.
Returning do Greenfield at 5 30 P. M.

Passengers from Cincinnati leave by Little Miami Railroad, at 7 40 A. M., dine at Hillsborough and reach Chillicothe the same Evening.

Fare from Cincinnati to Chillicothe, $3 45.

J. W. STOWELL,
Chillicothe, May 6th. '54— Sup't.

MUSKINGUM WORKS,
ZANESVILLE, OHIO.

DOUGLASS, SMITH & CO.

WOULD respectfully call the attention of Railroad Companies to their establishment at Zanesville

They are prepared to execute orders, on short notice, for

Passenger Cars of the most superior description,

Second Class Passenger, Mail Express, and Baggage Cars; Freight, Cattle, four or eight wheeled Gravel Cars.

We manufacture a superior

CAR WHEEL,

Over 2500 of which are now running on the Central Ohio Railroad, and many of these have been in use on the road over two years, having in that time only three to crack, and two to be renewed in consequence of the wearing of the Chill. We have also commenced the manufacture of the celebrated

WASHBURN WHEEL,

And are prepared to furnish this wheel, with or without axles. Also, castings for Cars fitted to order at the shortest notice.

BOLLMAN'S PATENT IRON & WOOD BRIDGE.

We are also agents and builders of the above celebrated Bridge. Are now placing upon the piers an iron bridge on this plan over the Muskingum river at Zanesville. We are ready to contract with companies for the construction of this Bridge. All orders addressed

DOUGLASS, SMITH & CO.,
au4tf. Muskingum Works, Zanesville, O.

Lightner's Patent Axle Boxes for Railroad Cars.

THE attention of Railroad Managers and others is called to this valuable improvement in

AXLE BOXES.

The first cost and "fitting up" of these boxes is 20 to 25 per cent below that of most boxes in use. They will save about 75 per cent in consumption of oil. The construction is simple; they are not liable to become loose, nor "heated" by severe service. The Resevoir is held close to the shaft, and the oil journals, are secure from dust yet easy of access; the brasses may be removed from the journals, while under the car, in a few minutes. Cars furnished with these boxes run from 4 to 5 weeks without replenishing the oil, and are not detained from the road for repairs ONE TENTH part of the time which is necessary when other boxes are used.

The business of a railroad can be done with a much less number of cars, with these boxes than if any other kind are used.

The first railroad men in the country have certified that Lightner's improvements in AXLE BOXES are among the first of the times.

Models and Testimony of the above Boxes, may be examined, and arrangements may be made for the right to use the same, with the subscriber.

WILLIAM SHERBURNE,
PRINCIPAL AGENT,
May 18.6* Office, No. 167 Broadway, New York.

Covington and Lexington Railroad Open to Falmouth.

ON and after Monday, the 7th of Nov., and until further notice, Cars will leave Covington daily (except Sundays) at 7 o'clock. A. M., for Falmouth,—stopping at DeCoursey, Culbertson, Grant's Beud, New Philadelphia, Canton Benton, Morning Side, Demossville, Butler and Irving.

Returning, will leave Falmouth at 1 P. M., stopping at all of the above stations.

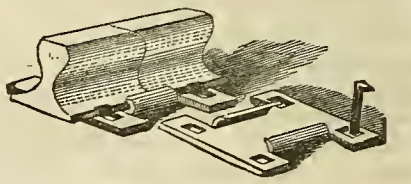
☞ For freight and passage apply to C. CARPENTER, Freight Ageut, Covington Depot.

R. M. SHOEMAKER Superintendent.

Office Cov. and Lex. R. R. Co., Nov. 5th.

dc22

RAILROAD SPIKES,



WROUGHT IRON

Chairs and Fastenings.

THE subscriber continues to manufacture with increased facilities, **Hook and Flat Head Railroad Spikes, and Wrought Iron Chairs of any pattern,** either punched or plain. The best quality of Iron is used, and the articles are guaranteed to give satisfaction in every respect. We are prepared to fill orders for any quantity with despatch, and at the lowest market prices.

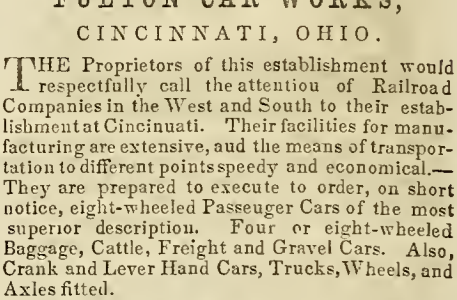
Also, Boat Spikes, Bolts, and Boiler Rivets, superior quality.

All communications addressed to us will meet with prompt attention.

SMITH & TYSON,
No. 25 South Charles Street, Baltimore

FULTON CAR WORKS,
CINCINNATI, OHIO.

THE Proprietors of this establishment would respectfully call the attention of Railroad Companies in the West and South to their establishment at Cincinnati. Their facilities for manufacturing are extensive, and the means of transportation to different points speedy and economical.—They are prepared to execute to order, on short notice, eight-wheeled Passenger Cars of the most superior description. Four or eight-wheeled Baggage, Cattle, Freight and Gravel Cars. Also, Crank and Lever Hand Cars, Trucks, Wheels, and Axles fitted.



Having obtained the *exclusive right* to make this Wheel in Cincinnati, Covington, and Newport, they are now prepared to furnish Railroad Companies with that celebrated Wheel, with or without Axles.—Also, Journal Oil Boxes of any patteru, and Castings for Cars fitted to order at the shortest notice.

Address KECK & HUBBARD,
Fulton Car Works, Cincinnati, Ohio.
ap.14. Office 62 East Second street

Railroad Line.

Cincinnati, Hamilton & Dayton Railroad.

Summer Arrangement.

COMMENCING THURSDAY, MAY 18th, 1854.

TRAINS will run by standard time, which is seven minutes faster than that of Cincinnati.

First Train
At 0 o'clock, A. M., Lightning Express for Dayton, Crestline, Pittsburgh, Philadelphia and Baltimore.

Second Train
At 6.10 A. M., for Hamilton, Richmond, Indianapolis, Terre Haute, Lafayette and Chicago, direct.

Third Train
At 8.20 A. M., for Dayton, Sandusky, Toledo, Detroit, Chicago, Cleveland, Buffalo, New York, Boston, Pittsburgh, Philadelphia, Baltimore and Washington.

Fourth Train
At 2 P. M. for Dayton only.

Fifth Train
At 3.30 P. M., for Hamilton, Richmond, Indinnapolis, Terre Haute, Lafayette and Chicago.

Sixth Train
At 5 P. M., for Dayton, Troy and Piqua, and intermediate stations.

Seventh Train
At 6.30 P. M., for Hamilton and intermediate stations.

The 1st Train, Express,
Will stop only at Hamilton and Middletown.

2d, 3d, 4th, 5th and 6th Trains,
Will stop at all regular stations.

The Seventh Train
Will stop at all way and fing stations.

The 1st Train
Will connect at Crestline at 1 P. M., with the Ohio and Pennsylvania Train for Pittsburgh, Philadelphia, Baltimore, etc., forming a direct and continuous line for each of these cities. Cars run through to Crestline without change. Baggage checked to Pittsbugh.

2d Train
Will connect at Richmond at 9.05 A. M., with Train of Indiana Central Road for Indianapolis; arrive at that place at 12 M., thence to Terre Haute, Lafayette, or Chicago without detention. Time as short as by any other route.

3d Train
Will connect at Dayton at 10.45 A. M., with Mad River Train to Sandusky; thence by Toledo and Cleveland Road to Cleveland; thence, at 7 P. M., with splendid steamers **St. Lawrence** and **Mississippi**, to Buffalo; thence at 7.30 A. M., with Buffalo and N. Y. City Road, to New York; arriving at that place at 10 P. M., also at Crestline 4.20 P. M., with Ohio and Penna. Train for Pittsburgh, Philadelphia, Baltimore and Washington.

The Same Train
Will also connect at Clyde with Cleveland and Toledo Train to Toledo, Chicago and intermediate points; and at Sandusky at 5 P. M., with steamer **Bay City**, for Detroit.

Fifth Train
Will connect at Richmond at 6.40 P. M., with Indiana Central Train for Indianapolis, Terre Haute, Lafayette, etc.

Sixth Train
Will connect at Dayton with Dayton and Michigan Railroad to Troy, Piqua, etc.

FARE:

From Cincinnati to		Hamilton	$ 60
Do	do	Eaton	1 35
Do	do	Richmond	1 75
Do	do	Indianapolis	3 00
Do	do	Terre Haute	5 00
Do	do	Lafayette	5 00
Do	do	Chicago	9 00
Do	do	Dayton	1 50
Do	do	Troy	2 10
Do	do	Piqua	—
Do	do	Springfield	2 10
Do	do	Sandusky	5 00
Do	do	Toledo	5 75
Do	do	Cleveland	6 00
Do	do	Buffalo, via Lake steamers	8 00
Do	do	New York, via steamers	15 50
From Cincinnati to		Pittsburgh, via Crestline	7 50
Do	do	do do do front car	5 00
Do	do	Philadelphia or Baltimore, via Crestline and Pittsburgh	15 00

For further information apply at the Ticket Office, corner of Broadway and Front Streets, under the Spencer House, of

W. A. LATHAM, General Agent.
Or, JOHN W. SHIPLEY, Ticket Agent.

At the General Railroad Ticket Office, No. 169 Walnut Street, next door to the Gibson House, or at the Sixth Street Depot.

HENRY O. AMES,
Cincinnati, May 16, '54.—je5† Sup't.

Railroad Line.

CINCIN'I, COLUMBUS & CLEVELAND ROUTE.

To New York, via Railway, in	30	hours.
To N. Y., by Lake Steamers via Cleveland	39	"
To Pittsburgh in	14	"
To Boston in	34½	"
To Philadelphia in	38	"
To Baltimore in	38	"
To Wheeling in	18	"

VIA LITTLE MIAMI RAILWAY.

FOUR DAILY TRAINS.

First Train—Lightning Express—at ...6 o'clock, A. M.
Second Train—Accommodation Ex....7.45 " "
Third Train—Hillsborough Train.....3.10 " P. M
Fourth Train—Even'g Accommoda...5 " "

The roads of this route are laid throughout with heavy T rail.

New York, Boston, and Montreal.

First Train—Lightning Express leaves Cincinnati at 6 o'clock A. M., connecting at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo; connecting at Dunkirk with New York and Erie Railroad, and at Buffalo with Buffalo and Albany Railroad to New York and Boston.

Second Train—Accommodation Express, at 7.45 o'clock, A. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad, at Buffalo with Buffalo and Albany and New York City Railroads, and at Buffalo with Niagara Falls Railroad, to New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

—ALSO—

Connects at Cleveland with the new and magnificent low pressure steamers QUEEN OF THE WEST, Capt. McBride; CRESCENT CITY, Capt. Pease; connecting at Buffalo with the Buffalo and Albany, New York City, and Niagara Falls Railroads, for New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

Fourth Train—Evening Express, at 5 o'clock P. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad; connecting at Buffalo with New York City, Buffalo and Albany, and Niagara Falls Railroads, to New York, Boston, and Niagara Falls.

Pittsburgh, Philadelphia, and Baltimore.

First Train—Lightning Express, leaves Cincinnati at 6 o'clock A. M., connecting at Crestline with Ohio and Pennsylvania Railroad to Pittsburgh, connecting with Pennsylvania Railroad to Philadelphia and Baltimore.

Through from Cincinnati to Philadelphia and Baltimore direct.

Zanesville, Wheeling, Baltimore, &c.

First Train—Lightning Express, at 6 o'clock A. M., and second Train, Accommodation Express, at 7.45 o'clock A. M., connect at Columbus with Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Lines, via National road to Wheeling, connecting with Baltimore and Ohio Railroad to Baltimore, Philadelphia, Washington, etc.

Fourth Train—Evening Express, at 5 o'clock P. M. Passengers by this Train sleep at Columbus and resume by Morning Train, via Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Line to Wheeling.

Hillsborough.

Third Train—Leaves Cincinnati at 3 P. M., connecting at Hillsborough with Ohio Stage Co.'s Lines to Chilicothe, Piketon, etc.

FARE.

From Cincinnati to New York via Railroad, either route	$16 00
From Cincinnati to New York via Railroad to Albany, and Hudson river steamer	15 00
From Cincinnati to New York via Lake Steamers to Buffalo, and Railroad to New York	15 00
From Cincinnati to New York via Lake Steamers to Buffalo, Railroad to Albany, and Hudson river steamer to New York	14 00
From Cincinnati to Boston via Lake Shore, New York and Erie, and New York City Roads	20 00
From Cincinnati to Boston via Lake Steamers and New York City and Erie Roads	19 00
From Cincinnati to Boston via Lake Shore, Buffalo, Albany and Western Roads	19 00
From Cincinnati to Boston via Lake Steamer, Buffalo, Albany, and Western Roads	18 00
An additional charge of fifty cents via Niagara Falls and above routes.	
From Cincinnati to Montreal via Lake Shore Road,	18 00
From Cincinnati to Montreal via Lake steamer	17 00
From Cincinnati to Boston, via Lake Shore Road and Ogdensburg	18 00
From Cincinnati to Boston via Lake Steamer and Ogdensburg	17 00
From Cincinnati to New York via Lake Shore Road and Ogdensburg	16 75
From Cincinnati to New York via Lake Steamer and Ogdensburg	15 75
From Cincinnati to Buffalo via Lake Shore Road,	9 00
From Cincinnati to Buffalo via Lake Steamer	8 00
From Cincinnati to Philadelphia or Baltimore via Crestline and Pittsburgh	15 00
From Cincinnati to Philadelphia or Baltimore via Cleveland and Pittsburgh	15 50
From Cincinnati to Pittsburgh via Crestline	7 00
From Cincinnati to Pittsburgh via Cleveland	9 00
From Cincinnati to Baltimore via Wheeling	14 00
From Cincinnati to Washington via Wheeling	15 00
From Cincinnati to Philadelphia via Wheeling	15 00
From Cincinnati to Wheeling	7 00
From Cincinnati to Cleveland	6 00
From Cincinnati to Zanesville	4 00
From Cincinnati to Columbus	3 00
From Cincinnati to Springfield	2 00

☞ For all information and Through Tickets, please apply at office, southeast corner of Broadway and Front sts., Cincinnati. W. A. LATHAM, Ticket Agent.
au25 P. W. STRADER, Gen'l Agent.

Cincinnati, Wilmington and Zanesville Railroad.

OPEN TO CIRCLEVILLE.—Two daily Trains, (Sundays excepted) between Washington and Cincinnati, and one daily train between Circleville and Cincinnati. On and after Tuesday, March 14th, 1854, until further notice, trains will run as follows:

Upward train for Circleville, leaves Cincinnati 7:45 A. M., and arrives at Circleville, at 2:40 P. M.

Upward train for Washington, leaves Cincinnati at 3:10 P. M., and arrives at Washington at 8:05 P. M.

Downward train leaves Circleville at 12:15 P. M., and arrives at Cincinnati at 7:45 P. M.

Downward train from Washington, leaves at 6:30 A. M., and arrives at Cincinnati at 11:25 A. M.

Trains will stop for passengers as follows: At Williamsport, Four Corners, New Holland, Washington, Rattlesnake, Sahina, Cross Roads, Wilmington, Sligo, Clarksville and Morrow; and on the Little Miami Road at Deerfield, Butterworth's Water Station, Loveland, Miamiville, Milford and Plainville, and on proper signal by flag, or to the Conductor, at Branch Hill and Linwood, at Turnpike.

The downward Trains connect at Morrow with the Trains on the Little Miami Road for Columbus.

Lines of Omnibusses will run between Circleville, Chillicothe and Lancaster, connecting with the morning train from and evening train to Cincinnati.

Fare from Cincinnati to Washington.....$2 25
" " " " Circleville..... 3 00

For other information and Tickets, apply at Ticket office, corner of Broadway and Front sts, and at the Little Miami Depot, or to the Station Agents on the line.

E. W. WOODWARD,
Engineer and Superintendent.

☞ The Omnibus Line will call for and deliver passengers to and from the trains to any part of the City.

J. HOWELL, Conductor.

☞ The Company will not be responsible for baggage exceeding $50 in value, unless the same be returned to the Conductor or Agent, and freight paid at the rate of a passage for every $500 in value above that amount.

mar. 23

COLUMBUS PIQUA, AND INDIANA RAILROAD.

New route from Columbus, West and from Urbana, East.

On and after Monday September 19, 1853, two trains per day, (Sunday excepted) each way, will run on this Road, between COLUMBUS and URBANA. Will leave Columbus at 4.50 a.m., and 3.30 p.m.—arriving at Urbana at 8.12 a.m., and 6.14 p.m. Returning—will leave Urbana, for Columbus, at 9.15 a.m., and 3.00 p.m.—arriving at 12.05 and 6.55 p.m.

The 4.50 a.m. train, from Columbus, will connect with the night Express train from Cleveland and arrive at Urbana in time for the morning train north for Sandusky and intermediate points. Persons arriving by the morning Cleveland and Znnesville trains can have a few hours at Columbus and leave by the 3.30 p.m. train—arriving at Urbana in time to get supper and take the 5.35 p.m. train for Dayton and Cincinnati.

The 9.15 a.m. train from Urbana connects with the morning train from Cincinnati and Dayton that arrives at Urbana 8.40 a.m.—arriving at Columbus at 12.05 p.m in time for the 1 p.m. train for Cleveland, connecting with the Buffalo and Dunkirk boats. The 3.00 p.m. train will leave Urbana on the arrival of the Sandusky train—reaching Urbana at 2.45 p.m.—and arrive in Columbus in time for the various night trains.

A line of Omnibuses will connect with the trains at Urbana for the conveyence of passengers to and from Piqua and Greenville over a good Macadamized road.

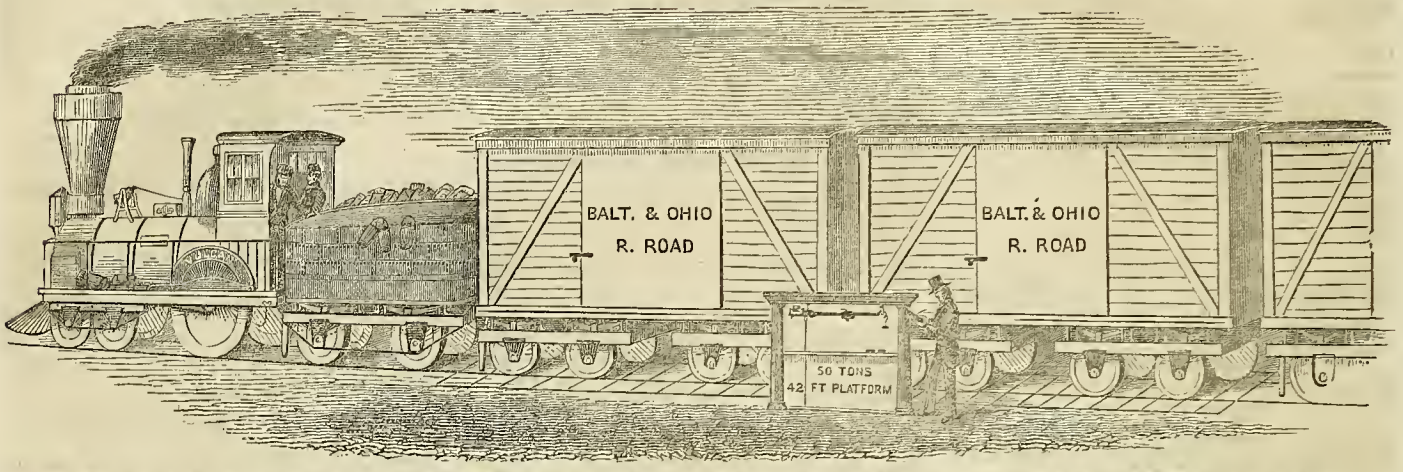
A. G CONOVER, Sup't

Piqua, Sept. 13, 1853. s29-tf.

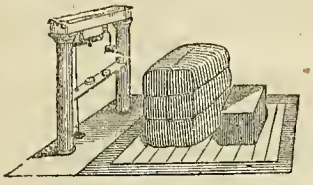
OFFICE OF THE
Cincinnati and Portsmouth R. R. Co.
Felicity, Clermont County.

☞ Communications addressed to T. H. WHETSTONE President, and left with Messrs. JOHN F. DAIR & Co Cincinnati, will receive prompt attention. a29-tf

FAIRBANKS' SCALES.



Railroad Track Scale---50 Tons.



DEPOT SCALES 12,000 LBS.

FAIRBANKS & CO'S

PLATFORM SCALES,

Long known—Severely tested—Always right—
The acknowledged standard—Adapted to
every required operation of weighing, as

Railroad Track and Depot Scales,

In use on nearly all the principal Railroads in the United States and Great Britain.

WAREHOUSE SCALES,
Dormant and Portable.

HEAVY PORTABLE SCALES,
On Wheels,
For Foundries, Rolling Mills, Iron Houses, &c.,

STORE SCALES,
Various Modifications.

COUNTER SCALES, &c.,

HAY & COAL DEALERS' SCALES,
Made entirely of Iron and Steel.

GENERAL AGENTS:

FAIRBANKS & CO., 89 Wator Street, Now York.
TRABER & AUBERY, Cincinnati.
L. F. BURGESS, Cleveland.
BROWNING & MAYER, Indianapolis.
C. L. HARMON, & CO., 197 South Water St. Chicago.
S. M. EDGELL & CO., 20 Pine St., St. Louis.
W. B. BELKNAP & CO., Louisville.
M. P. HUTCHINS, Detroit.
J. & F. DAWSON, Charleston, S, C.
GEO. C. EWING, 21 South Charles St., Baltimore.

MANUFACTURERS

E & T. FAIRBANKS & CO.,

ST JOHNSBURY, VT.

TESTIMONIALS:

OFFICE OF THE G. & C. U. RAILROAD CO.,
CHICAGO, FEB. 20TH, 1854.

MESSRS. E. & T. FAIRBANKS & CO.,

GENTLEMEN:—All of the principal station buildings on this road are furnished with your Depot and Platform Scales, with the exceptions of two scales. Your Scales were adopted after trial with those of other makers, and I take pleasure in now saying, that after more than four years trial, they have given entire satisfaction to us, and the public doing business with the Company.

I am not aware of a dollar's expense being incurred from wear or defect of materials in any part of the scales. The Track Scale, with suspended platform, which you have recently put into our principal depot at this place, judging from present appearance and the use to which it has been put, will, I doubt not, answer the purpose desired, and be equally satisfactory.

JOHN B. TURNER,
Pres't and Sup't.

CENTRAL RAILROAD CO.,
SAVANNAH, JAN. 6TH, 1853.

MESSRS. E. & T. FAIRBANKS & CO.,
St. Johnsbury, Vt.

DEAR SIRS:—Your Scales, which we have used for many years, gave so much satisfaction, that we ordered from your House, all the Scales necessary for our large new Warehouse. Your agent has just finished putting up twenty-two of your No. 1 and No. 2 Depot Scales and a large Road Scale, and I am pleased with the manner in which the job has been done. I trust and believe that this work will do credit to your establishment.

Respectfully, your obedient servant,
R. R. CUYLER, Pres't.

PORT RICHMOND, PA. MARCH 2D, 1852.

MESSRS. E. & T. FAIRBANKS & CO.,
St. Johnsbury, Vt.,

GENTLEMEN:—There are now in the Richmond Wharves at the terminus of the Reading Railroad, Twenty-six of your ten ton Track Scales, which have been in constant use for more than six years. The least quantity of Coal weighed annually upon any one wharf has been 400,000 tons. The aggregate quantity weighed upon the twenty-six scales, has been more than one million two hundred thousand tons per annum.

During the time since they have been in use, they have always retained their adjustment without any expense for repairs. They have been tested every year by the Sealer of Weights for the county of Philadelphia, and always found correct, and at the present time their operation is apparently as perfect and as sensitive as when first built.

JOHN E. ROBERT,
Superintendent of Wharves.

STATE OF NEW YORK,
CANAL COMMISSIONERS OFFICE,
ALBANY, JUNE 21, 1852.

MESSRS. E. & T. FAIRBANKS & CO.,

GENTLEMEN:—Your favor of the 10th, asking my views of the Weigh Lock Scales, manufactured by you, and introduced upon the Erie Canal, is received.

I have no hesitation in saying, that they have fully answered your recommendation in every particular. Their capacity for strength is fully equal to sustain the required burthen. They are not liable to get out of adjustment or repair. The arrangement of the Weighing Beam is admirably adapted to obtain rapid results. I know of no Scale superior to them, in this or any other country.

In great haste, Yours truly,
JOHN C. MATHER,
Canal Commissioner.



PORTABLE SCALES.

The following Railroads have been furnished exclusively, or nearly so, with FAIRBANKS' SCALES:

Alahama & Tennessee.	Huron & Oxford.
Allegheny Valley.	Illinois Central.
Androscoggin & Kennebec	Indiana Central.
Ashuelot.	Indianapolis&Bellefontaine
Atlantic & St. Lawrence.	Iron.
Baltimore & Ohio.	Jeffersonville.
Baltimore & Susquehanna.	Kennebec & Portland.
Belvidere, Delaware.	Knightstown & Shelbyville.
Boston, Concord & Montreal	Macon & Western.
Boston & Maine.	Mad River & Lake Erie.
Boston & Providence.	Manchester & Lawrence.
Buffalo, Brantford & Goder'h	Memphis & Charleston.
Buffalo, Corning & N. York.	Michigan & Southern.
Buffalo & New York City.	Milwaukee & Mississippi.
Buffalo & State Line.	Naugatuck.
Canandaigua & Elmira.	New Albany & Salem.
Central. (Ga.)	Newburyport.
Central. (Va.)	New Haven & New London.
Champlain & St. Lawrence.	New Haven & Northampton.
Charlotte & South Carolina.	New Jersey Central.
Cheshire.	New York Central.
Cleveland, Columbus & Cincinnati,	New York & Erie.
	New York & New Haven.
Cincinnati, Hamilton & Dayton.	Norfolk County.
	Northern Indiana.
Cincinnati, Logansport & Chicago.	Northern. (N. H.)
	Northern. (N. Y.)
Cincinnati, Wilmington & Zanesville.	Norwich & Worcester.
	Old Colony.
Cleveland & Erie.	Orange & Alexandria.
Cleveland & Pittsburgh,	Oswego & Syracuse.
Cocheco.	Petersburg.
Columbus, Piqua & Indiana	Philadelphia & Reading.
Columbus & Xenia.	Pittsfield & North Adams.
Concord,	Plattsburg & Montreal.
Concord & Clarement.	Portland, Saco & Portsmouth
Connecticut River.	Providence & Worcester.
Conn. & Passumpsic River.	Rensselaer & Saratoga.
Dayton & Michigan.	Richmond & Danville.
Eastern.	Richmond & Petersburg.
Essex.	Rome. (Ga.)
East Tennessee & Georgia.	Rome & Watertown.
Evansville & Crawfordsville	Rutland & Burlington.
Fitchburgh.	Rutland & Washington.
Galena & Chicago Union.	Sandusky, Mansfield & Newark.
Georgia.	
Grand Trunk, (Canada.)	Scioto & Hocking Valley.
Great Western, do.	South Reading Branch.
Great Western, (Ill.)	South Side.
Greenville & Columbia.	South Western.
Greenville & Miami.	Springfield, Mt. Vernon
Hartford, Providence & Fishkill.	Pittsburgh.
	St. Charles Branch.
Housatonic.	Steubenville, & Indiana.
Hudson River.	St. Lawrence & Atlantic.
Hudson & Berkshire.	Stony Brook.

RAILROAD RECORD.

AND

Journal of Commerce, Banking, Manufactures, and Statistics.

Vol. 2.---No. 16. CINCINNATI, THURSDAY, JUNE 15, 1854. Whole No. 68.

Railroad Record

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E. D. MANSFIELD, Editor.

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" " per annum	75 00
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" " per annum	200 00

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167 Walnut st., Cincinnati.

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CARDS.

ALBERT M. LEA,
CIVIL ENGINEER,
KNOXVILLE, TENN,
†oc27

E. GEST,
CIVIL ENGINEER,
Room No. 7 Hart's Building,
South side of Fourth st. bet. Main and Sycamore sts,
CINCINNATI.

OFFICE OF THE
Marietta & Cincinnati Railroad Co.
No. 37 Manchester Buildings,
CORNER THIRD AND SYCAMORE STS.
CINCINNATI.
Principal Office at
CHILLICOTHE, OHIO.
W. P. Cutler, President.....S. W. Ely, Secretary.

OFFICE OF THE
Ohio & Mississippi Railroad Co.,
No. 97 Fourth street, south side, west of Vine.
James C. Hall, President....S. S. Pond, Sup't & C. E.

OFFICE OF THE
Dayton & Cincinnati (Short Line) Railroad Co.,
No. 8 Hart's Building, south side of Fourth street, between Main and Sycamore streets.
Peter Odlin, Pres't, Dayton.....John C. Thorpe, Sec'y.

Cincinnati, Logansport & Chicago Railroad Company.
OFFICE AT NO. 169 WALNUT STREET.
CINCINNATI,
ALSO,
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EATON, OHIO.
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Cincinnati, Indianapolis & Chicago Railroad Company.
Office in Gregory's Building, south side of Third street, west of Main street
CINCINNATI.
E. M. Gregory.....President.

RAILWAY FROM CINCINNATI TO LOUISVILLE, THROUGH INDIANA.

This week, at any rate the next, will inaugurate the first railway communication between Cincinnati and Louisville. We confess to some curiosity as to the results. Substantially, the railway communication between Cincinnati, St. Louis and Louisville, is parallel with that between New York, Philadelphia and Baltimore. We trust it will be much better managed than the Eastern lines are, and we have no doubt it will be more profitable.

It is true, the railway between Cincinnati and Louisville is not on a straight line, nor made expressly for that connection, but it will be as useful and nearly as expeditious as if it were. The connection between Cincinnati and Louisville will be formed thus:

Ohio and Mississippi Railroad	87 miles.
Jeffersonville Railroad	52 do
Total,	139 do

This will probably be run at first in *six* hours, but *may* be run in four. The rapidity and certainty with which the journey will be accomplished, by men of business will cause large numbers to take this route. Travelers coming up the Ohio will be glad also to be relieved from the tedium of the river, on arriving at Louisville. By starting early from Cincinnati or Louisville, one may arrive in either city in time for business, which cannot be accomplished in the boats.

There is another view of this topic, which is interesting, socially and financially. We had, heretofore, nothing like the intercommunication with the people south of us, which ought to have existed. There was no communication at all tolerable, except that of the river, and that is slow and tedious. Now, however, as railways begin to connect us with the southern interior, a great change will take place. Ten-fold the number of persons will cross the borders, and railways will not only facilitate, but *center* business in that direction, beyond the most extravagant anticipations. Aside from this, the places themselves have now taken their place in the first class of American cities. Looking to the last census and the known increase since, and including the suburbs and adjacent towns, we estimate their population as follows:

Cincinnati, including Fulton, Spencer, Storrs, Newport and Covington	200,000
Louisville, Portland, Jeffersonville and New Albany	80,000
Aggregate	280,000

This immense civic population, engaged in a vast commercial business, must have a continual traffic and intercourse with each other. The habits of the Western people also make them locomotive in an eminent degree. The movement between Cincinnati and Louisville will soon be much greater, than that between Philadelphia and Baltimore. Indeed, it is so now. Six splendid steamers run daily between these places, besides the great number of boats plying between Cincinnati and New Orleans, and way boats to every point of the Ohio and Mississippi. From 600 to 800 passengers daily now move between Cincinnati and Louisville. The number is constantly increasing, and the Louisville Packets never run so full as in this season.

The fare by railroad will be something higher than by steamboat, and of course this will influence the poorer class of persons.—But the speed, by which half a day is saved, will induce the great body of business men to go by rail.

The completion of the Ohio and Mississippi Railway to the Jeffersonville Railroad, is an era of great importance to the former company. It will test speedily the correctness of the views and estimates made of its anticipated profits, and furnish an indication of its final result. At present, there is a prospect, that the great work which is to connect the metropolis of Ohio, with that of Missouri, will fulfill in its results, all that its friends anticipated. When it shall be completed to St. Louis, the three great cities of Cincinnati, Louisville and St. Louis, will all be united by one magnificent chain, which, though iron in its fabric, will be golden in its fruits.

Distance, in the West, is fast disappearing, and the very confines of states, which in former times would have been great Empires, are reached in a single day, and states, people and distances seem all blending and centering together into one vast homogeneous whole.

PROGRESS OF OHIO RAILWAYS.

The Dayton *Journal* complains that we did not notice in our article of the above title, the Xenia and Belpre. True, and we did not name half a dozen others in progress. At that time no part of it was finished, and we were not posted as to the progress of the part under contract. We have since, however, in our last number, (June 8th,) noticed the completion of the road between Dayton and Xenia, as well as that of other roads to the amount of 229 miles this spring. Our friends must not be disturbed if we are not very prompt to notice their progress, when they are not very prompt to give us information.

Since the publication of our table of Ohio completed Railroads, we find that there were some omissions, and some parts of roads finished since the article was written. We complete the table, therefore, with the following corrections:

	Miles.
Complete Ohio Railways, (per former table)	1,707½
Cincinnati and Marietta	22
Dayton and Belpre	16
Cleveland, Zanesville and Cincinnati	54
Ohio and Indiana	20
Aggregate	1,819½

The Dayton *Journal* states that 44 miles of the Dayton and Belpre Railroad are under contract and progressing. It also states that the "Broad Gauge Railway," from Dayton to the Pennsylvania Line, is all under contract, and a full force employed upon it. We are glad to hear it, though we are not informed *where* they are at work, or *what* are the prospects of the road. We claim to see a reasonable distance through a mill-stone, but not entirely through without some light. The railways in progress would do themselves no injury by posting us up, as to their condition and progress.

Railroads.

PITTSBURGH, MAYSVILLE & CINCINNATI RAILROAD.

A large and enthusiastic meeting of the citizens of Morgan county, favorable to an early extension of operations upon the line of the Pittsburgh, Maysville and Cincinnati Railroad west of the Muskingum river, convened at "Peugh's Hall" in the town of Malta, May 31, 1854, pursuant to public notice.

T. W. Peacock, Esq., the President of the company, being called upon made an interesting statement of the past operations of the company, and gave a flattering account of its present and future prospects. He informed the meeting that the original local subscription east of the Muskingum, had been increased from six thousand to ten thousand dollars per mile; inereasing the local basis, and materially adding to the eredit and ability of the company to carry on their work to completion.—At the same time by cheapening some of the heavy work and the advantage of favorable contracts, the company would secure the running of the cars for a very considerable decrease of the original estimates. The cash outlay of the company being over $200,000 less than at first contemplated.

Mr. P. stated that the board of Directors were now ready to undertake the prosecution of the work west of the Muskingum river, as soon as a local subscription of six thousand dollars per mile could be obtained for that purpose, and a favorable line for the road and right of way could be secured. The company intended to apply the means already subscribed to the early opening of the road from Muskingum river to the Central Ohio Railroad, thus opening the line to the Eastern markets. That the company would not be justified in undertaking the work west without first securing the local aid required. The credit and character of the company required such subscription, and without which the company could not undertake the work the present year.

Several other speeches were made when resolutions commendatory of the course pursued by the Board of Directors in the management of the affairs of the company were adopted. A committee of five persons was appointed to eanvass the county on hoth sides of the Muskingum for subscriptions to the stock of the company, to enable the road to be early constructed from McConnelsville to the Hocking River.

The meeting then adjourned.

PENNSLYVANIA CENTRAL RAILROAD.

An adjourned meeting of the stockholders of the Pennsylvania Railroad Company was held on the 5th inst., at Sansom Street Hall, Philadelphia, for the purpose of receiving the report of the committee relative to the purchase of the main line of the State Works.

The report was as follows:

That they have considered the subject committed to them as fully as the nature of the question involved, and their limited time have permitted. Under a strong impression of its importance they carried discussions covering the whole ground of their inquiry through several meetings; they also delegated to a subcommittee the duty of seeking additional information; which committee, after several sessions reported in some detail.

Having regard to the rivalry encountered by the main lines of transportation from Philadelphia westward, in other states north and south of Pennsylvania, the committee were very desirous of finding grounds upon which they could safely recommend the contemplated purchase, Their investigation has, however, forced upon them the unanimous conclusion not to advise the purchase upon the terms fixed in the recent act of the Legislature authorizing the sale.

Important as it undoubtedly is to the interests of the state and this city, that these parallel and proximate lines of transportation should be consolidated and made as efficient as judicious joint management, and watchful though favoring legislation can make them, the committee regard the conditions and restrictions imposed by the act of the Legislatnre, to be such as the Pennsylvania Railroad Company ought not to accept.

The committee do not hesitate to express their regret that this long delayed offer to sell has been encumbered with such terms as effectually preclude the Pennsylvania Railroad Company from being a competitor at the sale; and in view of the importance of the subject, respectfully submit to the stockholders the propriety of appointing a committee of their number who, in conjunction with the President and Directors, shall determine on such future action as shall be deemed best.

After much animated debate as to the expedieucy of purchasing the Columbia Railroad at the price put upon it by the Legislature, or of building a new road entire, at a cost of $4,000,000, the committee were discharged without any definite aetion upon the report.

CLEVELAND & PITTSBURGH RAILROAD.

It was expected by those familiar with the growing business of the Cleveland and Pittsburgh Railroad,that the receipts for May,1854, would show something of an increase over those of May 1853, but we presume none save the actual managers of this admirably conducted road, expected the increase to be as great as the figures demonstrate. The following is official:

The Earnings of the C. & P. RR. for May, 1854, were	$51,283 10
May, 1853	35,364 44
Increase	$15,918 66

We have been permitted to make further examination, by which a most gratifying result is shown, inasmuch as the greatest increase, by far, is in the item of freight, as will be seen by the figures below, which we get from the books:

Earnings for May, 1854, for passengers	$22,127 98
Do do 1853, do	18,731 82
Increase on passengers	$3,396 16
Earnings for May, 1854, for freight, etc.	$29,155 12
Do do 1853, do do	16,632 62
Increase on freight	$12,522 50

These figures show that the increase of earnings for May of this year, over May of last year, is a fraction above 45 per cent. It will be remembered too, that during May of '53, the Cincinnati and Pittsburgh passengers passed through Cleveland, but since that time the opening of the Pennsylvania and Ohio road to Crestline has diverted that travel.—Notwithstanding all this, the business of the road has increased in every department. It is well known that passenger business is fickle, easily diverted, and constantly changing.—Freight, however, when it finds its current, runs steadily, and its increasing flow demonstrates unmistakably the growing resources of the country through which the road runs.

In the case of the Cleveland and Pittsburgh road, under the unrivalled management of its judicious and active superintendent, Mr. Durand, and with new fields of wealth opening along the line of the main track, and the continuation of the C. Z. & C. road into the Muskingum valley, an increase of business heretofore unknown, can be confidently relied upon. What this road gains is merely by the growth of the country, and its future local trade cannot be estimated.—*Cleveland Herald*.

ROUTE TO CHICAGO & ST. LOUIS.—There is now an immense amount of traffic between this city and St. Louis, via Indianapolis, Lafayette, Michigan City and Chicago. Time, about 35 hours; fare $17 00

Between this city and Indianapolis there are three lines, candidates for public favor, viz: 1st, via Hamilton, Richmond and the Central Indiana road; 2d, via the Ohio and Mississippi road to Lawrenceburg, thence via the Indianapolis and Cincinnati road, and 3d, via the river to Madison, and thence via the Madison and Indianapolis road. From Indianapolis to Chicago all of these three lines take the same route. The amount of travel over these roads is immense and is daily increasing.

JEFFERSONVILLE RAILROAD.—John Zulauff, Esq., has been elected President of this company in place of Wm. Armstrong,Esq., resigned.

PROVIDENCE & RIO GRANDE RAILROAD; TEXAS.—*The American Flag* of 2d April, contains the act of incorporation of this company, by which it is empowered to construct a railroad from some suitable point on the Laguna Madre, Brazos Santiago, Brazos or Clark's Island, and thence by such course and to such points on the Rio Grande, and up and down said river, and by the way of Sal del Rey, as the company may determine.

The capital stock consists of 4,000 shares of $100 each.

The Commissioners have met and opened books for subscription to the capital stock, and when a sufficient amount shall have been subscribed, Directors will be chosen and the company fully organized.

The amount of freight between Brownsville and Brazos Santiago during the last year, transported by steam, has been 66,666 lbs.

By waggons, - - - - - -	45,417 "
Total, - - - - - - -	112,083 "
This at 40 c. per 100 lbs. is	$44,833 29
$2,000,000 in specie at 1 50 per thousand, - - - - - - -	3,000 00
Hides, wool and stock, - -	2,500 00
Passengers, - - - - - - -	5,000 00
	$55,333 29

Quite a business for a portion of the country but recently settled.

The road will undoubtedly be built, having *State aid* in the way of Government lands, to the amount of 16 sections to the mile, making 256,600 acres.

NEW THROUGH ROUTE TO NEW YORK.—By an advertisement in our columns it will be seen that passengers are carried through from Cincinnati to New York, over the Cincinnati, Hamilton & Dayton and Mad River roads to Forrest City, thence to Crestline, thence to Pittsburgh, thence to Philadelphia, thence to New York City, with the privilege of lying over at any point on the road, and resuming at pleasure. Fare only $16; time, 34 hours.

This is a pleasant route to travelers under any circumstances, and to business men in particular, inasmuch as it affords them an opportunity of visiting Philadelphia without loss of time or additional expense. The roads over which this route passes are surpassed by none in the way of completeness. The connections are complete twice daily from Cincinnati. Tickets can be had of the General Agent, W. A. Latham, at the Spencer House, or the Ticket Agent, Jno. W. Shipley, No. 169 Walnut street, next to the Gibson House.

By the way, the establishment of this Central Office for the sale of tickets is a great accommodation to the public.

NEW ORLEANS & OHIO RAILROAD.—At a recent election for directors of this company the former board were unanimously re-elected, as was also L. S. Trimble, Esq., the President.

ILLINOIS BANKS.—The Alton Courier has received from Thos. H. Campbell, Esq., Auditor, a full statement of the condition of the banks of the state of Illinois, on Monday, April 3d, 1854. The following are the aggregates of resources and liabilities—

RESOURCES:

Public Stocks at the rate at which they were received by the Auditor	$2,475,741 62
Amount paid for stocks over the value at which they were received by the Auditor	196,162 13
Real Estate	31,158 22
Notes of other banks on hand	385,339 45
Amount of debts owing to the association, other than loans and discounts	1,368,203 68
Suspended debt	
Specie on hand	563,152 04
Loans and discounts	316 874 76
Deposited with other banks	878,612 58
Expense account	24,874 97
Checks, drafts and other cash items	63,692 41
Total resources	$6,305,978 86

LIABILITIES:

Capital stock paid in and invested according to law	$2,513,790 17
Amount of debts owing by the association, other than for deposits	294,034 50
Amount due to depositors	1,286,102 25
Notes or bills in circulation	2,283,526 00
Profit and loss account	71,787 00
Total liabilities	$6,449,239 92

FORT WAYNE & CHICAGO RAILROAD.—We understand that the directors of this road have thought it prudent under existing circumstances, to change the plan of operations, and instead of working as heretofore along its whole length, with a view to a simultaneous opening, to concentrate the forces mainly on the eastern portion reaching to Columbia, Whitley county, in order that the road may be completed in divisions connecting with the finished roads from the East. At an early date in September next it is designed to commence track laying from the Summit City to the West, and to open twenty miles by November to run in connection with the Ohio & Indiana.

In the mean time the heaviest sections on the Western Division, requiring the longest time, will continue to progress.

The iron for the whole road to Chicago has been purchased, and its delivery is soon to be commenced.

A large portion of the cross ties has already been delivered for the western as well as the eastern division, and a fair portion of the grading done.—*Fort Wayne Times.*

IOWA CATTLE IN NEW YORK CITY.—Since the opening of the Chicago and Rock Island Road the drovers are bringing cattle to the New York market by rail from the state of Iowa. A single drover delivered 600 at the Bull's Head market a few days ago in nine days from the western bank of the Mississippi. in Iowa, by means of the Rock Island, Michigan Central, and New York Central roads, and the Lake Erie and Hudson River boats, and received therefor an average of $85 each. A friend who communicates this fact, says in a note, that it forcibly illustrates the changes brought about by the wonderful working agency of railroads, and it certainly does.—*New York Times.*

At the present reported price of beef in the New York and Philadelphia markets, 20 and 25 cents per pound for steaks, it would pay well to carry cattle there from almost any point of the compass.

PASS MANCHAC BRIDGE, ON THE GREAT NORTHERN RAILROAD, LOUISIANA.

The Pass—leading from Lake Maurepas to Pontchartrain—is a deep, narrow stream, surrounded by low marshes heavily wooded with cypress, at the point where the bridge of the Great Northern Railroad Company spans it, about eigh ten miles from Lake Pontchartrain.

The soft, yie ding character of the swamp, which for many miles, envelops this Pass and the Lake that disembogues through it, the depth of the water in the Pass, the strength of the current, and other peculiarities, induced even engineers to surround the undertaking of bridging it with many difficulties. The result has dissipated all these apprehensions. The Company have built across the Pass a bridge of over two thousand feet, which is one of the most substantial wooden structures in the United States. The plan of this bridge is no less simple than ingenious. The superstructure, which rises six or eight feet above the water-mark, rests upon six head piles, placed at distances of ten fect apart, and these are further sustained by two bracing timbers on each side, which are not sunk perpendicularly, but aterally, at an angle of thirty degrees, so as to give, not only strength to the structure, but to prevent its being shaken by the current, or other causes. The average depth of the Pass is nineteen fect, and the trusses or posts are driven eleven feet into the bottom, which is composed of hard blue clay. It is impossible to conceive of anything which can be erected of timber more substantial or permanent. Its strength has been fully tested by placing upon it an enormous amount of railroad iron, which did not move the structure the hundreth part of an inch. The constructor of this bridge, Mr. Carwin, deserves great credit for the ingenuity and the substantial character of the work.

The Pass Manchac is a navigable stream. Hence the Great Northern Company were under the necessity of constructing a draw bridge through which the vessels might pass. This work was assigned to those enterprising bridge contractors Maxwell, Briggs & Co., and a beautiful structure has been completed. This draw is on the plan of Howe's Patent Truss bridge, and is swung on a central scaffold work, moving circularly on wheels, like those of a railroad car. One man working a crank in the center, can swing around the whole structure, which is 143 feet in length. Thc width of the passage for vessels is sixty feet.—*Daily Delta.*

Batavia, Perintown & Milforn Railroad.—This is a newly proposed route by which our friends of Clermont county purpose reaching this city, via Milford on the Little Miami road. The books for subscription to the capital stock will be opened at several points in the early part of the ensuing month.

Grann Rapids & Indiana Railroad Company.—The following are the officers and directors of this newly organized Company: Joseph Lomax, President; Wm. H. Campbell, Secretary; Sylvester R. Shelton, Treasurer; Josiah D. Cook, Chief Engineer; Geo. Walker, Resident Engineer.

Josiah D. Cook, Joseph Lomax, of Marion, Indiana; Joseph G. Van Horn, of Grant Co.; Ambroze W. Henley, Andrew J Neff, Amos M. Hackney, Lewis Bailey, J. E. B. Rose, Abraham Stahl, N. D. Clouser, George S. Howell, Sylvester R. Shelton, and William Henley, of Hartford City, Directors.

This Company was organized January 18th 1854, with a subscription of 2200 shares at $25 each, We have spoken of it previously under the name of Indiana, Kalamazoo and Grand Rapids Railroad Company. Though the name at the head of this article is the name under which the Company was chartered; the office of the Company is at Hartford City, Blackford county, Indiana.

Correction.—We are indebted by way of an apology to E. W. Serrell, Esq., for some typographical errors which crept into his article upon "Bridges of great spans for Railroads," in our last issue but one, which mar the sense of the article, and make him say what he never intended.

In the fourth paragraph, of the second column, page 211, for "has yet been *contemplated* in any part of the world," read "*constructed.*"

On page 212, second column, fifth paragraph, third line, for "*alterations*" read *alternations.*

We regret sincerely to have such errors occur, but they seem almost unavoidable.

Cincinnati, Lebanon and Xenia Railroad.—We are pleased to learn that after a temporary suspension, consequent upon the inability of the original contractors to comply with the terms of their contracts, the work upon this line has been resumed under the direction of Messrs. Degraff & Co., as contractors, who will put a strong force at work immediately, and should the Company's finances warrant it, will complete the road from Sha.on to Xenia by January 1856.

☞ The New York Central Railroad Company, on the 1st inst, established a new and important regulation—the recording of every check given for baggage, the destination, number, etc.

Peoria & Oquawka Railroad.—The western division of this road is progressing rapidly; seven miles of the Mississippi Bottom division are completed; Knoxville will be reached in the course of this or next month; rails have been contracted for sufficient to reach Monmouth.

Passage of the Railroad Consolidation Ordinance.—The First Branch of the City Council yesterday afternoon passed the ordinance to aid in the consolidation and completion of a continuous line of railroad from Sunbury, Pennsylvania, to tide water at Baltimore. The ordinance provides for the conveyance in perpetuity to the consolidated Northern Central Railway company, of all the interest now held by the city in the Baltimore and Susquehanna Railroad; the transfer not to be made until the consolidated railroad shall be completed and opened for the transportation of passengers and merchandise from Sunbury in Pennsylvania, to tide water in the city of Baltimore, by the route designated in the ordinance authorizing the Baltimore and Susquehanna Railroad company to extend their road to tide water. The ordinance passed the Branch by a vote of fifteen to five, and had previously passed the Second Branch by a vote of eight to two; a three-fourths vote in both in both cases. This result places the important benefits which our city will reap from the consolidatien and completion of this line of railroad beyond almost the possibility of further postponement.—*Balt. Amer.*

Richmond, Fredericksburg & Potomac Railroad.—From the report for the year ending 31st March last, it appears the revenue of the road during the past year, reached the sum of $263,447 89; and the expenses for the same period amounted to $133,-921 01—leaving a balance applicable to the payment of the regular dividend and interest, of $129,526 88. With the deduction of these two items, which for the past year amounted to $90,715 96, a surplus of net increase appears of $38,800 92, which is the excess of the contingent fund of the company, over the amount stated in the last annual report, less the sum of $7,087 08 allowed the Washington and Fredericksburg Steamboat company, at the last annual meeting of stockholders.

Aurora Extension Railroad, Ills.—We learn that the old strap rail of this road has been nearly all removed between the Junction and Aurora, and replaced by the "Compound" or "Continuous" rail. The difference in time made, and the comfort of the passengers must be great.

This same company have completed 25 miles of fencing along the line of the road, and the remaining 65 miles will be shortly finished, the lumber being all on hands for the purpose.

This is a praiseworthy undertaking, adding much to the safety of the road. Every railroad in the country should be compelled to fence and otherwise protect the line of their roads.

Ohio & Mississippi Railroad.—The following officers were elected on Tuesday, 6th inst.: President. James C. Hall; Vice President, Charles D. Coffin; Secretary, H. H. Goodman; Treasurer, Ohio Life and Trust Company; Solicitor, Thomas G. Whitehall.

BANK CAPITAL OF CITIES.

List of Cities where there are $1,000,000 of Banking Capital employed, with the number of Banks in each.

CITIES.	No. of Banks.	Capital.
New York	57	47,454,400
Boston	37	30,160,000
New Orleans	8	12,267,120
Providence*	31	11,923,300
Philadelphia	15	10,618,000
Charleston	8	10,256,735
Baltimore	12	7,592,380
Nashville*	4	5,341,200
Hartford*	10	5,476,900
Louisville	4	3,260,000
Troy, N. Y.*	11	2,891,125
Albany	9	2,901,400
Pittsburgh*	5	2,743,700
New Haven	6	2,494,375
Savannah	5	2,319,940
Augusta, Ga	6	2,574,900
Richmond	3	2,114,000
Mobile	2	2,000,000
New Bedford	4	1,900,000
Salem, Mass	7	1,760,000
Brooklyn, N. Y	6	1,750,000
Utica	6	1,785,200
Newark	4	1,708,000
Buffalo	12	1,384,500
Rochester*	6	1,580,000
Portland	6	1,575,000
Chicago	8	1,534,000
Syracuse	9	1,413,025
Norwich, Ct.*	6	1,314,130
Columbia, S. C	3	1,300,000
Lexington, Ky	2	1,380,006
Springfield, Mass	6	1,300,000
Wheeling*	4	1,295,000
Lowell*	5	1,250,000
Worcester*	5	1,200,000
Lynchburg	4	1,169,300
Petersburgh	3	1,170,000
Cincinnati	6	1,155,526
Covington, Ky	3	1,100,000
Bangor	11	1,100,000
Wilmington, N. C	3	1,050,000
Bridgeport, Ct.*	5	1,049,500

*Manufacturing Towns.

The cities that are remarkably deficient in Bank Capital, when their large business is considered, are St. Louis and Cincinnati. In both cases this want is remedied by the large capital employed by private banking houses. Philadelphia, Cincinnati, Baltimore, Buffalo, and Pittsburgh have less bank capital now, than they had fifteen or twenty years ago, while Providence, Hartford, Brooklyn, N. Y., Syracuse, and a few others have been rapidly increasing.

In addition to the banks above enumerated, there are in process of organization, three new banks in Providence, one in Syracuse, one in Buffalo, one in Lowell, ono in Worcester, one in Augusta, Ga.

In various cities the bank capital is nearly one million of dollars, viz: Norfolk, Va., $291,000; Fall River, $950,000; Detroit, $812,000; Lancaster, Pa., $982,000; Wilmington, Del., $848,000; Maysville, Ky., $850,000.

In Maine, no Bank has a larger capital than $500,000; New Hampshire, $200,000; Vermont, $150,000. The largest capital employed by any one bank, is that of the Bank of Commerce, New York, $5,000,000; the next, the Merchants' Bank, Boston, $4,000,000; Bank of Charleston, $3,160,000; Bank of Louisiana, N. O., $3,933,000; New Orleans Canal and Banking Company, $3,164,000.—With these exceptions, there are none beyond $2,100,000.—*Merchants' and Bankers' Almanac.*

Dayton & Western Railroad.—At a meeting of the Board, held on Monday, 5th inst., the Dayton Journal says, Simon Gebhart and W. DeGraff, presented their resignation as Directors, and E. F. Drake resigned the office of President of this company,—Messrs. John H. Achey and Joseph Clegg were elected Directors to fill the vacancies in the Board, and Joseph Clegg was elected President of the Board. Mr. Clegg is an efficient, industrious and capable business man, and we think, will render the company real service, in the position in which he has been placed.

Buffalo & Brantford Railroad.—Hon. James Wadsworth, President of the Buffalo and Brantford Railroad, returned from England in the *Asia*, where he has been on business connected with the road. We understand he was eminently successful in the objects of his voyage—the negotiation of the bonds of the company and the purchase of iron for the balance of the road—and that its completion to Goderich will be prosecuted with all practicable despatch.—*Buff. Com.*

Columbia & Hamburg Railroad.—We learn that Mr. J. G. Gibbes, the Engineer in charge, has reached Hamburg by the lower route, and finds it quite practicable and a good line. The country it passes through beyond General Quattlebaum's is a rich one and thickly settled. Much anxiety prevails on the route for the road, and we have no doubt a good subscription will be taken up. The corps has commenced the survey from Hamburg by what is called the ridge route, and it is expected they will get back to Columbia by the 20th of June, when the comparative merit of each will be known. There is some difficulty in getting from Hamburg to the ridge, and the first ten miles will probably occupy a week; the rest of the line will be easily run.

As at present advised, the two routes will differ only about five miles, and the cost of the lower route which is the shorter, will be the greater per mile, while the difference in the distance of the ridge line will about equal the expenditure required for the road. The competition for the route will be one of interest, and a fair subject for a stir. The road must be built, and we expect our Georgia friends will aid us, as they have a deep interest in it. *South Carolinian.*

New York Central Railroad.—The circular of the directors to the stockholders of the New York Central Railroad presents an elaborate and clear exhibit of the financial condition of the company. It will be seen that the receipts of the year to end in July, are estimated at $5,500,000.

The improvements contemplated and in progress are indispensible to the efficiency of the road. When completed they will render it the most perfect thoroughfare in the world. It is questionable, however, whether, in five years, even a double track, 200 locomotives, 225 passenger and 2,500 freight cars, will be sufficient to meet the demands of the rapidly increasing business.

The management of the road, in its several departments, is in the hands of practical prudent men, whose sagacity in the past affords abundant guarantee of the wisdom of their arrangement for the future.—*Alb. Eve. Jour.*

Ohio & Indiana Railroad.—This road is now completed to Delphos, on the Miami Canal, and daily trains are in operation over it, in connection with the Ohio and Pennsylvania Road at Crestline.

Erie once more.—The besotted inhabitants of this place are once more plotting mischief; not content with going unscathed in the matter of damages, for their lawless conduct heretofore, they are only emboldened thereby to re-commence the riotous scenes enacted there last winter. An order has passed the town council to tear up the track and burn the bridges. A freak of gauge and peanut tribute they swear they shall have. The Mayor has not yet signed the declaration of war, but has the matter under advisement.

Had justice been meted out to them, or had Government authorities been as prompt to support the U. S. Marshall in the discharge of his duties last wintsr in this town, as they have been on a recent occasion elsewhere, no threatenings and mutterings of discontent would have been heard. There is but one course remaining to put an end to this disgraceful conduct, and that is to compel the town of Erie to pay for damages already perpetrated. They will find this fool's play rather expensive then, and would feel very little inclination to renew it at the same cost.

Cincinnati, Wilmington & Zanesville Railroad.—We take the following items of this road from the Cincinnati Commercial of the 8th inst.:

Its entire length from Morrow to Zanesville is 113½ miles; to the city of Cincinnati, 167 miles.

There are but four curves with a less radius than 1910 feet—eighty-eight per cent. of the road is straight, and seventy-seven per cent of the grades are less than thirty feet to the mile. Eastward from Wilmington the line is a direct tangent for twenty-one miles. The section between Lancaster and Zanesville is now in course of construction, work having been done thereon to the amount of $400,000, and will be completed to the west bank of Muskingum at Zanesville, in December of this year. The largest pieces of masonry, and the tunnel, are already completed. The receipts of the company to May 1st, were $2,335,674. Expenditures, $2,326,460.

The Lexington & Frankfort Railroad Company have succeeded in negotiating the entire loan recently advertised by them.—The amount of bonds sold was $130,000, at prices averaging about 87 per cent. for the whole issue—the bonds having 15 years to run.

This will be good news to the stockholders, as the entire debt is now funded and the company in a position to commence the declaration of cash dividends.

☞ We would call the attention of our readers having business at Buffalo, to the card of Mr. James W. Hooker, late of Lafayette, Indiana. Mr. H. has established himself at Buffalo as a Commission Merchant, and dealer in Machinery, Agricultural Implements, etc. He will pay prompt attention to all orders entrusted to him, and doubtless give general satisfaction.

Report of the Railroad Commissioners of the State of Connecticut.

We take the following *resume* from the Hartford *Courant*:

The General Railroad Commissioners for the state have made their annual report to the Legislature. They represent our roads as being generally in a good condition. They specify, however, several particulars in some roads that may lead to danger. Some of the railways of the state have been damaged by the extraordinary freshets of the past year, but all have been promptly repaired and are now in good running order. The law with regard to stoppage in crossing bridges and other railways, has been observed, except where the Commissioners have given liberty to do otherwise.

The Commissioners give a list of twenty accidents which have been reported to them since the rising of the last General Assembly; fifteen of these accidents were occasioned by want of ordinary care upon the part of the sufferers; five were produced by causes beyond the control of the sufferers. Twenty-one persons were killed by these accidents and fifteen seriously injured. Sixteen were killed by passenger trains, generally running at high rates of speed; three were killed by gravel trains. Thirteen were killed by their own want of prudence; twelve of whom were walking or standing upon the track. The other seven were railroad operatives, engaged in the discharge of their duties. Only one of the number killed was a passenger. No persons were killed or injured on the Danbury and Norwalk or Hartford, Providence and Fishkill Roads, the past year. There were about ninety deaths occasioned by railroads the year before.

The total number of miles of railroad in operation in the state is 553; in process of construction, 136. The whole capital stock is $25,605,000, of which $16,902,897 have been paid in. The cost of roads has been $25,441,733; gross earnings, $3,283,354; expenditures for working, $1,723,867; net earnings, $1,106,052; dividends, $653,111; debt, $8,037,823; number of miles run by all the trains, 2,092,045; number of passengers 3,202,090; tons of merchandize transported, 670,741; average whole cost of operating the roads for each mile, 82 cents; average earnings per mile for each mile run, $1,57.

One person has been killed for every 104,602 miles run by trains; one person for every 67,132 miles run by passenger trains; one for every 160,124 passengers carried in the cars; one person for every 4,732,000, passengers carried one mile; one passenger only has been killed out of 94,640,000 passengers carried one mile.

The Commissioners recommend a law, requiring a lantern, furnished with a reflector of not less than ten inches in diameter, to be placed in front of all night trains. Likewise, that conductors, baggage-men and brakemen should wear some badge by which they can be distinguished. Likewise, some law enforcing the fencing of railways. Some laws are needed, the Commissioners think, to regulate the exchange of freight from one road to another; and to enable companies to purchase at a proper rate, such buildings or trees as prevent the road from being seen near curves.

They recommend to the roads, to send hand cars over every road before business commences in the morning; that the Company supply the conductors with watches; that new running gear for all pasaenger trains should be supplied, every year; that uniformity in the color of signals should be observed throughout the state; and that the use of strong drink should be prohibited to all the operatives on every road, as is now only done on the New Haven and New London road.

The Commissioners think, that the act passed in 1853 for the better regulation of railways has been very useful.

The N. H., Hartford and Springfield and the N. H. and N. Y. roads, are the only roads that have built double tracks. The former has 55 out of 62 miles; the latter, 56 out of 61½. The most expensive road is New Haven and New York, which cost $83,445 per mile. Of the dividends paid, the N. H., Hartford and Springfield have given $352,500, much more than half of all paid in the state.

Blue Ridge Tunnel.—We were, during the past week, favored with a visit from Engineer Johnston, of the Blue Ridge Road, whose section embraces the Tunnel. Among other items of interest, he informed us that specimens of Gold had been taken from one of the shafts of the Tunnel, at the depth of fifty or sixty feet, which were very rich. The mineral is encased in a flinty quartz. Should the operators encounter such strata as this in their progress through the mountain, we are of the opinion there may be contractors procured who will drill the Tunnel for the fun of the thing, not to say anything of the ramifications that may be necessary. Who knows what may turn up in the bowels of the earth?

Mr. Lythgoe is at present in Tennessee, finishing the location of the road. Many of the contractors are progressing rapidly with their work, and by fall will have "made their mark" upon the line.—*Courier*.

The Blue Ridge Tunnel.—The Staunton, Va., *Messenger*, alluding to the progress of the tunnel says: New and unanticipated difficulties have to be encountered at the western side of the Ridge. Great seams through which water, in great showers, descends, have been met with and the rocks though loose, are in large fragments such as need the most costly and heavy timbers, to uphold them, while the earth is being removed from beneath. It is hoped, however, that this new difficulty will not last long, as it is anticipated that they will soon strike the solid rock that forms the comb of the mountain through which they can make greater headway.

Chicago & Rock Island Railroad Celebration.—We find in some of our Chicago exchanges, notices of the party invited to visit the Falls of St. Anthony in commemoration of the opening of this great thoroughfare, by which the Mississippi has been united to the Lakes.

At Rock Island five steamers were in waiting to receive the company, all of which were filled to their utmost. When last heard from the party had reached Galena, where they stopped for a time to visit the lead mines.

This is magnificent as well as costly manner of celebrating this event, and one that will not soon be forgotton by those who participated in it.

Covington & Lexington Railroad Celebration.—On Thursday, the 8th, a very large number of the citizens of Harrison, Bourbon, and adjacent counties of Ky., and numerous citizens of Cincinnati, visited Cynthiana for the purpose of celebrating the completion of the Covington and Lexington road to that place, some 68 miles. The citizens of Harrison county had made ample arrangements in the way of a barbacue and other "fixins" for the occasion. Everything passed off in the happiest manner, without an accident to mar the festivities of the occasion.

Chicago & Milwaukee Railroad.—The work on this road is progressing very rapidly. The first sixteen miles north of Chicago are already graded, and the ties are all on the ground. Ten miles north of Waukegan are also graded, and in Wisconsin it is all in a state of forwardness, and will be completed as fast as the iron and superstructure are ready.

The iron is all purchased and the rolling stock for the entire line is also under contract All the arrangements of the company are made with reference to the completion of the road by close of navigation.

Penosacla & North Alabama Road.—The Montgomery Mail says, "We are informed that an engineer has been sent out by a company of English and Boston capitalists to examine the surveys of the Pensacola Railroad company, and that he is now actively engaged upon the line. It is understood that if this gentleman, after a thorough examination of the route in all its bearings, decides that the proposed line possesses the advantages claimed for it by the corporators, his principals will immediately advance to the company, two millions of dollars for its construction. What other arrangements have been entered into, if any, for pushing the work to rapid completion, we have not learned.

Telegraphs in the U. S.—From the April number of Schaffner's Telegraph Companion, a very useful monthly periodical, published by Pudney & Russel, No. 79 John St., New York, we learn that the length of telegraphs in the United States, at the present time, is 41,392, and that the capital stock of the companies operating them amounts to $6,671,800.

Morse's lines,	36,972	miles wire,		Capital		$5,545,800
House's	do 3,850	do	do		do	955,000
Bain's	do 570	do	do		do	171,000

ACKNOWLEDGMENTS.

Hunt's Merchants' Magazine, No. 6, Vol. 30, for June, being the last number of the volume, comes to hand filled as usual with a vast amount of statistical information of great value to the merchant.

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

CORRECTED TO WEDNESDAY OF EACH WEEK.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'D.	ASK'D.
Alabama and Tennessee	1st mortgage, convertible till 1872	7	1872		96
Baltimore and Ohio	Transferable. Taxed	6	1885	83	83½
Do do	Coupons. Not Taxed	6	1875	88	89
Do do	" "	6	1880	84	87
Do do	"	7	1860		87
Do do		6	1885	83	85
Bellefontaine and Indiana	1st mortgage, convertible	6	1866	103	104
Buffalo and Penn. State Line	1st mortgage, not convertible	7	1866	100	101
Chicago and Rock Island	1st mortgage, convertible	7	1870	95	96
Chicago and Mississippi	1st " "	7	1862	90	92
Do do	2d " "	7	1874	75	77
Chicago and Aurora	1st " "	7	1866	90	92½
Cincinnati and Fort Wayne					
Cleveland, Columbus, and Cincinnati	1st mortgage, convertible	7	1859	128	130
Do do do	No mortgage, convertible	7	1855	124	127
Cleveland and Mahoning					
Cleveland, Painesville and Ashtabula	1st mortgage	7	1861	95	96
Do do	2d " not convertible	7	1861	99	100
Cleveland and Pittsburgh	1st " convertible	7	1860	95	96
do do		7	1873	85	90
Cloveland, Zanesville, and Cincinnati					
Cincinnati, Hamilton and Dayton	1st mortgage " till 1853	7	1861		95
do do do	2d mortgage	7	1868		95
do do do	3d mortgage	7	1880		90
Cincinnati, New Castle and Michigan	1st mortgage, real estate, convertible	10	5 & 10 y's	96	100
Cincinnati Western	1st " " " "	10	5 & 10 y's	90	98
Cincinnati, Wilmington and Zanesville	1st "	7	1862	94	95
Cincinnati, Indianapolis and Chicago					
Columbus and Lake Erie					
Columbus, Piqua and Indiana	1st mortgage, convertible	7	1862	84	86
Do do do	2d "		1852	80	83
Columbus and Xenia	1st mortgage, convertible	7	1859	118	120
Covington and Lexington	1st " " till 1862	7	1883	90	95
Do do	2d " "	6	1862	85	87½
Dayton and Michigan	1st " "	7	1867	94	97
Dayton and Western	1st " "	7	1862	90	97
Dayton, Xenia and Belpre					
Eaton and Hamilton	1st mortgage	7	1862	84	87
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.	7	1862	93	96
Evansville and Illinois	1st Mortgage, convertible 1857	7	1862	85	87
Frankfort and Lexington	1st " "	6			
Franklin and Warren					
Galena and Chicago Union	Pledge of 2d section, convertible	10	1853–6	125	130
Do do do	1st mort., 2d " not convertible	7	1862	89	90
Illinois Central	1st mortgage, not convertible	6	1875	78	79
Illinois and Wisconsin		10			
Indiana Central	1st mortgage, convertible	7	1866	95	97
Do do	" "	10	1857	99	100
Indianapolis and Bellefontaine	1st " "	7	1860–1		97½
Indianapolis and Lafayette	" "	7	1861	95	100
Jeffersonville	1st " not "	7	1861	90	94
Junction (Ohio)	1st " "	7	1867	106	108
Do do	2d " "	7		104	106
Lawrenceburg and Upper Mississippi	1st mortgage, convertible	7	1866		95
Lexington and Big Sandy					
Little Miami	No mortgage, convertible 1852–4	7	1858–61	114	116
Do	" " till 1855	7	1861	117	120
Louisville and Nashville					
Lynns', Iowa, Central	1st mortgage, convertible	7	1873	8	
Mad River and Lake Erie	1st mortgage, convertible till 1855	7	1855–6	97½	100
Do do	2d " "	7	1866	87	90
Do do	Dividend	7	1860	78	83
Madison and Indianapolis	1st mortgage, convertible after 1853	6	1861	100	103
Marietta and Cincinnati	1st " convertible	7	1868		87½
Maysville and Big Sandy					
Maysville and Lexington	1st mortgage, convertible	6	1873	51½	70
Memphis and Charleston					
Michigan Central	No mortgage, convertible	8	1860	103½	
Do do	" "	8	1855–6	100	102
Do do	" not "	8	1857–8		101
Michigan Southern	1st " " "	7	1860		95
Milwaukie and Mississippi	1st " " 1857	8	1862	100	101
Mobile and Ohio	1st mortgage 6s. 1884				
Nashville and Chattanooga				83	93
New Albany and Salem	mortgage on 1st section	10	1858–62	109	111
Do do	1st " on other sections, convert.	8	1864–75		90
New Castle and Richmond	1st " convertible	6	1873	87	90
New Orleans and Ohio, Ky	Guar. of McCracken Co			86	93
New York and Erie	1st mortgage, not convertible	7	1867	115	116
Do do	2d " convertible	7	1859	100	101
Do do	Income, not convertible	7	1855	97	98
Do do	Convertible till 1861	7	1871	83	85
Do do	" " 1862	7	1862	84	88
Northern Indiana	1st morigage, not convertible	7	1860	95	96
Do do	2d "	7	1863	82	85
Do do	1st mortgage Goshen line			92	95
Do do	Construction Bonds			102	105
Ohio Central	1st mortgage, convertible, west section.	7	1861		
Do	1st " " cast "	7	1864	94¼	97
Ohio and Indiana	1st " "	7	1867	97	100
Ohio and Pennsylvania	" "	7	1865–6	102	104½
Do do	Income. No mortgage, convertible	7	1872	92	95
Pacific, Mo					
Panama	1st mortgage, convertible	7	1866	106	107
Parkersburgh (or Northwestern Va.)	" Guar. City of Baltimore	7	1873	99	100
Pennsylvania	1st mortgage, convertible till 1860	6	1880	100	101
Peru and Indianapolis	1st " convertible	7		78	83
Rock River Valley Union	1st " convertible	7	1872	98	100
Sandusky and Mansfield	1st "	7	1860	71	75
Do do	2d "	10	1853–7	102	104
Scioto and Hocking Valley	1st " conv. coupons	7	1861	87	90
Southwestern, Tennessee					
Springfield and Columbus					
Steubenville and Indiana	1st mortgage, convertible	7	1865		94½
Terre Haute and Alton	1st " convertible		1862-72		92
Do do	2d " do	8	1865		
Terre Haute and Richmond	1st mortgage, convertible	6	1866	100½	103
Toledo, Norwalk and Cleveland	1st "	7	1863	87¾	90
Do do do	2d "			90	95
Do do do	" Guar of C. C. & C.		1863	90	95

TABLES OF RAILROAD SHARES.

☞ The following quotations are not PER SHARE, but upon the HUNDRED DOLLARS.

	shares.	off'd.	ask'd.
Baltimore and Ohio	100	57	58
Bellefontaine and Delaware	50	40	50
Bellefontaine and Indiana	50	87	95
Belleville and Illinoistown			
Buffalo and Pennsylvania State Line		125	130
Central Military Tract			
Central Ohio	50	84	90
Cbicago and Rock Island		94	96
Chicago & Miss., (Alton & Springf'd,)			
Cincinnati, Cambridge and Chicago		30	35
Cincinnati and Fort Wayne			
Cincinnati Hamilton and Dayton	100	98	100
Cincinnati, Indianapolis and Chicago			
Cincinnati, Logansport and Cbicago	50		90
Cincinnati Western	50	37	45
Cin. Wilmington and Zanesville	50	70	80
Cleveland, Columbus and Cin	100	117½	118
Cleveland, Medina and Tusearawas			
Cleveland, Painesville and Ashtabula	100	110	111
Cleveland and Pittsburgh	50	70	75
Cleveland and Mahoning			
Cleveland and Toledo	50	91	95
Cleveland, Zanesville, and Cincinnatt			
ClintonLine			
Columbus and Lake Erio	50	50	70
Columbus, Piqua and Indiana	50	51¼	65
Columbus and Xenia	50	100	105
Covington and Lexington	50	56	66
Covington and Ohio, Va			
Dayton and Michigan	50	60	65
Dayton and Western	50	73½	80
Dayton Short Line	50		
Dayton, Xenia and Belpre			
Detroit and Pontiac			
Eaton and Hamilton	25	50	60
Eaton and Piqua			
Erie and Northeast		110	112
Erie and Kalamazoo		95	100
Evansville and Crawfordsville			
Fort Wayne and Mississippi	50		
Fort Wayne and Southern	25		
Franklin and Warren			
Galena and Chicago Union	100	127	130
Greenville and Miami	50	73	75
Hannibal and St. Joseph			
Hempfield			
Henderson and Nashville			
Hillsboro' and Cincinnati	50	50	55
Illinois Central	100	118	120
Illinois and Wisconsin			
Indiana Central	50	75	85
Do do 10 per cent	50	81	85
Indianapolis and Bellefontaine	25	78	95
Indianapolis and Cincinnati	50	69	75
Indianapolis and Lafayette	50	76	80
Jeffersonville and Indianapolis	50	72	78
Junction (Ohio)	50	90	95
La Crosse and Milwaukie	100		
Lake Erie, Wabash and St. Louis			
Lawrenceburg and Upper Mississippi	50	68	75
Lexington and Frankfort			
Lexington and Danville			
Little Miami	50	105	110
Logansport and Pacific			
Logansport and Marion			
Louisville and Frankfort	50	62	70
Louisville and Nashville	100		
Macon, Georgia	10	105	110
Mad River and Lake Eric	50	68	80
Madison and Indianapolis	50	40	50
Madisou, Indianapolis and Peru	50	50	55
Marietta and Cincinnati	50	48	65
Marion and Mississinewa Valley			
Maysville and Lexington	50	50	60
Maysville and Big Sandy			
Memphis and Charleston			
Michigan Central		100	101
Michigan Southern		117	120
Milwaukie and Mississippi		77	82
Mobile and Ohio			
Nashville and Chattanooga			
New Albany and Salem	50	45	50
New Orleans and Ohio			
New York Central		103½	105
New York and Erie	100	69	72
Northern Indiana		118	120
Ohio and Indiana		76	80
Ohio and Mississippi	50	80	90
Ohio and Pennsylvania	50	90	91
Ohio River and Wabasb			
Owl Creek Valley			
Pacific, Mo			
Panama		108	110
Parkersburg, or Northwestern Va			
Pennsylvania	50	90	92
Peru and Indianapolis	25	68¾	75
Sandusky and Mansfield	50	55	60
Sandusky, Mansfield, and Newark	50		
Sangamon & Morgan, or Great West'n,			
Scioto and Hocking Valley	50	55	60
Snuthwestern Indiana			
Southwestern, Tenu			
Springfiled Mt. Vernon and Pittsb'gb.	50	70	80
Springfield and Columbus			
Steubenville and Indiana			
Terre Haute and Alton			
Terre Haute and Richmond		100	102
Toledo and Illinois			
Toledo, Norwalk and Cleveland	50	95	100

STOCK TABLE.

CORRECTED WEEKLY.

Government Securities.

	INT.	DUE.	OFF'D.	ASK'D.
U. S. Loan	6	1856	108	109
Do	6	1862	117½	118
Do	6	1867	120	120
Do	6	1868	120	121
Do (int. ceased July 1)	5	1853	101¾	102
Do Coupons		1862	117½	118
Do "	6	1868	122	123
Do "		1853	100	101

State.

Alabama	5	....	99	95
Do	6	....	102	104
Arkansas	6	....	95	100
Georgia	6	....	107	108
Do	7	....		
Illinois Canal Bonds		1860	96	98
Do do registered		1860	110	110½
Do do		1847	92	95
Do do registered		1847	90	96
Do do Internal Impt.		1847	89	95
Do Interest do		....	60	64
Indiana	5	....	98	100
Do	2½	....	56	60
Do Canal Loan	6	....	93	94
Do do preferred	5	....	54	55
Do do deferred	5	....	30	32
Do special preferred	5	....	24	25
Do do deferred	5	....	10	11
Kentucky, 30 years	6	1871	101	102
Do 15 years	6	....	107	108
Do large bonds	6	0869-72	106	108
Do	5	....	92½	93½
Michigau	6	....	94½	96
Ohio	6	1856	102	103
Do	6	1860	107	108
Do	6	1870	108	113
Do	6	1873	108	
Do	5	1853	102	105
Do	5	1864	104	106
Pennsylvania	6	....	103	105
Do	5	1870	86	87
Tennessee, new loan	6	1890	105	106
Do Coupons	5	....		90
Virginia Coupons	6	1886	106	107

City Securities.

Albany	6	1867-9	106	107
Allegheny	6	1873	75	76
Baltimore	6	1870-90	99½	101
Do	5	1865	87	89
Boston Bonds	4½	1860	101	102
Chicago	6	1876-7	99	100
Covington	6	1881	93	95
Cincinnati	6	1860	97	100
Do	6	1897	97	100
Do	5	1884	86	87
Do W. W	6	1865	102	103
Joffersonville, Indiana	7	1872-82	85	88
Lawrenceburgh, Ia	7	....	80	90
Louisville	6	1880	82	85
Memphis	6	1882	90	92
New York	7	1857	101	103
Do	5	1858-60	97	98
Do	5	1870-5	102	103
Do	5	1890	105	107
Philadelphia	6	1876-90	98	99
Pittsburgh	6	1869-71	92	98
Do coupons	6	1883		87
Richmond	6	1882	93	94
St. Louis	6	1870	89	90
Wheeling	6	1872	105	106

County Bonds.

Bourbon, Ky	6	1881	89½	90
Darke, O	7	....	92	95
Fairfield, O	7	1862	90	92
Fayette, Ky	6	1881-2	80	84
Guernsey, O	7	1862	97	99
Mason, Ky	6	1881	80	84
McCraken co. Ky., endorsed by New Orleans and Ohio R.R.			86	93
St. Louis	6	1866	83	85
Do	7	1871	107	108

Banks.

OHIO.

Ohio Life Insurance and Trust Co	93	95
Lafayette, Cincinnati, (closing)	113	115
Franklin do		
Commercial do		
Mech. & Traders do		
State Branches		

KENTUCKY.

Bank of Kentucky and Branches	107	108
Northern, and Branches	115	116
Southern, and Branches	103	106
Bank of Louisville	111	112
Kentucky Trust Co	99	100
Farmers' Bank of Kentucky	107	110
Newport Safety Fund Bank	98	100
Commercial Bank of Kentucky		

INDIANA.

State Bank and Branches		

TENNESSEE.

State Bank and Branches		
Union	94	100
Planters'	97⅛	100

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g.
On New York	Sight	1	1¼ prem.
Boston	Sight	1	1¼ prem.
Philadelphia	Sight	1	1¼ prem.
Baltimore	Sight	1	1¼ prem.
New Orleans	Sight		prem.
England		110¾	112¾.

SPECIE.

GOLD.

California, ℔ oz	$17 50	@	$17 65
Spanish Doubloons	16 50	@	16 60
Patriot Doubloons	15 60	@	15 80
Sovereigns	4 85	@	4 88
Guineas	5 00	@	5 00
American, new	1 00½	@	1 01
American, old	1 04	@	1 06
Portuguese	1 00	@	1 01

SILVER.

American Dollars	1 02	@	1 04
American, halves	1 02	@	1 04
Spanish Dollars	1 05	@	1 07
Spanish Quarters	1 02	@	1 03
Mexican Dollars	1 03	@	1 04
Five Frane pieces	95	@	96

LAND WARRANTS.

	Off'd.	Ask'd
160 acre warrants	$185	$190
80 acre warrants	95	98
40 acrew arrants	46½	47¾

Reported for the Railroad Record.

CINCINNATI STOCK SALES.

AT THE STOCK BOARD,

MERCHANTS' EXCHANGE

And at Private Sale.

BY HEWSON & HOLMES,

For the week ending Wednesday, June 14, 1854

THE SALES WERE AS FOLLOWS:

68	Shares	O. & Miss. (int. same rate.) Railroad		$78 00
25	"	" "	"	80 00
45	"	Cov. and Lex. "	"	56 00
26	"	" "	"	58 00
206	"	New Albany and Salem	"	40 00
100	"	Cin. Wil. and Zanesville	"	70 00
25	"	Eaton and Ham.	"	50 00
50	"	Little Miami (less div.)	"	103 00
36	"	Mad. Ind. and Pern	"	45 00
80	"	Col. & Xenia, (Ex. div.)	"	100 00
50	"	Central Ohio	"	78 00
18	"	Indiana Central	"	75 00
24	"	Cin., Ham. and Dayton,	"	97 00
20	"	Marietta and Cin.	"	50 00
28	"	Cin. Western.	"	35 00
12	"	Nat. Ins. Co.		65 00
20	"	Farmers' Bank Ky.		107 00
40	"	South. Bank Ky.		102 00
$1000	Bond	Hancock Co. O. 7s. offered		75 00

MONETARY.

At the East we have to note a general activity in the Money Market for the past week, with rates tending toward an advance. Money was in demand, though but comparatively small amounts of number one paper were offered.

The general business was dull. Foreign Exchange was fluctuating, though best names ranged at 109½@109¾. The shipment of specie is principally in gold bars; the amount has been heavy.

In the Stock Market there has been but little activity; speculative feeling seems to have been checked, leaving but slight disposition to invest, and then only in paying securities. The sales, as far as reported, are as follows:

By A. H. Nicolay, June 5th—

$6000	Tol. and Cleve. RR. Bonds, 7s, '63		$79 50
250	do do do		79 00
10,000	Gr. West. Ill. RR. Co. 10s. 1868		90 00
5,000	Maysville and Lex. 2d mor. 6s, '78		50 00
2,000	Lyons, Iowa, Cen. 1st mort. 7s. '73,		7 87½
42,000	" do. do. do.		11 50

By A. H. Muller & Co. June 7th—

27	Shares Tradesmens' Bank	153 25
50	Shares Peoples' Bank	107 00

By A. H. Nicolay, June 8th—

One original share, Breckenridge Coal Co of Ky. representing 250 shares of stock		60 00
$10,000	Great Western, Ill. 1st mort 10s '68	90 00
5,000	Toledo. Nor. & Clev. 7s, '63	88 00
5,000	Peru and Indianapolis, 7s '64	73 50
8,000	Lyons, Iowa, Cen. B'ds, 1st m. 7s, '73	9 00
10.000	do do do do	12 00

By Simeon Draper, June 9th—

$5,000	Sand. & Mansfield, 7s	$65 00
2,000	Nor. Ind, 7s, mor. on Goshen Branch,	87 00
20	Shares Third Av. RR. Co	55 50

The market has been much excited by the discovery of alleged frauds in the issue of "Parker Vein Coal Stock,"—the charter authorizing the issue of 30,000, while rumor has it that upwards of 40,000 shares have been issued. The company has been enjoined, and its affairs are undergoing a thorough investigation.

At the West, the past week has been one of active demand for money, with an increased stringency, though to no serious extent. "Number one" paper, of which there is little offering, rates at 1@1½ per cent. per month. Railroad securities are difficult of negotiation at 2 per cent per month.

Eastern Exchange has advanced to 1@1¼ per cent. premium.

The Stock Market is quiet, with but few transactions and those only in the best class of stocks.

NEW ALBANY, LOUISVILLE & SANDUSKY JUNCTION RAILROAD.—We learn that this line from New Albany to the Ohio State Line, 105 miles, was put under contract on the 3d inst. to Messrs. C. & J. Howard, embracing the entire completion and equipment of the road. This leaves only some 12 miles, between the Indiana State line and Eaton, uncontracted for; this portion will be let as soon as ready.

SUBSCRIPTION DECLINED.—The Memphis and Tennessee Railroad company decline accepting the subscription of $100,000 voted to them by the city of Memphis on the 25th ult., upon the grounds that the conditions imposed (the removal of their depot site within the limits of the city) cannot be complied with by a due regard of the interests of the stockholders.

Pittsburg, Philadelphia, Baltimore and New York!



FARE REDUCED! New route opened to New York, all the way by Railroad, via Cincinnati, Hamilton and Dayton Railroad!

Dangers and annoyances of the Lake Shore route at Erie and Harbor Creek avoided.

The quickest, cheapest and most pleasant route to Pittsburg, Philadelphia, Baltimore and New York. Depot in the west end of the city.

Only route via Pittsburg and Philadelphia by which through tickets can be obtained from Cincinnati to New York.

One less change of cars than any other route.

Passengers leaving Cincinnati on 6 o'clock Morning Train of Cincinnati, Hamilton and Dayton Railroad, go through to Crestline without change of cars, and after having thirty minutes for dinner, proceed by Ohio and Pennsylvania Railroad, arriving in Pittsburg at 8 o'clock P. M. Leave Pittsburg via Pennsylvania Central Railroad, at 9 o'clock P. M., and arrive in Baltimore and Philadelphia at 12 o'clock and 30 minutes (noon) next day; and from theuce via Kensington and Jersey City, or Camden and Amboy Railroads, arriving in New York at 4 P. M.

Second Train—Leaves Cincinnati, Hamilton and Dayton Railroad at 8 o'clock and 20 minutes every morning; arrives at Crestline at 4.20 P. M., and Pittsburg at 12 o'clock and 30 minutes, midnight; and after a comfortable night's rest, resume by 7 o'clock A. M. Train, arriving in Philadelphia and Baltimore at 12 o'clock and 30 minutes, midnight.

The only offices in Cincinnati at which through tickets can be purchased from Cincinnati to New York via Pittsburg and Philadelphia, are under the Spencer House, and one door below the Gibson House on Walnut street.

FARE.

From Cincinnati to Pittsburg, first class			$ 8 00
do	do	do front car,	5 00
do	do	Philadelphia	14 00
do	do	Baltimore	14 00
do	do	New York via Pittsburg and Philadelphia—all the way by railroad	16 00

For through tickets and information, please apply at Cincinnati, Hamilton and Dayton Railroad Office, north west corner of Broadway and Front streets, under the Spencer House, or to J. W. SHIPLEY, at Railroad Office on Walnut street, between Fourth and Fifth streets, one door south of the Gibson House, or at Sixth street Depot.

H. O. AMES, Superintendent.
W. A. LATHAM, Agent.

The Omnibus Line will call for passengers by leaving their orders at the offices.

je15-tf WM. H. SMITH, Conductor.

BAILEY'S PATENT DUMPING CAR.

Fig. 1.

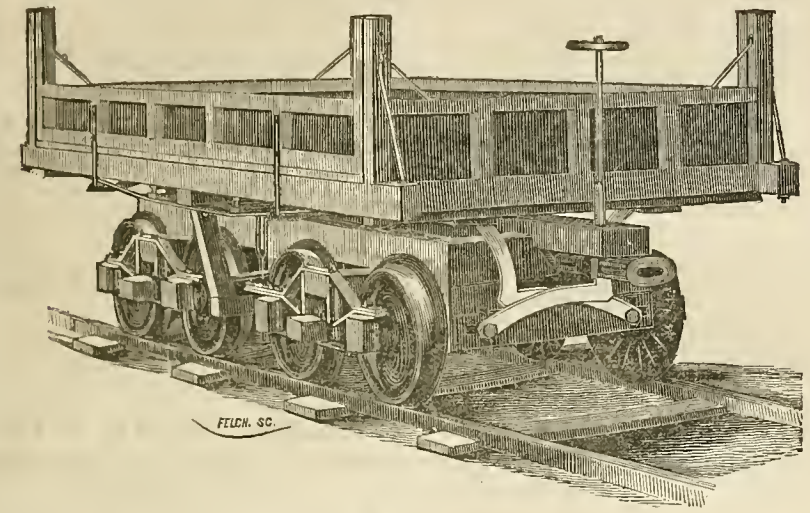
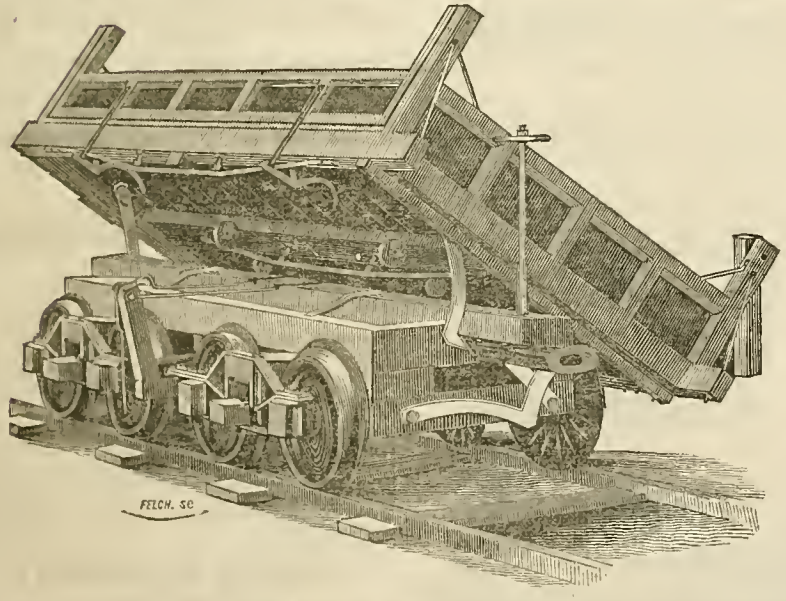


Fig 2.



The above engravings are views of a most important improvement in Railroad Dumping Cars. A patent was granted to C. P. Bailey for the improvement, January 24th, 1851.

Fig. 1 is a view of the car ready to receive the load.

Fig. 2 when dumped, or the load discharged.

This improvement has been in use on the Central Ohio Railroad for several months; also, on the Cincinnati, Hamilton & Dayton; Cleveland, Zanesville & Cincinnati; Cleveland & Columbus; and other Railroads in this state. Also upon the Illinois Central, in Illinois.

The improvement consists mainly, in the adoption of the Wrought Iron Transverse Bars, instead of the Cast Iron Rockers, generally in use. There are, however, other details of importance.

The box or body of the car rests on the ends of the Transverse Bars, whose other and lower ends are attached to the frame of the truck; two of the (wrought iron) bars are used at each end of the cars, to support and operate as guides in dumping the car. This improvement can be applied equally as well to the four-wheeled as to the eight-wheeled car.

One man will dump this car with ease when loaded, in less time than ten men can dump the rocker car, (the long or eight wheeled car is alluded to.) Contractors who have been using it, state that in graveling roads, **it is a saving of two cents per yard,** over the rocker car—that it is a much safer and easier car to manage, preferring it to any other car now in use for similar purposes.

Its liability to get out of repair is not one-tenth that of the Rocker Car. It is also well calculated for carrying and unloading Coal, Lime, Plaster, and all such materials as are carried in Dumping Cars—giving greater inclination in dumping, and discharging the load with greater facility than any other car.

The attention of Railroad Companies wanting Gravel Cars, as well as Coal Cars, is respectfully solicited to this improvement. The cost of this car does not exceed that of the Rocker Car,

To Railroad Companies and Car Builders who wish to purchase Rights, or wish information on the subject, letters addressed to me at Columbus, Ohio, will receive immediate attention.

GEO. L. CHASE.

Columbus, Ohio, June, 1851. Sole Agent for the United States.

TESTIMONIALS.

Engineer's Office, C.O. R. R.
Zanesville, Ohio, Nov. 21st, 1853.

Charles P. Bailey, Esq.,

Dear Sir:—At your request, some two months since, I caused to be placed on this road two of your newly invented Gravel or Dumping Cars. From what I have seen of their work I am clearly of the opinion that they will soon supercede all others of the kind now in use.

We have had the long car filled to its utmost capacity with the various kinds of excavation, and placed it in every position, and one man would dump it with ease in ten seconds, whereas, with the ordinary Rocker Car, it takes ten men one minute to perform the same labor.

The Car is simple in construction—not liable to get out of repair, as there is but little cast-iron about it. It tips to a greater angle than the ordinary car, therefore leaving its load in a better shape. I have no hesitation in saying that when more cars of the kind are wanted on this road they will be built after your model.

Wishing you every success in your undertaking, I remain, with great respect,

Yours, &c.,
GEO. T. CLARKE,
Chief Engineer.

I have purchased for the use of this company, two Gravel Cars, built after the plan of Mr. Bailey, and fully agree in the opinion above expressed.

HENRY O. AMES,
Sup't Cin., Ham. & Dayton Railroad.

I fully agree in the statement made by the gentlemen in this letter, and may also state that they are the best Gravel Cars ever built, in my opinion.

DANIEL McLAREN.
Mast. Machinist Cin., Ham. & Dayton Railroad.

Zanesville, Dec. 21, 1853.

Charles P. Bailey, Esq.,

Dear Sir:—From an experience in using your Improved Dumping Car, we have no hesitation in saying that two cents per yard is saved, (in labor and time) by using your car instead of the present Rocker Car.

That the repairs incidental to your car are not one-tenth of what they are on the Rocker Car.

That it is much the most profitable car for contractors as well as the safest one for laborers to use, being easier to handle.

We consider it superior, in every reapect, to all other cars of the kind now in use.

Yours, truly,
E. NEWCOMB,
C. BARRET.
Cont'rs for grav. East. Div. C. O. Railroad.

I have seen the car above referred to at work upon the Eastern Division Central Ohio Railroad, and fully concur with the opinion of Messrs. Newcomb & Barret

E. B. DUVAL,
Mast. Machinist, Central Ohio Railroad.
Zanesville, December 21, 1853.

Zanesville, Dec. 22, 1853.

Mr. C. P. Bailey,

Dear Sir:—As you desire my opinion of your Improved Dump or Gravel Car, that has been in use for the last three months on the Central Ohio Railroad, I do not hesitate to recommend it as being the best plan for a Gravel or Dump Car I have ever seen. The bills for repairing Dump Cars, such as are now in general use, it is well known, constitute a serious item of expense. On this account alone, your plan deserves a preference over all others, as there is but little liability about your car to any such accidents as are constantly occurring to the others. It dumps to a greater angle, and one or two men can dump it in less time, and with greater ease than the ordinary Rocker is dumped by ten or twelve men.

It will give me pleasure to recommend it as superior to any improvement of the kind in use.

ROBERT MACLEOD.
Chief Engineer, P. M. & C. R. R.

At a meeting of the Ohio Association of Railroad Superintendents, held at Cincinnati, March 8, 1854, the Committee appointed to examine Bailey's Patent Dumping Car,

REPORT,

That they have examined the Car, and consider the improvement a valuable one; and would recommend to any members of the Association who may need Gravel Cars, to examine and test this Car, before purchasing elsewhere.

W. H. CLEMENT,
For the Committee.

Clev Col. & Cin. and Clev. & Erie R. R.
Supt.'s Office, Cleveland, O., Apr. 24, 1854.

Mr. Charles P. Bailey,

Dear Sir:—Two of your Patent Dumping Gravel Cars have been used on the Cleveland, Columbus & Cincinnati Railroad for several weeks, and I am so well satisfied that they are better than any others, that I have just ordered thirty more of the same sort,

Respectfully,
L TILTON,
Sup't

KENTUCKY LOCOMOTIVE WORKS.

CORNER OF KENTUCKY AND TENTH STS.

LOUISVILLE, KY.

THE Proprietors of the Kentucky Locomotive Works would respectfully inform Railroad Companies and the public generally that, having completed their establisbment, they are now prepared to receive and execute orders with fidelity and dispatch.

They will contract for

Locomotives, Passenger, Baggage, Freight, Gravel and Hand Cars,

Of every style and pattern, as well as all kinds of Stock and Machinery required for railroads.

Particular attention will be paid to repairing, for wbich they have every facility.

They are also prepared to contract on favorable terms for building all kinds of Machine Tools, such as Turning Engines, Lathes, Planers, Drills, Slotting, Splining, and Shaping Machines, of every variety of pattern.

Having also a large FOUNDRY connected witb the establishment, orders for Castings are solicited, and will be filled with promptness.

Car Wheels of any pattern can be furnished on short notice. Double and single plate and Spoke Wheels of all sizes constantly on hand.

☞ Communications or orders must be addressed to OLMSTED, TENNYS & PECK,

je.8-tf Louisville, Ky.

JAMES W. HOOKER,

Commission Merchant,

AGRICULTURAL WAREHOUSE,

—AND—

MACHINERY DEPOT,

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McCONNELSVILLE, O.

T. W. Peacock, Pres't.....Rob't McLeod, C. E

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South-East corner of Main and Fourth Sts., Cin.

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To Railroad Contractors, Quarry Men, &c.

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This Drill is worked by HORSE POWER, requiring but one horse and one man, to keep it constantly at work, with great ease and velocity, performing 60 strokes per minute. It is cheap of construction and repair. The AUGER weights from 300 to 500 pounds, will drill a perpendicular or inclined hole FOUR INCHES IN DIAMETER, at the rate of from 8 to 16 feet per day in ordinary lime stone. It has drilled 2 feet in one hour.

For rights to use for Counties or States, apply to the Patentee. WILLIAM F. ASH,

May 20, 3* Springfield, Ohio.

Baltimore & Ohio Railroad.

380 MILES BETWEEN WHEELING AND BALTIMORE.

THIS Road was opened to the Ohio River in the spring of 1853, and has already established a high character with the business community of the West. Its facilities for the transportation of freights are already superior to those of any other great through line—while the attractions of the country through which it runs, and its many admirable provisions for the expedition, comfort and safety of travelers, it has received such favor as a passenger road, (with its present connections,) as to show that it will become the preferred route for all portions of the West and South-West as soon as its further connections are formed by the completion of the Central Ohio, North-Western Virginia and other Railroads now rapidly finishing.

FOR PASSENGERS BY THIS ROUTE,

Through Tickets from all Parts of the West,

ARE NOW SOLD IN

Cincinnati, Louisville, Madison, Indianapolis, St. Louis, Chicago, Toledo, Detroit, Cleveland, Columbus, Zanesville and other Cities.

AT ALL OF WHICH ARRANGEMENTS HAVE BEEN EFFECTED

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FOR FREIGHTS IN EITHER DIRECTION

The fullest accommodations are provided. In motive power and Cars, the company has abundant resources, which are being further extended to meet the demands of Western Trade. In the dispatch and regularity of transpart, and in the careful landing of property, this road challenges a comparison with its rivals. At Baltimore, the road connects directly in the streets and at the wharves with the

PHILADELPHIA AND NEW YORK RAILROADS,

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And various other Lines of Steamers and Sailing Vessels to the Eastern Ports, and to Richmond, Norfolk, Charleston, Savannah, etc.

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WM. G. HARRISON, President. *JOHN H. DONE*, Mast. of Transportation,

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CINCINNATI.

THE following Directors of the above Company were re-elected on the 20th inst., at Connersville, Ia., to serve for one year, viz:

JOHN WOODS, President.
John D. Jones, Cincinnati,
Johnathan M. Ridenour, College Corner.
Samuel W. Parker, Connersville.
George Hibben, Rushville,
James Blake, Indianapolis.
Wm. M. Smith, Connersville.

This road connects with the Cincinnati, Hamilton and Dayton Railroad at Hamilton, thence to Oxford, College Corner, Liberty, Brownsville, Connersville, Rushville, Burlington, Morristown, Palestine and Indianapolis, passing through five of the best counties in the State of Indiana, viz:—Union, Fayette, Rush, Hancock and Marion.

M. JONES, Ag't.
Junction Railroad Co.

January 7th, 1854. jan. 12–tf

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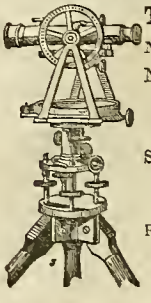
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In general or detail of all kinds of
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Wheels & Axles, Jaws, Boxes, and Castings Fitted
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Engine and Car Screw Bolts, all sizes; Coach Lag and Telegraph Screws,
LOCOMOTIVE ENGINE LANTERNS,
From the best Manufacturers, and at their prices. Car Hand, and Signal Lanterns.
Cotton Duck for Car Covering,
Of any required width to 124 inches.
ENAMELLED HEAD LININGS,
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Hand Cars and Baggage Barrows. Passenger, Freight-Car, and Switch Locks. Door Knobs and Butts. Brass and Iron Wood Screws. Brass and Silver Plated Trimmings for Windows and Seats. Varnish, Coach Japan, and Glue; Paints, Varnish and Glue Brushes.

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Portable Forges and Jack Screws.

Hemp Packing, American, Russia, and Italian. Conductors' Badges and Baggage Checks. Iron, Bronzed and Brass Hat Hooks. Ventilators and White Metal Rings. And all other Articles pertaining to Cars.

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Late Davenport & Bridges, Car Manufacturers,
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Near the Pittsburgh R. R. Shops,
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Passenger, Baggage, Freight, Dumpers, Hand Cars, &c.,

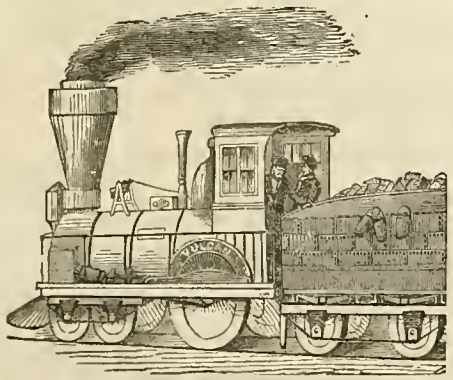
Of the best quality in all respects, style, workmanship, and material, made to order with promptness.

Orders respectfully solicited, with the assurance that no pains will be spared to give entire satisfaction in all cases.

CHARLES WASON,
Late of the firm of T. & E. Wason, Springfield,
†oc20 Massachusetts.

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MANUFACTURERS OF
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For Railroad Switches, Merchandise Cars, Stores, Cemeteries, Iron Safes, &c.,
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Cincinnati Locomotive Works!



THE undersigned are prepared to furnish Locomotives equal in efficiency and durability to the best Eastern manufacture. Also, Shaping and Slotting Machines suitable for railroad shops. Also, all kinds of heavy forging and casting done at short notice. Also, bolts for bridges cut with dispatch.

ap. 20 MOORE & RICHARDSON.

To Railroad Companies.

A GOOD Second-Hand Lathe for sale, suitable for railroad repair shops, for turning driving wheels, etc.; will swing eight feet. Also, two new Locomotives of the following dimensions: Cylinder, 15 in box, 20 in stroke; four drivers, 5½ ft. diameter; Boiler, 44 in diameter, with 137 1¾ in flues; Fire Box, 52 inches, in the clear; gauge, 4 feet 10 inches, built in the latest style and in the most substantial manner.

Apply to COOPERS & CLARKE,
Mt. Vernon, Ohio.
Or, THOS. G. ODIORNE,
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TYLER DAVIDSON & CO.,
Agents for the
BOSTON BELTING COMPANY.

India Rubber Machine Belting in any quantity, from 2 to 20 inches.

India Rubber Steam Packing;
Mixed do do 1-32 to ½ inch thick.
Plain do do 1-32 to 1 inch thick.
Pure do do
Pipe and Manhole Rings, all sizes;
Square or Rope Packing, do.

HOSE.

India Rubber, Hydraut, Conducting, Fire Engine, and Locomotive, of all sizes, manufactured from the best of Vulcanized Rubber, and for sale only by the agents.

Car Springs, and all other kinds of Vulcanized India Rubber used for Mechanical and Manufacturing purposes.

The undersigned, having been appointed Agents of the Boston Belting Company, beg leave to advise Dealers and Consumers that they are now prepared to supply the above goods in any quantities, on the most favorable terms. On hand and for sale,

50,000 Feet Vulcanized India Rubber Machine Beltings, from 2 inch to 20 inches, 3 and 4 ply.

TO STEAMBOATS AND RAILROADS.

India Rubber Hose, for Pavements, Streets, Gardens, Locomotives, Engines, etc.

40,000 feet Hose, 3, 4, 5, 6, and 7 plys, suitable for pavements, streets, gardens, locomotives, fire engines, etc., 1 to 3 inch, warranted extra quality. Also,

THE vulcanized India Rubber Break Springs now in use by all the Eastern Railroads, and posessing decided advantage over the Steel Springs now in use, for the following reasons:

1st, They are much easier put on.
2d, They are a great deal cheaper.
3d, They are much more durable than steel, and no time lost in making them, the weather having no effect on them.

ALSO—Large 6 inch hose for water stations.—This is a new and important invention. The coldest weather will have no effect on them whatever They are warranted to remain as pliable, in the coldest of weather, as they are in 150 Fahrenheit heat.

Armitage Anvils,—10 casks, assorted weights now in store.

Allen's Revolvers and Self-Cocking Pistols.—Now in store, a large assortment of the above, 3, 4, and 5 inch Revolvers; 3, 4, 5, and 6 inch Pocket Pistols. Also, Dueling Pistols.

Leland's Superior C. S. Car and Auger Bitts.—All sizes.

Brass Kettles, and Sheet Brass, &c.—Brass Kettles, assorted from 6 to 30; Sheet Brass assorted from No. 0 to 30; Brass Wire, do do do

Star Breast Chains.—Four casks of those superior double-linked Chains, just received.

Walker's Trace Chains.—70 casks of those superior goods, warranted full length and sizes, 8 to 20 links, straight and twisted, now in store.

American Anvils.—Eagle brand, faced with with cast steel, and warranted by the manufacturers equal to Armitage's Mousehole.

Plated Spoons.—Plain, tipped, and threaded heavy plate, on best quality of German Silver.

Premium Gimlet Screws.—10,000 gross just received.

Mill Saws. Hoe & Co.'s C. S. Wm. Rowland's, and W. H. Rowland's 6, 6½, 7, 7½, and 8 ft

Cross Cut Saws.—Hoe & Co.'s C. S., Johnockercll's C. S. and G. S., Wm. Rowland's and W. & H. Rowland's 5, 5½, 6, 6½, 7, 7½, and 8 feet Also, 4 and 4½ feet Tennon Saws.

Axes—1000 doz. Axes, assorted Yankee and Kentucky patterns, first, second, and third quality

Nails.—4000 kegs Shoenberger's and Wheeling Nails, now in store.

For sale by TYLER DAVIDSON & CO.,
mr 3 140 and 142 Main street

RAILROAD COMPANIES, ENGINEERS AND OTHERS,

Aro respectfully requested to note the following as FACTS, and to remember that the facilities of the establishment for manufacturing are UNSURPASSED.

PAGED

BLANK BOOKS,

OF THE

First Qualities made to Order;

AND

STATIONERY

OF ALL KINDS SOLD LOW BY

MOORE, ANDERSON, WILSTACH & KEYS,

Corner of Main and Fourth Streets,

CINCINNATI jan12-†

J. DAVENPORT....M. D. WELLMAN....C. M. RUSSELL

DAVENPORT, RUSSEL & CO.,

Railway Car Manufacturers,

MASSILON, OHIO.

THE subscriber, late of the firm of Davenport Bridges & Co., Fitchburg, Mass., having associated himself with Messrs. Wellman and Russell, under the above name, would respectfully solicit calls for any kind of Passenger, Baggage, Post Office, Freight, Coal, Gravel, or Hand Cars.

Having had fifteen years experience in the business and having secured the best of workmen from the Car Factory in Cambridge, Mass., I feel confident, that perfect satisfaction can be given in all work entrusted to our care

We have now on hand the best of dry White-Oak with which we think we can build Cars as cheap and as well as any other establishment in the States. JOSEPH DAVENPORT.

Feb. 16†*

ENGINEERS' & SURVEYORS' INSTRUMENTS!

JAMES FOSTER, Jr.,

MATHEMATICAL AND PHILOSOPHICAL

INSTRUMENT MAKER!

HAVING removed from his old stand to south-west corner of Fifth and Race street, and increased his facilities for making instruments, is now ready to supply Levels, Transits, Theodolites, the Dumpy or Gravatt Level, Circular Protractors of Troughton & Simms model, Surveyors Compasses, Pocket Compasses with and without sights, in great variety. All kinds of Land Chains; Ivory and Box wood Scales of all kinds and graduation; Drawing instruments of all kinds, brass and German silver. Measuring tapes of all kinds, Magnets, Magnifyers, Barometers, Spy Glasses, &c., &c. Repairing promptly attended to. ap.6-6*.

NOTICE.—The Subscriber having become proprietor of MYERS' PATENT CYLINDER CAR, for a considerable portion of Western territory, including the State of Ohio, offers the same to Rail Road Companies on favorable terms. The public will be furnished within a short time with complete explanations of its operation, together with the results of actual experiments testing its applicability to all the uses for which it is recommended. W. CLOUGH,

South-western Car Works.

Madison, Indiana. May 11.

NOTICE TO CONTRACTORS.



PROPOSALS for the entire Construction and Equipment, or the graduation, bridging and masonry separately, either in whole or in part, of the Mississippi and Tennessee Railroad, (extending from Memphis to Grenada Mississippi, about 97 miles,) will be received at the office of the company in Memphis, till the 20th of July next. Proposals for the entire construction and equipment, and otherwise as favorable, will have preference. Profiles and estimates of the first 60 miles may be seen on application at the Engineer's office in Memphis. Bidders must furnish satisfactry evidence of their ability to complete the work.

MINOR MERIWETHER,

May 20, 1854.tt Chief Engineer.

Office Dayton & Cincinnati RR. Co.
Cincinnati, June 3d, 1854.

NOTICE is hereby given to the stockholders of this company, that the ninth instalment of five dollars per share is required to be paid in, on or before the 3d day of July next.

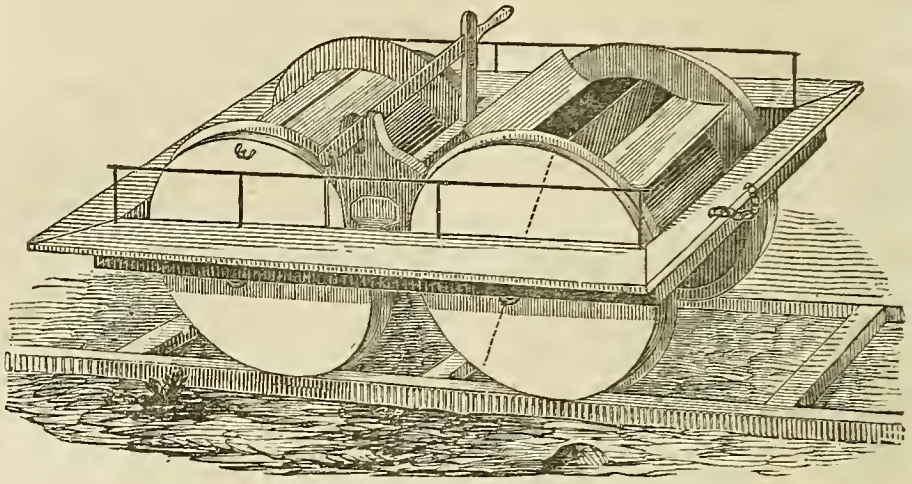
By order of the Board of Directors.

JOHN C. THORPE,

je.8-tt Secretary.

MYERS' PATENT CAR,

FOR COAL, GRAIN, &c., &c.



FOR PARTICULARS OF COST, RIGHT OF USE, &c., ADDRESS,

C. TIERS MYERS,

No. 33 WALNUT STREET,

dec15-3* PHILADELPHIA.

McDANEL & HORNER,

LOCO-MOTIVE AND CAR SPRING

MANUFACTURERS, WILMINGTON, DEL.

Locomotive and Car Springs of all descriptions manufactured on the most reasonable terms, made of the best STEEL, which we have manufactured to order from the BEST SWEDE IRON. Orders from any part of the United States will be thankfully received and promptly attended to.

McDANEL & HORNER.

All Springs ordered from a distance will be delivered on shipboard at *Philadelphia* free of charge

References.

Norris Brothers, Locomotive Builders, Philad.
A. C. Gray, Pres't New Castle Manuf. Co.
U. Wells, R. R. Car Manuf. Petersburg, Va.
I. R. Trimble, Supt. Philad. R. R. Co.
M. B. Millen, Gen. Supt. C. R. R. Savannah, Ga.
Emerson Foote, Supt. M. & W. R. R. Macon, Ga
Thomas Dougherty, Master Mach. do.
Thos. Sharp, Supt. R. F. & P. R. R. Richmond, Va

†May 19.

R. M. SHOEMAKER, J. P. SHOEMAKER, A. T. LEVIS, H. Y. SLAYMAKER.

COPARTNERSHIP.

SHOEMAKER, LEVIS & CO.,

SUCCESSORS TO

MORRELL, SHOEMAKER & CO.

MANUFACTURERS OF

Boiler Iron, Railway Chairs & Spikes.

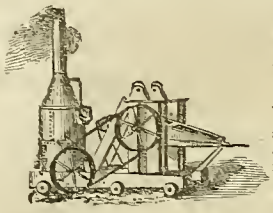
WORKS—Covington, Ky.

STORE, No. 64 EAST COLUMBIA St.

CINCINNATI, O.

January 5, 1854 jan.12-6*

"GARDNER'S ROCK DRILL."



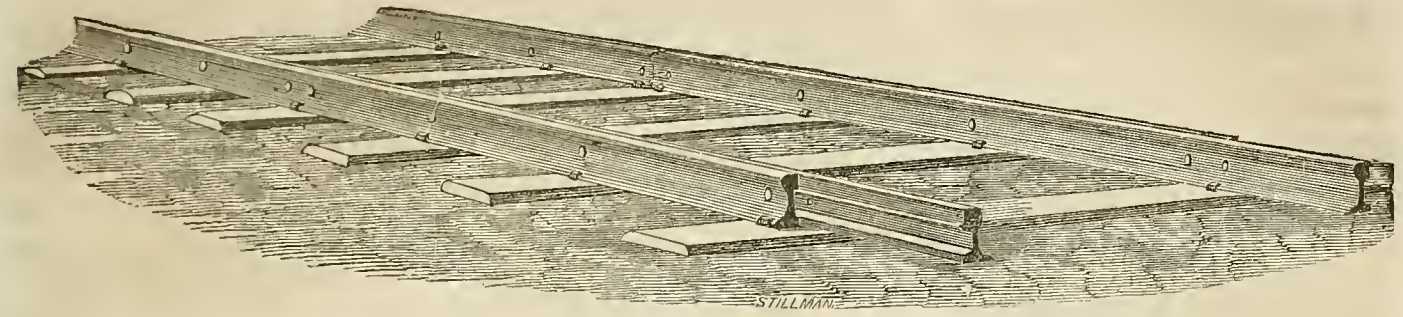
DESIGNED for Mining, Tunneling, Quarry Use, and Rock Excavations of all descriptions, by the use of which a saving of 50 to 75 per cent. is made. This drill can be operated by hand, horse, or steam power. A Machine is now in operation at the Crystal Palace.

Applications for Territorial Rights and Machines must be made to the Patentee.

G. ARTHUR GARDNER,

nov17† Trinity Building, New York

WINSLOW'S PATENT COMPOUND RAIL.



THIS RAIL ,which is represented by tho above, has now been in use on several Roads for upwards of three years; during which time it has become established among Railroad Managers as realizing the advantages of a THEORETICALLY PERFECT RAIL.

Its advantages over the common form of "T" Rail are,—a saving in the wear and tear of Machinery—it saves to a great extent in the repairs of track—it secures a high rate of speed with the same power, and what is certainly of equal importance, complete protection against some of the accidents to which roads are liable. Being practically a continuous Rail for tho entire length of the Road, without break at the ends of bars the jarring motion communicated thereby in passing over the common "T" Rail is avoided, as is also its effect upon cars and machinery. The comfort of travelers must of course be greatly increased.

This Rail is now manufactured at HANGING ROCK IRON WORKS, upon the Ohio River, and at MT. SAVAGE IRON WORKS, Maryland. Specimen of the Rail and patterns of same will be gladly shown, as well as all information in relation thereto, given by application to

A. S. WINSLOW, Nos. 9 & 11 West Second St., bet. Main and Walnut Sts.
CINCINNATI

J. F. WINSLOW, Troy, New York.
ERASTUS CORNING & CO., Albany, N. Y

ap7tf

WHEELBARROWS!



ON hand, Wheelbarrows, of my own manufacture, suitable for Railroad, Turnpike, Canaling, &c., in lots, to suit purchasers. Orders filled for any reasonable amount

HENRY ROCKEY,
No. 21 East Front street

CAR MANUFACTORY,
Dayton, Ohio.

E. THRESHER & Co., having enlarged their shops, are prepared to contract on favorable terms, for building every variety of Railroad Cars, in any quantity and at short notice, made of the best materials, and of the most approved workmanship.

They are prepared also to furnish jaws and boxes; the Washburn wheel, thirty and thirty-three inch, adapted to inside or outside bearing; cast iron frogs steel plated; and switches of the most approved patterns.

They also manufacture blacksmith tuyeres, Harris' patent; portable bolt forges; bolt heading and bolt cutting machines; upright drills, wheel presses; wood planers; tenoning and mortising machines; &c.

They respectfully invite the attention of railroad directors and superintendents to their establishment.

Dayton, January 24th, 1853. jan 25-†

GUNPOWDER,
MANUFACTURED BY
The Hazard Powder Company.
HAZARDVILLE, CONN.
H. G. HAZARD, President.
A. E. DOUGLASS, Secretary.

The undersigned are always prepared to furnish Mining and Blasting Powder to any extent, delivered at any point on the lines of railroads, or other places of public improvements in the West or South, at the very lowest rates. Also, SAFETY FUSE of the best Eastern manufacture.

We would respectfully urge all contractors and consumers to call upon or correspond with either of us before arranging for their supplies elsewhere.

To the trade generally we would offer all the brands of Sporting and Rifle Powder manfactured by the above concern.

M. D. W. LOOMIS,
Southeast corner Main and Second Sts.,
Cincinnati, O.
S. H. LOOMIS,
Nashville, Tenn.

August 16, 1853.—au18†

TO RAILROAD COMPANIES.

THE subscriber, manufacturer and agent for manufacturers of railroad materials, would solicit from railroad managers in the West their orders for

RAILROAD SPIKES, CAR AXLES, RUBBER SPRINGS, RUBBER HOSE, LOCOMOTIVE TIRES, SPRING STEEL, CAST STEEL, NUTS AND WASHERS, LOCOMOTIVE LANTERNS, ETC.

A. S. WINSLOW,
9 and 11 West Second St.,
Between Main and Walnut St., Cincinnati

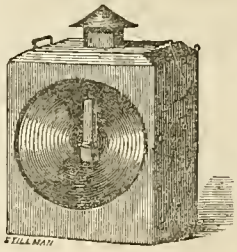
†mr24

Locomotive Tires and Car Axles.

THE undersigned is prepared to supply Railroad Companies and Builders with Tires and Axles of superior quality and finish, made from faggoted charcoal Iron, formed and finished entirely under the hammer. For the character of the manufacture he refers to builders and companies who have used them in the West.

A. S. WINSLOW,
†mr24 9 and 11 West Second St., Cincinnati.

LOCOMOTIVE LANTERNS.



I AM manufacturing Locomotive Lanterns of the most approved form, with true parabolic Silver-plated reflectors, Copper Cases, and in every way equal to the best manufactured in the country. Orders from Railroad Companies in the West are solicited.

A. S. WINSLOW,
†mr24] 9 and 11 West Second St., Cincinnati

Norris' Locomotive Works,
PHILADELPHIA.

ENGAGED for many years in manufacturing Locomotives, offer to Railroad Companies to construct of any plan or size,

LOCOMOTIVES OF SUPERIOR QUALITY.

Our facilities for doing work have been largely increased this year, and orders can be executed with despatch.

Jy7 RICHARD NORRIS & SON.

ASHCROFT'S METALIC STEAM GAUGE.
(BOURDEN'S PATENT.)

THE subscribers offer for sale this valuable Steam Gauge. It is adapted to Locomotive and other steam boilers, indicating with accuracy the continual variations of steam within the boiler, enabling the engineer to maintain a uniform and safe pressure. Any of the Eastern Railroads may be referred to for proof of its importance and value.

BRIDGES & BROTHER,
sep15tf 64 Courtlandt Street, New York.



Indianapolis and Cincinnati Railroad, via Lawrenceburgh.

Through to Chicago in 15 Hours!

Shortest line to Indianapolis, Terre Haute, Lafayette, and Chicago.

Through from Cincinnati to Indianapolis in six hours. and to Chicago in 15 hours!

TWO TRAINS DAILY, Boat or Cars, each way, (Sundays excepted,) Passengers who prefer taking Steamboat for the first twenty miles, will go by the Steamer **Forest Queen,** foot of Main street, at 12 M.

Those who prefer the Cars for the whole distauee, will go by the regular passenger trains of the

OHIO & MISSISSIPPI RAILROAD,

Which leave Cincinnati at 6.30 A. M. and 3.45 P. M.—The train which leaves Cincinnati at 6.30 A. M. connects at Lawrenceburgh with the Indian polis and Cincinnati Railroad train for Indianapolis, Lafayette, Terre Haute, Michigan City and Chicago.

Baggage checked through and a Baggage Master accompanies the same.

Fare from Cincinnati to Indianapolis.....$3 00
Do do Lafayette..... 5 00
Do do Chicago..... 9 00

At Shelbyville passengers may take the Jefferson, Rushville, Kingstown or Columbus Cars.

GEO. HAVEN, Sup't.

Through tickets may be procured on board the boat, or at the Office of the Ohio and Mississippi Railroad, Fourth street, near Vine, or of

C. S. RUSSELL Ag't.
Ind. and Cin. R R. Office, corner of Main and Water streets, Cincinnati.

☞ Omnibusses will call for passengers, by leaving their names at either of the above offices.

Cincinnati, June 1†.

Cincinnati, Logansport & Chicago Railroad.

TO CHICAGO IN 15 HOURS.
ALL THE WAY BY RAILROAD.

TWO daily trains, at 6 A. M. and 3 30 P. M. Cincinnati, Hamilton and Dayton Railroad.

BAGGAGE CHECKED THROUGH.

FARE:

From Ciucinnati to Indianapolis.....$3 00
do do Lafayette..... 5 00
do do Chicago..... 9 00

For information and through tickets, please apply at auo General Railroad Ticket Office, No. 169 Walnut st., next door below the Gibson House, or at the Sixth street Depot.

JOHN W. SHIPLEY, Agent.

The Hamilton and Dayton Railroad Omnibus Line will call for passengers in any part of the city by leaving directions at the Ticket Office.

W. H. SMITH, Conductor.

Trains run by Columbus time, seven minutes faster han Cincinnati.

Change of Time on Cincinnati, Hamilton, Eaton & Richmond Railroad.

ON and after TUESDAY, April 4th, 1854. the Morning Train for Richmond and Indianapolis, will leave Depot, foot of Sixth street, at 6.10 o'clock, A. M.

Passengers by this Train connect at Indianapolis with the 1 o'clock, P. M. Train on Lafayette and Indianapolis Railroad for Lafayette and Chicago; arriving at Chicago by 9 o'clock, P. M., of same day, being 9 hours less time than by any other railroad route leaving Ciucinnati.

Also, connect at Indianapolis with 1.15 P. M. Train for Terre Haute.

Trains for St. Louis leave Chicago at 11 o'clock P. M., after the arrival of 1 P. M. Train from Indianapolis in the morning, making this the quickest route by far between Cincinnati and St. Louis.

Evening Train will leave as usual, at 3.30 P. M. connecting at Richmond with 7 P. M. Train for Indianapolis; arriving at Indianapolis at 10.30 P. M.

Chicago and Lafayette passeugers, by this Train, sleep at Indianapolis, and resume at 6, A. M. next morning,

FARE—Cincinnati to Richmond.....$1 75
Cincinnati to Indianapolis..... 3 00
Cincinnati to Chicago..... 9 00

ap. 6 D. M. MORROW, Sup't.

James' Railroad & Route Book

NEW EDITION:

Containing a list of all the Western and Southern Roads, with distances, fares, connections, etc., etc. Price, 15 cents. J. A. & U. P. JAMES,

Publishers, 167, Walnut st., Cincinnati, O.

THE SHORTEST ROUTE TO CHICAGO.

Ohio & Mississippi Railroad

THREE regular passenger Trains daily, (except Sundays.) On Monday, April 17th, and until further notice,

Leave Cincinnati at 6.15 A. M., 2.15 P. M., and 4.40 P. M. Connecting at Lawrenceburg, at 7.30 A. M., and 3.30 P. M. with Train for Indianapolis, Terre Haute, Lafayette and Chicago.

AND RETURNING,

Leave Aurora at 6.40 A. M., 4.20 P. M., and 8.20 P. M. connecting at Lawrenceburgh, at 4.30 P. M. and at 8.30 P. M. with the Trains that leave Indianapolis at 12 A. M. and 4 P. M., uniting at that point with all the Trains from the North and West.

☞ Tickets may he procured at the office on Fourth street, near Vine.

☞ Omnibusses will run to and from the cars in the customary manner. S. S. POST,

Chief Engineer and Superintendent.

Cincinnati, April 14, 1854.

Marietta & Cincinnati Railroad.

OPEN between CHILLICOTHE and GREENFIELD, Connected by Stage at Hillsborough, with Hillsborough and Cincinnati, and Little Miami Railroad Trains, forming a through daily line each way.

On and after Monday, the 8th of May, passenger trains will run as follows, viz:

Leave Chillicothe at 9 00 A. M.
Returning do Greenfield at 5 30 P. M.

Passengers from Cincinnati leave by Little Miami Railroad, at 7 40 A. M., dine at Hillsborough and reach Chillicothe the same Eveniug.

Fare from Cincinnati to Chillicothe, $3 45.

J. W. STOWELL,
Chillicothe, May 6th. '54— Sup't.

MUSKINGUM WORKS,

ZANESVILLE, OHIO.

DOUGLASS, SMITH & CO.

WOULD respectfully call the attention of Railroad Companies to their establishment at Zanesville

They are prepared to execute orders, on short notice, for

Passenger Cars of the most superior description,

Second Class Passenger, Mail Express, and Baggage Cars; Freight, Cattle, four or eight wheeled Gravel Cars.

We manufacture a superior

CAR WHEEL,

Over 2500 of which are now running on the Central Ohio Railroad, and many of these have been in use on the road over two years, having in that time only three to crack, and two to be renewed in consequence of the wearing of the Chill. We have also commenced the manufacture of the celebrated

WASHBURN WHEEL,

And are prepared to furnish this wheel. with or without axles. Also, castings for Cars fitted to order at the shortest notice.

BOLLMAN'S PATENT IRON & WOOD BRIDGE.

We are also agents and builders of the above celebrated Bridge. Are now placing upon the piers an iron bridge on this plan over the Muskingum river at Zanesville. We are ready to contract with companies for the construction of this Bridge. All orders addressed

DOUGLASS. SMITH & CO.,
au4tf. Muskingum Works, Zanesville, O.

Lightner's Patent Axle Boxes for Railroad Cars.

THE attention of Railroad Managers and others is called to.this valuable improvement in

AXLE BOXES.

The first cost and "fitting up" of these boxes is 20 to 25 per cent below that of most boxes in use. They will save about 75 per cent in consumption of oil. The construction is simple; they are not liable to become loose, nor "heated" by severe service. The Reservoir is held close to the shaft, and the oil journals, are secure from dust yet easy of access; the brasses may be removed from the journals. while under the car, in a few minutes. Cars furnished with these boxes run from 4 to 5 weeks without replenishing the oil, and are not detained from the road for repairs ONE TENTH part of the time which is necessary when other boxes are used.

The business of a railroad can be done with a much less number of cars, with these boxes than if any other kind are used.

The first railroad men in the country have certified that Lightner's improvements in AXLE BOXES are among the first of the times.

Models and Testimony of the above Boxes, may be examined, and arrangements may be made for the right to use the same, with the subscriber.

WILLIAM SHERBURNE,
PRINCIPAL AGENT,
May 18.6* Office, No. 167 Broadway, New York.

Covington and Lexington Railroad Open to Falmouth.

ON and after Monday, the 7th of Nov., and until further notice, Cars will leave Covington daily (except Sundays) at 7 o'clock. A. M., for Falmouth,—stopping at DeCoursey, Culbertson, Grant's Bend, New Philadelphia, Canton Benton, Morning Side, Demossville, Butler and Irving.

Returning, will leave Falmouth at 1 P. M., stopping at all of the above stations.

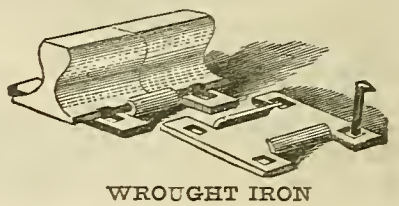
☞ For freight and passage apply to C. CARPENTER, Freight Agent, Covington Depot.

R. M. SHOEMAKER Superintendent.

Office Cov. and Lex. R. R. Co., Nov. 5th.

de22

RAILROAD SPIKES,



WROUGHT IRON

Chairs and Fastenings.

THE subscriber continues to manufacture with increased facilities, **Hook and Flat Head Railroad Spikes, and Wrought Iron Chairs of any pattern,** either punched or plain. The best quality of Iron is used, and the articles are guarauteed to give satisfaction in every respect. We are prepared to fill orders for any quantity with despatch, and at the lowest market prices.

Also, Boat Spikes, Bolts, and Boiler Rivets, superior quality.

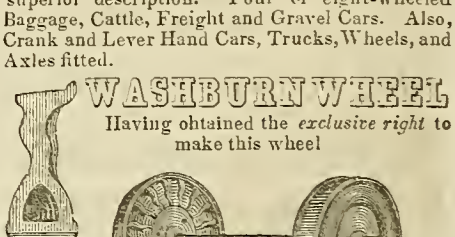
All communications addressed to us will meet withprompt attention.

SMITH & TYSON,
No. 25 South Charles Street, Baltimore

FULTON CAR WORKS,

CINCINNATI, OHIO.

THE Proprietors of this establishment would respectfully call the attention of Railroad Companies in the West and South to their establishment at Cincinnati. Their facilities for manufacturing are extensive, and the means of transportation to different points speedy and economical.—They are prepared to execute to order, on short notice, eight-wheeled Passenger Cars of the most superior description. Four or eight-wheeled Baggage, Cattle, Freight and Gravel Cars. Also, Crank and Lever Hand Cars, Trucks, Wheels, and Axles fitted.



WASHBURN WHEEL

Having obtained the *exclusive right* to make this wheel

in Ciucinnati, Covington, and Newport, they are now prepared to furnish Railroad Companies with that celebrated Wheel, with or without Axles.—Also, Jonrual Oil Boxes of any pattern, and Castings for Cars fitted to order at the shortest notice.

Address KECK & HUBBARD,
Fulton Car Works, Cincinnati, Ohio.
ap.14. Office 62 East Second street

Railroad Line.

Cincinnati, Hamilton & Dayton Railroad.

Summer Arrangement.

COMMENCING THURSDAY, MAY 18th, 1854.

TRAINS will run by standard time, which is sevon minutes faster than that of Cincinnati.

First Train

At 6 o'clock, A. M., Lightning Express for Dayton, Crestline, Pittsburgh, Philadelphia and Baltimore.

Second Train

At 6.10 A. M., for Hamilton, Richmond, Indianapolis, Terre Haute, Lafayette and Chicago, direct.

Third Train

At 8.20 A. M., for Dayton, Sandusky, Toledo, Detroit, Chicago, Cleveland, Buffalo, New York, Boston, Pittsburgh, Philadelphia, Baltimore and Washington.

Fourth Train

At 2 P. M. for Dayton only.

Fifth Train

At 3.30 P. M., for Hamilton, Richmond, Indianapolis, Terre Haute, Lafayette and Chicago.

Sixth Train

At 5 P. M., for Dayton, Troy and Piqua, and intermediate stations.

Seventh Train

At 6.30 P. M., for Hamilton and intermediate stations.

The 1st Train, Express,

Will stop only at Hamilton and Middletown.

2d, 3d, 4th, 5th and 6th Trains,

Will stop at all regular stations.

The Seventh Train

Will stop at all way and flag stations.

The 1st Train

Will connect at Crestline at 1 P. M., with the Ohio and Pennsylvania Train for Pittsburgh, Philadelphia, Baltimore, etc., forming a direct and continuous line for each of these cities. Cars run through to Crestline without change. Baggage checked to Pittsburgh.

2d Train

Will connect at Richmond at 9.05 A. M., with Train of Indiana Central Road for Indianapolis; arrive at that place at 12 M., thence to Terre Haute, Lafayette, or Chicago without detention. Time as short as by any other route.

3d Train

Will connect at Dayton at 10.45 A. M., with Mad River Train to Sandusky; thence by Toledo and Cleveland Road to Cleveland; thence, at 7 P. M., with splendid steamers **St. Lawrence** and **Mississippi**, to Buffalo; thence at 7.30 A. M., with Buffalo and N. Y. City Road, to New York; arriving at that place at 10 P. M., also at Crestline 4.20 P. M., with Ohio and Penna. Train for Pittsburgh, Philadelphia, Baltimore and Washington.

The Same Train

Will also connect at Clyde with Cleveland and Toledo Train to Toledo, Chicago and intermediate points; and at Sandusky at 5 P. M., with steamer **Bay City**, for Detroit.

Fifth Train

Will connect at Richmond at 6.40 P. M., with Indiana Central Train for Indianapolis, Terre Haute, Lafayette, etc.

Sixth Train

Will connect at Dayton with Dayton and Michigan Railroad to Troy, Piqua, etc.

FARE:

From Cincinnati to		Hamilton	$ 60
Do	do	Eaton	1 35
Do	do	Richmond	1 75
Do	do	Indianapolis	3 00
Do	do	Terre Haute	5 00
Do	do	Lafayette	5 00
Do	do	Chicago	9 00
Do	do	Dayton	1 50
Do	do	Troy	2 10
Do	do	Piqua	——
Do	do	Springfield	2 10
Do	do	Sandusky	5 00
Do	do	Toledo	5 75
Do	do	Cleveland	6 00
Do	do	Buffalo, via Lake steamers	8 00
Do	do	New York, via steamers	15 50
From Cincinnati to		Pittsburgh, via Crestline	7 50
Do	do	do do do front car	5 00
Do	do	Philadelphia or Baltimore, via Crestline and Pittsburgh	15 00

For further information apply at the Ticket Office, corner of Broadway and Front Streets, under the Spencer House, of

W. A. LATHAM, General Agent.
Or, JOHN W. SHURLEY, Ticket Agent.

At the General Railroad Ticket Office, No. 169 Walnut Street, next door to the Gibson House, or at the Sixth Street Depot.

HENRY O. AMES,
Cincinnati, May 16, '54.—Jo8† Sup't.

Railroad Line.

CINCIN'I, COLUMBUS & CLEVELAND ROUTE.

To New York, via Railway, in	30	hours.
To N. Y., by Lake Steamers via Cleveland	39	"
To Pittsburgh in	14	"
To Boston in	34½	"
To Philadelphia in	38	"
To Baltimore in	38	"
To Wheeling in	18	"

VIA LITTLE MIAMI RAILWAY.

FOUR DAILY TRAINS.

First Train—Lightning Express—at ...6 o'clock, A. M.
Second Train—Accommodation Ex....7.45 " "
Third Train—Hillsborough Train.....3.10 " P. M
Fourth Train—Evon'g Accommoda...5 " "

The roads of this route are laid throughout with heavy T rail.

New York, Boston, and Montreal.

First Train—Lightuing Express leaves Cincinnati at 6 o'clock A. M., connecting at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo; connecting at Dunkirk with New York and Erie Railroad, and at Buffalo with Buffalo and Albany Railroad to New York and Boston.

Second Train—Accommodation Express, at 7.45 o'clock, A. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad, at Buffalo with Buffalo and Albany and New York City Railroads, and at Buffalo with Niagara Falls Railroad, to New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

—ALSO—

Connects at Cleveland with the new and magnificent low pressure steamers QUEEN OF THE WEST, Capt. McBride; CRESCENT CITY, Capt. Pease; connecting at Buffalo with the Buffalo and Albany, New York City, and Niagara Falls Railroads, for New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

Fourth Train—Evening Express, at 5 o'clock P. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad; connecting at Buffalo with New York City, Buffalo and Albany, and Niagara Falls Railroads, to New York, Boston, and Niagara Falls.

Pittsburgh, Philadelphia, and Baltimore.

First Train—Lightning Express, leaves Cincinnati at 6 o'clock A. M., connecting at Crestline with Ohio and Pennsylvania Railroad to Pittsburgh, connecting with Pennsylvania Railroad to Philadelphia and Baltimore.

Through from Cincinnati to Philadelphia and Baltimore direct.

Zanesville, Wheeling, Baltimore, &c.

First Train—Lightning Express, at 6 o'clock A. M., and second Train, Accommodation Express, at 7.45 o'clock A. M., connect at Columbus with Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Lines, via National road to Wheeling, connecting with Baltimore and Ohio Railroad to Baltimore, Philadelphia, Washington, etc.

Fourth Train — Evening Express, at 5 o'clock P. M. Passengers by this Train sleep at Columbus and resume by Morning Train, via Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Line to Wheeling.

Hillsborough.

Third Train—Leaves Cincinnati at 3 P. M., connecting at Hillsborough with Ohio Stage Co.'s Lines to Chillicothe, Piketon, etc.

FARE.

From Cincinnati to New York via Railroad, either route	$16 00
From Cincinnati to New York via Railroad to Albany, and Hudson river steamer	15 00
From Cincinnati to New York via Lake Steamers to Buffalo, and Railroad to New York	15 00
From Cincinnati to New York via Lake Steamers to Buffalo, Railroad to Albany, and Hudson river steamer to New York	14 00
From Cincinnati to Boston via Lake Shore, New York and Erie and New York City Roads	20 00
From Cincinnati to Boston via Lake Steamers and New York City and Erie Roads	19 00
From Cincinnati to Boston via Lake Shore, Buffalo, Albany and Western Roads	19 00
From Cincinnati to Boston via Lake Steamer, Buffalo, Albany, and Western Roads	18 00
An additional charge of fifty cents via Niagara Falls and above routes.	
From Cincinnati to Montreal via Lake Shore Road,	18 00
From Cincinnati to Montreal via Lake steamer	17 00
From Cincinnati to Boston via Lake Shore Road and Ogdensburg	18 00
From Cincinnati to Boston via Lake Steamer and Ogdensburg	17 00
From Cincinnati to New York via Lake Shore Road and Ogdensburg	16 75
From Cincinnati to New York via Lake Steamer and Ogdensburg	15 75
From Cincinnati to Buffalo via Lake Shore Road,	9 00
From Cincinnati to Buffalo via Lake Steamer	8 00
From Cincinnati to Philadelphia or Baltimore via Crestline and Pittsburgh	15 00
From Cincinnati to Philadelphia or Baltimore via Cleveland and Pittsburgh	15 50
From Cincinnati to Pittsburgh via Crestline	7 00
From Cincinnati to Pittsburgh via Cleveland	9 00
From Cincinnati to Baltimore via Wheeling	14 00
From Cincinnati to Washington via Wheeling	15 00
From Cincinnati to Philadelphia via Wheeling	15 00
From Cincinnati to Wheeling	7 00
From Cincinnati to Cleveland	6 00
From Cincinnati to Zanesville	4 00
From Cincinnati to Columbus	3 00
From Cincinnati to Springfield	2 00

☞ For all information and Through Tickets, please apply at office, southeast corner of Broadway and Front sts., Cincinnati. W. A. LATHAM, Ticket Agent.
au25 P. W. STRADER, Gen'l Agent.

Cincinnati, Wilmington and Zanesville Railroad.

OPEN TO CIRCLEVILLE.—Two daily Trains, (Sundays excepted) between Washington and Cincinnati, and one daily train between Circleville and Cincinnati. On and after Tuesday, March 14th, 1854, until further notice, trains will run as follows:

Upward train for Circleville, leaves Cincinnati 7:45 A. M., and arrives at Circleville, at 2:40 P. M.

Upward train for Washington, leaves Cincinnati at 3:10 P. M., and arrives at Washington at 8:05 P. M.

Downward train leaves Circleville at 12:15 P. M., and arrives at Cincinnati at 7:45 P. M.

Downward train from Washington, leaves at 6:30 A. M., and arrives at Cincinnati at 11:25 A. M.

Trains will stop for passengers as follows: At Williamsport, Four Corners, New Holland, Washington, Rattle-Snake, Sabina, Cross Roads, Wilmington, Stigo, Clarksville and Morrow; and on the Little Miami Road at Deerfield, Butterworth's Water Station, Loveland, Miamiville, Milford and Plainville, and on proper signal by flag, or to the Conductor, at Branch Hill and Linwood, at Turnpike.

The downward Trains connect at Morrow with the Trains on the Little Miami Road for Columbus.

Lines of Omnibusses will run between Circleville, Chillicothe and Lancaster, connecting with the morning train from and evening train to Cincinnati.

Fare from Cincinnati to Washington.....$2 25
" " " " Circleville..... 3 00

For other information and Tickets, apply at Ticket office, corner of Broadway and Front sts, and at the Little Miami Depot, or to the Station Agents on the line.

E. W. WOODWARD,
Engineer and Superintendent.

☞ The Omnibus Line will call for and deliver passengers to and from the trains to any part of the City.

J. HOWELL, Conductor.

☞ The Company will not be responsible for baggage exceeding $50 in value, unless the same be returned to the Conductor or Agent, and freight paid at the rate of a passage for every $500 in value above that amount.
mar. 23

COLUMBUS PIQUA, AND INDIANA RAILROAD.

New route from Columbus, West and from Urbana, East.

On and after Monday September 19, 1853, two trains per day, (Sunday excepted) each way, will run on this Road, between COLUMBUS and URBANA. Will leave Columbus at 4.50 a.m., and 3.30 p.m.—arriving at Urbana at 8.12 a.m., and 6.14 p.m. Returning—will leave Urbana, for Columbus, at 9.15 a.m., and 3.00 p.m.—arriving at 12.05 and 6.55 p.m.

The 4.50 a.m. train, from Columbus, will connect with the night Express train from Cleveland and arrive at Urbana in time for the morning train north for Sandusky and intermediate points. Persons arriving by the morning Cleveland and Zanesville trains can have a few hours at Columbus and leave by the 3.30 p.m. train—arriving at Urbana in time to get supper and take the 5.35 p.m. train for Dayton and Cincinnati.

The 9.15 a.m. train from Urbana connects with the morning train from Cincinnati and Dayton that arrives at Urbana 8.40 a.m.—arriving at Columbus at 12.05 p.m in time for the 1 p.m. train for Cleveland, connecting with the Buffalo and Dunkirk boats. The 3.00 p.m. train will leave Urbana on the arrival of the Sandusky train—reaching Urbana at 2.45 p.m.—and arrive in Columbus in time for the various night trains.

A line of Omnibuses will connect with the trains at Urbana for the conveyence of passengers to and from Piqua and Greenville over a good Macadamized road.

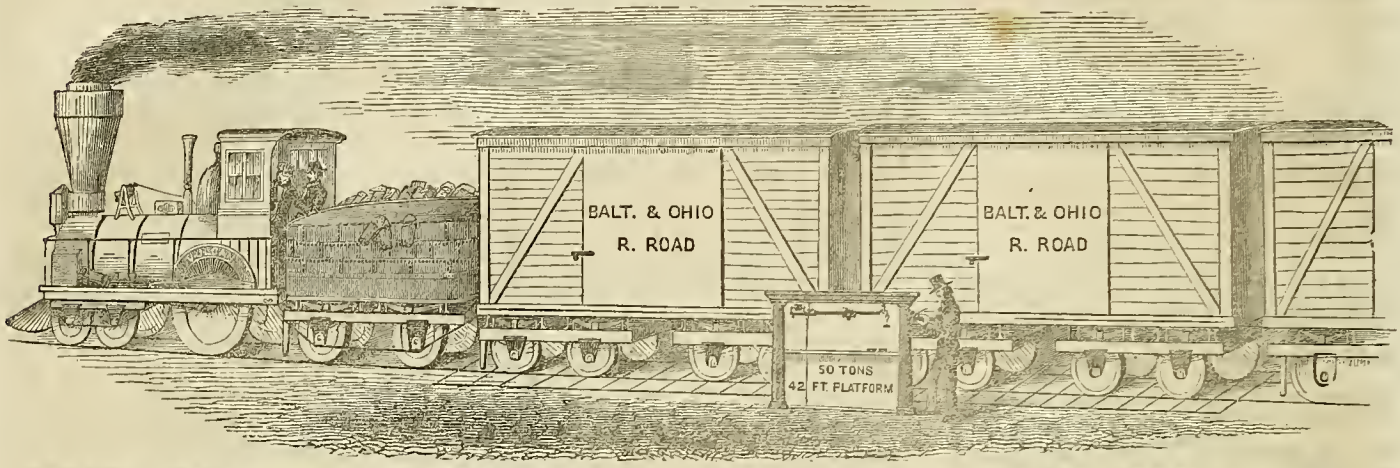
A. G CONOVER, Sup't
Piqua, Sept. 13, 1853. s29-tf.

OFFICE OF THE
Cincinnati and Portsmouth R. R. Co.

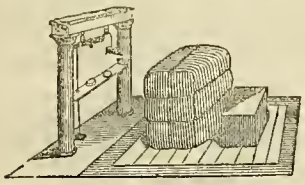
Felicity, Clermont County.

☞ Communications addressed to T. H. WHETSTONE President, and left with Messrs. JOHN F. DAIR & Co Cincinnati, will receive prompt attention. a29-tf

FAIRBANKS' SCALES.



Railroad Track Scale---50 Tons.



DEPOT SCALES 12,000 LBS.

FAIRBANKS & CO'S

PLATFORM SCALES,

Long known—Severely tested—Always right—
The acknowledged standard—Adapted to
every required operation of weighing, as

Railroad Track and Depot Scales,

In use on nearly all the principal Railroads in the United States and Great Britain.

WAREHOUSE SCALES,
Dormant and Portable.

HEAVY PORTABLE SCALES,
On Wheels,
For Foundries, Rolling Mills, Iron Houses, &c.,

STORE SCALES,
Various Modifications.

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HAY & COAL DEALERS' SCALES,
Made entirely of Iron and Steel.

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MANUFACTURERS

E & T. FAIRBANKS & CO.,

ST JOHNSBURY, VT.

TESTIMONIALS:

OFFICE OF THE G. & C. U. RAILROAD CO.,
CHICAGO, FEB. 20TH, 1854.

MESSRS. E. & T. FAIRBANKS & Co.,

GENTLEMEN:—All of the principal station buildings on this road are furnished with your Depot and Platform Scales, with the exceptions of two scales. Your Scales were adopted after trial with those of other makers, and I take pleasure in now saying, that after more than four years trial, they have given entire satisfaction to us, and the public doing business with the Company.

I am not aware of a dollar's expense being incurred from wear or defect of materials in any part of the scales. The Track Scale, with suspended platform, which you have recently put into our principal depot at this place, judging from present appearance and the use to which it has been put, will, I doubt not, answer the purpose desired, and be equally satisfactory.

JOHN B. TURNER,
Pres't and Sup't.

CENTRAL RAILROAD CO.
SAVANNAH, JAN. 6TH, 1853.

MESSRS. E. & T. FAIRBANKS & Co.,
St. Johnsbury, Vt.

DEAR SIRS:—Your Scales, which we have used for many years, gave so much satisfaction, that we ordered from your House, all the Scales necessary for our large new Warehouse. Your agent has just finished putting up twenty-two of your No. 1 and No. 2 Depot Scales and a large Road Scale, and I am pleased with the manner in which the job has been done. I trust and believe that this work will do credit to your establishment.

Respectfully, your obedient servant,
R. R. CUYLER, Pres't.

PORT RICHMOND, PA. MARCH 2D, 1852.

MESSRS. E. & T. FAIRBANKS & Co.,
St. Johnsbury, Vt.,

GENTLEMEN:—There are now in the Richmond Wharves at the terminus of the Reading Railroad, Twenty-six of your ten ton Track Scales, which have been in constant use for more than six years. The least quantity of Coal weighed annually upon any one wharf has been 400,000 tons. The aggregate quantity weighed upon the twenty-six scales, has been more than one million two hundred thousand tons per annum.

During the time since they have been in use, they have always retained their adjustment without any expense for repairs. They have been tested every year by the Sealer of Weights for the county of Philadelphia, and always found correct, and at the present time their operation is apparently as perfect and as sensitive as when first built.

JOHN E. HOBERT,
Superintendent of Wharves.

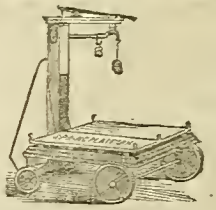
STATE OF NEW YORK,
CANAL COMMISSIONERS OFFICE,
ALBANY, JUNE 21, 1852.

MESSRS. E. & T. FAIRBANKS & Co.,

GENTLEMEN:—Your favor of the 10th, asking my views of the Weigh Lock Scales, manufactured by you, and introduced upon the Erie Canal, is received.

I have no hesitation in saying, that they have fully answered your recommendation in every particular. Their capacity for strength is fully equal to sustain the required burthen. They are not liable to get out of adjustment or repair. The arrangement of the Weighing Beam is admirably adapted to obtain rapid results. I know of no Scale superior to them, in this or any other country.

In great haste, Yours truly,
JOHN C. MATHER,
Canal Commissionor.



PORTABLE SCALES.

The following Railroads have been furnished exclusively, or nearly so, with FAIRBANKS' SCALES:

Alahama & Tennessee.	Huron & Oxford.
Allegheny Valley.	Illinois Central.
Androscoggin & Kennebec	Indiana Central.
Ashnelot.	Indianapolis&Bellefontaine
Atlantic & St. Lawrence.	Iron.
Baltimore & Ohio.	Jeffersonville.
Baltimore & Susquehanna.	Kennebec & Portland.
Belvidere, Delaware.	Knightstown & Shelbyville.
Boston, Concord & Montreal	Macon & Western.
Boston & Maine.	Mad River & Lake Erie.
Boston & Providence.	Manchester & Lawrenee.
Buffalo, Brantford & Goder'h	Memphis & Charleston.
Buffalo, Corning & N. York.	Michigan & Southern.
Buffalo & New York City.	Milwaukee & Mississippi.
Buffalo & State Line.	Nangatuck.
Canandaigna & Elmira.	New Albany & Salem.
Central, (Ga.)	Newburyport.
Central, (Va.)	New Haven & New London.
Champlain & St. Lawrenee.	New Haven & Northampton
Charlotte & South Carolina.	New Jersey Central.
Cheshire.	New York Central.
Cleveland, Columbus & Cincinnati,	New York & Erie.
	New York & New Haven.
Cincinnati, Hamilton & Dayton.	Norfolk County.
	Northern Indiana.
Cincinnati, Logansport & Chicago.	Northern, (N. H.)
	Northern, (N. Y.)
Cincinnati, Wilmington & Zanesville.	Norwich & Worcester.
	Old Colony.
Cleveland & Erie.	Orange & Alexandria.
Cleveland & Pittsburgh,	Oswego & Syracuse.
Cocheco.	Petersburg.
Columbus, Piqua & Indiana	Philadelphia & Reading.
Columbus & Xenia.	Pittsfield & North Adams.
Concord,	Plattsburg & Montreal.
Concord & Clarement.	Portland, Saco & Portsmouth
Connecticut River.	Providence & Worcester.
Conn. & Passumpsic River.	Rensselaer & Saratoga.
Dayton & Michigan.	Richmond & Danville.
Eastern.	Richmond & Petersburg.
Essex.	Rome, (Ga.)
East Tennessee & Georgia.	Rome & Watertown.
Evansville & Crawfordsville	Rutland & Burlington.
Fitchburgh.	Rutland & Washington.
Galena & Chicago Union.	Sandusky, Mansfield & Newark.
Georgia.	
Grand Trunk, (Canada.)	Scioto & Hocking Valley.
Great Western, do.	South Reading Branch.
Great Western, (Ill.)	South Side.
Greenville & Columbia.	South Western.
Greenville & Miami.	Springfield, Mt. Vernon
Hartford, Providence & Fishkill.	Pittsburgh.
	St. Charles Branch.
Housatonic.	Steubenville & Indiana.
Hudson River.	St. Lawrence & Atlantic.
Hudson & Berkshire.	Stony Brook.

RAILROAD RECORD.

AND

Journal of Commerce, Banking, Manufactures, and Statistics.

Vol. 2.---No. 17. CINCINNATI, THURSDAY, JUNE 22, 1854. Whole No. 69.

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OUR RAILROAD MAP---NEW EDITION.

We have now ready a new and revised edition of our Railroad Map, containing corrections and additions from reliable sources, making it as reliable as it is possible to make such a map.

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Office in Gregory's Building, south side of Third street, west of Main street
CINCINNATI.
E. M. Gregory.....President.

THE WHEAT CROP OF OHIO, AND THE WHEAT PRODUCTION AND EXPORTATION OF THE UNITED STATES.

Intimately connected with the railways of the country, is the great subject of BREAD.—Breadstuffs not only make a large item for transportation, but they are the principal element of food which sustains the laborer in constructing Public Works. If the price of a bushel of wheat doubles, the price of a day's labor will very nearly double. This again will increase the cost of grading a mile of railway nearly double, for the same amount of work. In time, nearly all branches of labor will be regulated, in wages, by the price of wheat. It is doubted, by political economists, whether gold is as near a standard of value, as a bushel of wheat. In fact, as men *must* have bread, and the "*must*" scarcely extends to anything else; so *that* is to be regarded as the real standard of value. Now, it must be remarked, that a pound of bread has not borne so high a value in fifteen years, if ever. One reason of this, and the great one here, is that railways have equalized prices, so that at Cincinnati, flour bears nearly the same price as in New York. But, aside from this, the price has been very high throughout the whole country. The great cause of that, we took occasion to point out six months since in the RECORD. This is, that the United States really *has not a great surplus of wheat.* It was not in the country, and consequently a foreign demand beyond the usual average, would at once raise prices. It did so, and prices are much higher than we anticipated. The question now arises what are the prospects ahead! Will bread be much cheaper! That it will not come down soon to the former low prices, we feel convinced. But let us judge of this by the best lights—the statistics of production. We begin with the state of Ohio, which usually raises about *one-fifth* of all the wheat raised in the United States.—The laws of Ohio require the Assessors to ascertain annually, the precise breadth (in acres) of wheat and corn planted, and the quantity produced. After making an allowance for these, or from counties omitted in the returns, we have the following amounts of wheat raised in three successive years, almost exactly:

	Acres planted.	Bushels produced.
In 1850.....	1,818,196	31,119,139
In 1851.....	1,657,252	25,309,225
In 1852.....	1,724,715	22,962,774

Average per acre in 1850		17 bushels.
" " " 1851		15 "
" " " 1852		14 "

It will be seen from this return, that not only the aggregate amount, but the average per acre, declined in Ohio during these three years. The result of last year's crop has not yet been published; but we know enough of its general character, to set it down as an average crop, probably equal to 24,000,000.—The aggregate of the above three years is 80,000,000 and the average, 26,660,000. Accounts have been received from most of the counties in this state, and we may safely say (on the hypothesis that the crop is safely ripened and secured), that there will not be more than an average crop, and hardly that. There is nothing, therefore, in this state, nor, we think, in the United States, upon which to base an expectation that the markets will be suddenly filled, by the surplus crop. If the amount of wheat sown in the country has not been very greatly increased, the surplus for exportaton will not be very large.—The granaries of the West have been pretty thoroughly drained, by the export demand of the past fall and winter. On the supposition that the crop of Ohio is 25,000,000, there will be 14,000,000 bushels for exportation, and the export of the United States, in wheat and flour, cannot be made double that, without raising the price enormously.—The export of wheat from Ohio, in 1853, (last year) was about as follows:

Port of Cleveland	5,000,000	bushels.
" Toledo	3,000,000	"
" Sandusky	2,500,000	"
" Harmar	400,000	"
" Portsmouth	100,000	"
" Cincinnati	1,750,000	"
Miscellaneous	250,000	"
Via Pittsburgh	300,000	"
Aggregate	13,300,000	"

This is very nearly the exact amount of wheat and flour (rendered to bushels,) exported from Ohio in 1853. A minute examination would probably increase it.

Now let us look at the production and exportation in the United States.

In 1849 U. S. crop of Wheat	100,485,944 bush.
In 1850 " " "	143,000,000 "

The crop of 1849 was in many states, especially in Ohio and Indiana, a bad one. Looking, however, to any possible increase, we cannot anticipate the crop of 1854 to be above *one hundred and fifty millions.* Now, the average consumption of wheat, in families using wheat-bread, and occasionally some corn meal and buckwheat, is six bushels per individual, including all classes. Our population is now about 26,000,000, of whom twenty millions are wheat bread consumers. They will consume 120,000,000 bushels, and we shall not have (on the hypothesis of 150,000,000 crop) more than *thirty millions of bushels for export!* In fact, we never have had, in one year, more than that.

Now let us look at the actual *exportation.* The exports of the United States in wheat and flour, reduced to bushels, in 1851 and 1852, were as follows:

	Crop.	Export.
In 1851	101,000,000 bush.	12,038,380 bush.
In 1852	143,000,000 "	16,551,902 "

It will be seen that the proportion was very nearly the same, viz: 12 per cent. of the crop. In a crop of 150,000,000—the same proportion will give 18,000,000 bushels for exportation. But as the price was then low, we must allow for an increased export, under high prices. *Thirty millions,* however, is the very utmost which we can export, without changing the use of wheat flour to that of corn. But how many people will do that?—Such is the ease of living in the United States, that we undertake to say that no considerable number of people will change their habits, in this respect, for anything short of famine prices. It is very evident then, that if the war in Europe continues, deranging, as it does, the sources of supply and the market for breadstuffs, that the prices for breadstuffs, in this country, will continue to range much above the ordinary average.

There is a popular error, as to the production of wheat in the United States, which pervades the commercial circles, as well as the newspapers. It arises from confounding the *capacity* to produce, with the *actual production.* Men look round on the fertile, grain-growing soil of the United States, and say, "we can feed all Europe." Very true, we *can,* but we *do not.* The countries on the Baltic, and the Black Sea, send vastly greater surplusses to market than we do, and always will unless prices rule higher in the United States. The fact is, that on the average prices paid for wheat, the American farmer has no great temptation to indulge in that crop. Notwithstanding all the boasts made of wheat culture on the prairie plains of Wisconsin, Michigan and Illinois, they have as yet made no advance on the wheat culture of Ohio.—The fact is, that the grass and corn which go into cattle and hogs are the most profitable crops. Under *present prices,* it is true the farmer will produce as much wheat as he can; but he had no such prices till after the fall planting was made. The agriculture of a country cannot be changed in one year, or two. At one dollar per bushel the farmer will be glad to cultivate wheat; but he seldom has that temptation, and the great irregularity of prices is one of the drawbacks on that crop.

We conclude then, even if Ohio produces more than an average crop, yet there will be no excessive surplus of grain in this country. If we need heavy surplusses, we must have another year of cultivation to produce them.

BERWICK'S BAY RAILROAD.—We learn of a gentleman just from New Orleans that the Berwick's Bay Railroad is completed forty-one miles, and graded nearly all the rest of the distance, which is forty miles, and the iron obtained. It is expected that the whole road will be completed by the 1st of December next.—*Houston Telegraph.*

Railroads.

CINCINNATI, PERU & CHICAGO RAILROAD.

We have before us "The Exhibit, by the President and Board of Directors" of this Company, from which we gather the following items:

The Company was organized under the General Railroad Law of Indiana, in June, 1853. In January, 1854, a consolidation was effected with the "Union and Peru Company" by which arrangement the original line of this company was abandoned, and that via Marion adopted instead. The line will now commence at Marion, on the south, running northwardly through Peru, Rochester and Plymouth, and unite with the Michigan Southern road at Laporte, and thence, over that line to Chicago.

The connection southwardly from Marion, will be made over the Cincinnati, Cambridge and Chicago, the Cincinnati, New Castle and Michigan, and Cincinnati Western companies, all three of which have been consolidated into one line under the title of Cincinnati and Chicago Line.

The length of the Cincinnati, Peru and Chicago line proper, is 97 miles, being but 3¾ miles longer than an air-line; of this distance, 23 miles are level; 39 miles between 10 and 20 feet per mile; 25 miles between 20 and 30 feet, and 8 miles of 40 feet, being the maximum. The minimum curvature is 4584 feet, and exists only at Laporte and Peru, the other curves are 5730 and 11,460 feet. The gauge is uniform from Cincinnati to Chicago, a distance of 275 miles; also between Peru and Columbus, O, and Indianapolis.

The local subscriptions have reached $70,000. The right of way has been secured for nearly two-thirds of the way, at a cost not exceeding $80 per mile.

Messrs. French, Tyner & Co. are the contractors; they furnish rolling stock to the amount of $125,000, and expect to have the road in running order, by August, 1855.

The report contains estimates of prospective business, population, resources, etc., of the country along the line, by which it appears that this cannot but be a paying road.

The Engineer's report, accompanying the exhibit, gives the items of the elements of the line, cost, grades, etc., from which we gather that the estimated cost of the road completed will be $2,215,431. Or per mile, $22,840.

MILWAUKEE & MISSISSIPPI, AND SOUTHERN WISCONSIN RAILROADS.—We learn from the last Milwaukee News that arrangements have been made whereby these two companies have been consolidated. The particulars of the arrangement have not yet been made public.

CRAWFORDSVILLE, FRANKFORT, KOKOMO, & FORT WAYNE RAILROAD.

About a year since we gave a short notice of this company since when we have not heard anything of it, until we received a copy of the First Annual Report of the President and Engineer, from which we learn that the work has been going on quietly yet effectively.

The Board met at Frankfort on the 8th inst., when the report was read, and the following Board and officers elected, viz:

A. M. Puett, Rockville; A. Thompson, Crawfordsville; S. Kenworthy, Darlington; John Majors, J. Douglas, R. Frazier, N. Bell, M. Burton, Clinton county; J. McClure, Grant county; J. D. Pulse, Huntington county; Hon. Sam'l Hanna and J. L. Williams, Fort Wayne; A. M. Puett was elected President; John W. Blake, of Frankfort, Vice President; Jackson Douglas, Secretary; Wm. P. Dunn, Treasurer.

The entire line was put under contract some six months since, to Messrs. Brown, Bagg, Jackson & Co., and a large amount of work has already been done upon the southwestern end of the line, between Russiaville and Crawfordsville, where it will unite with the Evansville and Crawfordsville road, a large portion of which is now running. By the terms of the contract the entire line is to be completed in 1856, at $23,000 per mile.

The means of the company, reported as available are—

Subscriptions, - - - - -		$490,000
Of which there is cash,	$163,000	
N. A. & Salem RR. Co. -	35,000	
		$198,000

Total length of the road is 51 miles, of which 40.52 are a straight line. The maximum grade is 40 feet per mile, and nearly one half of the entire distance is level.

This line has numerous and valuable connections and intersections with other lines thrnughout the Wabash Valley. It will also form a very direct line between Fort Wayne and St. Louis, by way of Terre Haute and the Atlantic and Mississippi, or Brough's Road.

The work upon the line is being pressed vigorously by the Executive Committee and will doubtless be completed within the contract time.

JACKSONVILLE & CARROLLTON RAILROAD.

ENGINEER'S REPORT.

We are indebted to the Alton Telegraph for an abridgment of this report, from which we condense the following:

The survey extends from Jacksonville to Alton, about 60 miles, via Manchester, Whitehall, Carrollton, and Jerseyville. The estimated cost is $1,200,000. At Jacksonville it connects with the Great Western, Illinois, road to Springfield, on the east, and the Illinois river at Naples, on the west. A large portion of the line is prairie, and extremely favorable for railroad construction.

The report also contains estimates of receipts founded upon the products of the counties through which the road passes, which give the annual income of the road when completed, at $240,000, or about 20 per cent. upon the cost.

GREAT WESTERN, CANADA, RAILROAD.

We take the following from the Detroit Tribune:

The annual meeting of the stockholders of this railway was held at Hamilton last Monday.

Mr. Robert W. Harris, President, presented the annual report, which we condense, retaining all its material facts and statements.

The total amount expended on the road up to April 30, 1854 was £2,705,264, eight shillings and sixpence, or $10,821,056, (Canada currency) 13,093,477 76 sterling, (we do not know which currency the report states its pounds in.)

A recommendation is made that the revenue account be made up to the 31st of January and July each year.

If this is adopted, another meeting of the stockholders will be held in September next for the purpose of auditing accounts and declaring dividends.

The directors have entered into contracts to place upon the line the followtng stock, which they anticipate will be actually necessary to acommodate traffic of next winter, viz:

48 Locomotive Engines, for passenger and trains.
8 Ballast trains.
45 1st Class Passenger cars.
40 2d " " Emigrant cars.
20 Baggage, Express and Post Office Cars.
100 Platform Cars.
900 House Freight Cars.
60 Cattle and Sheep Cars.
400 Gravel Cars.

The question of purchasing the Erie and Ontario Railroad, which has formed the subject of a special report from the Board, will be taken into consideration at the adjourned special general meeting, to be held on the 19th of June.

Since the last annual meeting, the Directors have concluded an advantageous contract for the lease by this company, of the railway portion of the Suspension Bridge across the Niagara River. By the terms of that contract, every risk of the soundness and stability of the structure rests entirely with the Suspension Bridge Company, the Great Western Company being totally relieved of all responsibility in the event of non-success of the principle upon which the Bridge is constructed.

A contract for the construction of the Sarnia line haa been entered into. By the terms of this cnntract, the line is to bo completed within twelve months of the giving of a notice to the contractors to commence operations. The directors feeling the great importance of the Sarnia line, as effecting the permanent interests and security of the company, in December last gave notice to the contractor to purchase and clear the right of way, so as to be in a position to carry forward the works at an early day.

The Directors also hope to open the Galt branch to the public in in a few weeks.

The Directors have given notice of an application to Parliament for power to construct a brauch of about twenty-eight miles from the main line to Malden, immediately opposite the point to which a brarch of the Southern Michigan line is to be brought; and they have also given notice of application for a line of seven miles, to connect Brantford with the main line.

Two first class steamers are in process of construction to run between Hamilton and Oswego.

Mr. Cameron proposed a resolution to the effect of voting the sum of $5000 to Sir Allen MacNab, as a testimonial to that gentleman in consideration for the numerous services which he has rendered to the company since they obtained their charter, which having been seconded by Mr. Buchanan, was carried unanimously and with applause.

The following Board of Directors were chosen for the ensuing year.

R. W. Harris, Wm. Longsdon, Col. Gourlay, E. Corning, J. M. Forbes, R. Judson, H. McKinstry, Wm. Dickson, J. B. Smith, J. W. Brooks, C. J. Brydges.

St. Charles Air-Line Railroad.

The Ogle County, Illinois, Reporter, says: "On account of the closeness of the Eastern money market, and the almost unprecedented demand for money, the contractors of this road have been unable to make such arrangements as to enable them to place any considerable portion of the line in process of construction during the present season, as they intended. We learn, however, that the present force of about three hundred men, now employed on the first division, will be retained; and as soon as the work is completed to St. Charles, they will commence the second division, and finish the road westward as fast as possible. By this it will be seen that the cherished hope of our citizens, of seeing the steam horse upon Rock River the present year, will not be realized; but we have reason to believe that both the Contractors and Board of Directors have done everything in their power to meet the expectations of the people along the line, and the work will still be carried forward as rapidly as the money can be procured for the purpose."

SUBMARINE TELEGRAPH ACROSS THE ATLANTIC.

LETTER BY LIEUT. MAURY.

In one of our recent issues we mentioned the fact of the bottom of the sea between New Foundland and the English Coast having been explored, and its fitness for telegraphic purposes amply demonstrated. We now give Lieut. Maury's able letter upon the subject; and trust that his suggestions will be acted upon without delay.

SIR :—The United States Brig Dolphin, Lieutenant Commanding O. H. Berryman, was employed last summer upon special service connected with the researches that are carried on at this office concerning the winds and currents of the sea.

Her observations were confined principally to that part of the ocean which the merchantmen, as they pass to and fro upon the business of trade between Europe and the United States, use as their great thoroughfare.

Lieutenant Berryman availed himself of this opportunity to carry along also a line of deep sea soundings from the shores of Newfoundland to those of Ireland.

The result is highly interesting, in so far as the bottom of the sea is concerned, upon the question of a submarine telegraph across the Atlantic, and I therefore beg leave to make it the subject of a special report.

This line of deep-sea soundings seems to be decisive of the question as to the practicability of a submarine telegraph between the two continents, in so far as the bottom of the deep sea is concerned.

From Newfoundland to Ireland the distance between the nearest points is about 1,600 miles; and the bottom of the sea between the two places is a plateau, which seems to have been placed there especially for the purpose of holding the wires of a submarine telegraph and of keeping them out of harm's way. It is neither too deep nor too shallow ; yet it is so deep, that the wires, but once landed, will remain forever beyond the reach of vessels' anchors, icebergs, and drifts of any kind; and so shallow that the wires may be readily lodged upon the bottom.

The depth of this plateau is quite regular, gradually increasing from the shores of Newfoundland to the depth of from 1,500 to 2,000 fathoms as you approach the other side.

The distance between Ireland and Cape St. Charles, or Cape St. Lewis, in Labrador, is somewhat less than the distance from any point of Ireland to the nearest point of Newfoundland.

But whether it would be better to lead the wires from Newfoundland or Labrador is not not now the question; nor do I pretend to consider the question as to the possibility of finding a time calm enough, the sea smooth enough, a wire long enough, a ship big enough to lay a coil of wire sixteen hundred miles in length; though I have no fear but that the enterprise and ingenuity of the age, whenever called on with these problems, will be ready with a satisfactory and practical solution of them.

I simply address myself at this time to the question in so far as the bottom of the sea is concerned, and as far as that the greatest practical difficulties will, I apprehend, be found after reaching soundings at either end of the line, and not in the deep sea.

I submit herewith a chart showing the depth of the Atlantic according to the deep sea soundings, made from time to time on board of vessels of the navy, by authority of the department, and according to instructions issued by the Chief of the Bureau of Ordnance and Hydrography. This chart is Plate XIV. of the sixth edition of Maury's Sailing Directions.

By an examination of it, it will be perceived that we have acquired by these simple means a pretty good idea as to the depression below the sea-level of the solid crust of our planet which underlies the Atlantic Ocean and constitutes the basin that holds its waters.

A wire laid across from either of the above named places on this side, will pass to the north of the Grand Banks, and rest on that beautiful plateau to which I have alluded, and where the waters of the sea appear to be as quiet and as completely at rest as it is at the bottom of a mill-pond.

It is proper that the reasons should be stated for the inference that there are no perceptible currents, and no abrading agents at work at the bottom of the sea upon this telegraphic plateau.

I derive this inference from a study of a physical fact which I little deemed, when I sought it, had any such bearings.

It is unnecessary to speak on this occasion of the germs which physical facts, even apparently the most trifling, are often found to contain.

Lieut. Berryman brought up with Mr. Brooks' deep-sea sounding apparatus specimens of the bottom from this plateau.

I sent them to Prof. Bailey, of West Point, for examination under his microscope. This he kindly gave, and that eminent microscopist was quite as much surprised, as I was to learn, that all these specimens of deep-sea soundings are filled with microscopic shells ; to use his own words, "not a particle of sand or gravel exists in them."

These little shells, therefore, suggest the fact that there are no currents at the bottom of the sea whence they came—that Brooks' lead found them where they were deposited in their burial place after having lived and died on the surface, and by gradually sinking were lodged on the bottom.

Had there been currents at the bottom, these would have swept and abraded, and mingled up with these microscopic remains the debris of the bottom of the sea, such as ooze, sand, gravel, and other matter; but not a particle of sand or gravel was found among them. Hence the inference that these depths of the sea are not disturbed either by waves or currents.

Consequently, a telegraphic wire once laid there, there it would remain, as completely beyond the reach of accident as it would be if buried in air-tight cases. Therefore, so far as the bottom of the deep sea between Newfoundland, or the North Cape, at the mouth of the St. Lawrence, and Ireland, is concerned, the practicability of a submarine telegraph across the Atlantic is proved.

The present state of Europe invests the subject of a line of telegraphic wires across the Atlantic with a high degree of interest to the government and people of the United States. A general European war seems now almost inevitable; the attitude which this government will assume with regard to all the belligerent powers that may be involved in that war is that of strict, impartial neutrality.

The better to enable this government to maintain that position, and the people of the United States to avail themselves of all the advantages of such a position, a line of daily telegraphic communication with Europe would be of incalculable service.

In this view of the subject, and for the purpose of hastening the completion of such a line, I take the liberty of suggesting for your consideration the propriety of an offer from the proper source, of a prize to the company through whose telegraphic wire the first message shall be passed across the Atlantic.

I have the honor to be, respectfully, &c.,

M. F. MAURY,
Lieut. U. S. Navy.

GREAT BRITAIN AND FRANCE.

In the course of a speech made in Congress, by Mr. Merrill, he furnished some interesting statistics, in relation to France and Great Britain. The latter, he said, has an area of 120,000 square miles, France an area of 200,000 square miles; Great Britain a population of 24,000,000, France a population of 32,000,000. First. Agricultural productions. I select the single article of grain, as this is the staff of life, for rich and poor. Grain—bushels per given average—Great Britain 414,000,000, round numbers. France 369,000,000. Manufactures—annual product of Great Britain, $2.365,000,000. France $360,000,000. (Mark this).

The comparative commercial and manufacturing power of Great Britain and France:

	France. Men power.	G. Britain. Men Power.
Animate power	6,303,019	7,275,497
Inanimate power viz:		
Mills and hydraulic engines	1,500,000	1,200,000
Windmills	253,333	240,000
Wind and navigation	3,000,000	12,000,000
Steam engines	480,000	6,400,000
Totals	11,536,352	27,115,497

Thus, the total inanimate power applied to the arts in France scarcely exceeds the fourth of that applied in the United Kingdom of Great Britain; and the whole animate and inanimate power of the latter applied to manufactures and commerce is nearly treble the amount of that of the former. This is not all; see the comparative consumption in the two countries of two of the most pleasant and essential articles of human subsistence. Total consumption of sugar in all Europe, per year, average calculation, 500,000 tons, of which 180 tons are consumed in Great Britain and 90 tons in France. Annual consumption of coffee:—Total consumption of Europe and the United States, 138,500 tons, nearly one-fourth of the whole consumed in the United States and Great Britain. In the latter, the consumption is about one pound per head; in the former it is upwards of three pounds.—*Bicknell's Reporter.*

BINGHAMPTON RAILROAD.—The following named gentlemen were elected officers of this Company: Henry Stephens, President: Dan'l S. Dickinson, Vice-President; Clinton F. Page, Secretary; T. B. Fitch, Treasurer; Engineer and Superintendent, H. B. Gilbert. Eight miles of track are laid, and the whole will be completed in September.

☞ The Canton Company of Baltimore, have published their annual report to their stockholders. It is highly stimulative to speculation on the stock, which it shows to be worth nearly three times the present market value.

KENTUCKY LOCOMOTIVE WORKS.

We would call attention of railroad men to the advertisement of Messrs. Olmsted, Tennys & Peek, of the Kentucky Locomotive Works, Louisville. They have a very extensive establishment, and are fully prepared to do all kinds of railroad work, including castings, etc. We condense the following from a detailed description of these works, in the Louisville Courier:

First, the Foundry, a brick building 20 by 60 feet, in which are all the tools, etc., necessary for carrying on a most extensive business. The iron is melted by a cupola and large air-furnace, and is calculated to melt fifteen tons of pig iron daily, or about two hundred and twenty-five thousand dollars worth per annum.

We next come to the Car Forge, 30 by 70 feet, for the forging of the wrought iron bars and bolts used in the construction of cars.—There are eight forges in this shop, all supplied with wind from a blower run by steam, thus doing away with the extra labor of the helper in keeping up the fires.

A door from the Car Forges leads into the machine shop fronting eighty feet, and two hundred and fifty feet deep. The roof is constructed on a new principle; not a post is seen in the whole length of this room. About one third of the way from the entrance is the door to the engine room in which is placed the beautiful engine of 120 horse power, driving all the machinery of the establishment.

Passing down one side of this great shop and up the other, we see every variety of machinery and tools for the working of iron.—We would gladly describe many of the tools here employed did our limits permit, but our readers must go and see for themselves. We must, however notice the beautiful parts of unfinished work for Locomotives which we saw throughout the shop, and we are confident it cannot be surpassed anywhere.

We next come to the Locomotive Forge Shop, where is done all the forging of frames, bolts, etc., for the engines. This building is 60 by 100. Eighteen large forges and a powerful tilt hammer are needed to do this portion of the work of the establishment, and an addition of one hundred feet in length by sixty feet in width, is to be erected immediately for the same purpose.

In leaving the locomotive forge, we pass through the setting up shop into the boiler shop, a brick building 40 by 50 feet, in which are made the boilers and tanks. We noticed here a pair of shears for cutting iron and a punch made at the establishment.

We next meet the erecting shop, where a large number of men are busily employed in setting up locomotives.

Passing again through the machine shop, we ascend a flight of steps to a large gallery, of which there are two in this shop, one of which is devoted to tin and copper work, and the other to brass finishing. From this gallery we proceed to the third story of the carpenters' shop, used as a pattern room. Descending thence to the second and first stories of this building, each 90 by 45 feet, we found both rooms filled with all kind of tools for the working of wood.

Adjoining the carpenters' shop, is a two story brick car shop 114 by 56 feet, for finishing and setting up cars.

Coming again into the open air, we cross a lane of 60 feet, which brings us to the paint shop, a frame two story building, 150 by 45 feet, in the second story of which are the finishing and upholstering rooms.

We can barely notice their immense coal and lumber yards enclosed, and also extending on the west side of Tenth street, one whole square, where are situated the extensive stables and sheds of the Company. On this lot they have a large frame warehouse, filled with iron and steel, and supplies of all kinds necessary to carry on the business, and are now erecting a brass foundry large enough to meet their wants.

Take it altogether, it is the most complete establishment of the kind we have seen, and one which our citizens should prize highly and pride themselves justly upon.

ON THE USE OF ANTHRACITE COAL IN LOCOMOTIVES.

Extract from a letter from A. Pardee, Esq., to Edward Miller, Esq., Chief Engineer of the North Pennsylvania Railroad.

"The use of anthracite coal as fuel, was commenced on the Beaver Meadow Railroad, in 1836, in engines built by Eastwick & Harrison, and has been continued to the present time in a portion of their engines.

"On the Hazleton road we commenced its use in 1838, in the 'Lehigh' engine, built by Eastwick & Harrison, and in 1839 in the 'Hercules,' by same makers. Both engines have been in constant use during the season of navigation, say eight months per year, up to and including 1852, when the 'Lehigh' was taken into the shop to be rebuilt. The 'Hercules' is still in use.

"Both engines had originally copper flues, which were replaced by iron ones after about two years' use, the copper having been worn out at the end next to the fire box, by the particles of coal drawn in by the draft.

"Both engines have now the same fire boxes with which they were turned out of the maker's shop, excepting about one foot of the lower part which has been once renewed.—The iron flues now in use are those put in to replace the copper—never having been renewed either in whole or in part. Altogether, we have in use on this road eight locomotive engines, three built by Eastwick & Harrison, one by M. W. Baldwin, and four in our shops at Hazleton.

"We have never used other fuel than anthracite coal, excepting for the purpose of kindling fires. The engines have been in use during the season of navigation from two years ago, (when the last were built,) up to the time of the oldest engines named above, and we have never renewed a fire box or set of flues, except the repairs to the two engines named. As far, therefore, as our experience goes, anthracite coal for fuel is not so destructive to fire boxes and flues as has been generally argued and supposed. We wear out about two sets of grate bars in the season's use of an engine.

"*As to the character of the Road.*—In starting from the Lehigh at Penn Haven, we had, while using a part of the Beaver Meadow road, an ascending grade averaging 80 feet per mile for 5 miles; then 140 feet per mile for 1¾ miles; then 60 feet for 3½ miles, and then a grade of 12 feet per mile for 3½ miles, to the intersection of the various branches leading to the mines. In descending as you will perceive, mostly by gravity, the coal fire remained entirely inactive, having no artificial draft by fans or otherwise, except that caused by the exhaust steam; while in ascending with a load of empty cars, equal to the whole power of the engine, the fire to generate the necessary steam must be stimulated to the most intense activity; thus making, apparently, a far more unfavorable state of things for the use of coal than on a road where the grades are more uniform, and in consequence the fire acted upon by a more uniform draft.

"I am aware that it has been said that coal might do for short roads, but that on long roads the continuous intense action of the heat would destroy the fire box and flues.

"Now, it strikes me as absurd to suppose that on a road of any length a fire need be made more intensely hot, or that any part of the boiler could be more heated, than is necessary to drive an engine and full train up ten miles of such grades as are specified above, or that a continuous equable heat for eight or ten hours can be worse than continuing the same heat for an hour, then a moderate fire for an hour, and so on alternately, with the consequent expansion and contraction, and this continued day after day for eight months annually during 15 years.

"I have entered into this subject, perhaps, to a somewhat tedious length, my object being to satisfy yourself and others, that anthracite coal has been used successfully for a series of years in this region as fuel for locomotive engines not differing materially from the ordinary mode of construction."—*Jour. Franklin Inst.*

CLINTON LINE RAILROAD.

It is with much pleasure that we give place to the following letter from H. N. Day, Esq., to the Clevelaud Herald. We gave the notice as we found it but expressed our doubts as to its correctness. We are happy to have our opinion verified.

Office C. L. & C. L. Extension Railroads,
Hudson, 8th June, 1854.

Gents:—My attention was called, while in New York last week, to an article purporting to be taken from your issue of Monday, stating that "one of the contractors on the Clinton Railroad, east of Hudson, had paid off and discharged the men is his employment, for the reason that the company had failed to make and pay the estimates necessary for the continuation of the work." I find on my return home that all the estimates on the Clinton Line Railroad have been regularly and fully made from month to month, without failure, from the commencement of the work; that no contractor has withdrawn, or materially, if at all, reduced his force, with the exception of a single party on one section of a mile, now about two-thirds completed, and the whole force discharged by him was less than fifteen men; that this contractor has been promptly paid on every estimate in full, as his receipts now on file in the office show; and that the only reason assigned at the time for the discharge of the men, was the wish of the contractor to sub-lease the work.

Permit me to add that the republication of the article in question, representing information to have been received "that within a few days work will be suspended on several other roads in this vicinity," caused much apprehension in railroad circles at the East, and has occasioned much anxiety to know which of the few Companies in the vicinity of Cleveland, now engaged in railroad construction, make up the "several" which are about to suspend their work.

Very respectfully, your ob't serv't.

H. N. DAY,
Pres't C. L. RR. Co.

IRON SUSPENSION BRIDGES.

The Buffalo Democracy has no faith in Iron bridges, and for the following, among other reasons:

"There is an inherent and latent defect in iron that will forever make it an unreliable material for bridge structures of the suspension form. It suffers a gradual loss of tenacity under use. The very best brands of iron, and the most carefully made, are not exempt from this defect. When constantly subjected to concussion, tension and vibration, the metal granulates. It loses in a greater or less degree that peculiar relation and arrangement of its constituent particles, which gave to it the quality of tenacity. So that an iron suspension bridge which, when new, would sustain an almost unlimited weight, will at length probably become unsafe—though not a trace of weakness would be discovered in any of its piers or ground fastenings.

"It is within the recollection of most of our readers that the vibration produced by the marching of a part of a regiment of infantry under arms across a French suspension bridge in the neighborhood of Paris caused it to break down at one end. The soldiers sank in the river by platoons—a monster calamity! So of the suspension bridge at Broughton, near Manchester, in the year 1831. It was broken down by the march of a single company of sixty soldiers. The whole of them were precipitated into the river. More than one-third of the suspension rods of the celebrated Menai Bridge were broken by a storm of the 7th January, 1839. Both of its carriage-ways were rendered impassable—some 200 feet of them being torn out. The chain bridge in Morpeth, Northumberland, fell down in 1830, under the vibration produced by the crossing, in a dense body, of a crowd returning from the exhibition of mountebanks. The well-known chain pier in Brighton, England, had several of its suspending rods broken in a storm in October, 1853, and a considerable portion of its roadway in two of the divisions carried away. Last week, May 18, during a storm of wind and rain, the suspension bridge across the Ohio river at Wheeling was completely blown down and flung a wreck into the water bottom side upward. Its massive cables were twisted off and its abutments injured. The bridge was considered in this country to be a model of architecture, and among the very best of the suspension class in the world."

The Great Western Railroad is to be connected with the New York Central line by an iron suspension bridge at Lewiston, now nearly completed under the direction of Mr. Roebling.

Among other journals, the Rochester American contains a reply to the above, in which was the following letter, which we give for the benefit of our scientific readers:

EDITOR OF AMERICAN—DEAR SIR:—Permit me to make a few remarks in reply to the Buffalo Democracy, on the subject of iron bridges, at the same time asking your opinion upon the following probabilities, as to the causes of accidents to iron structures, mentioned by that paper:

1. The heat in summer, and cold in winter, sensibly affect large bodies of iron; and Mr. Stephenson being aware of the fact when repairing the Menia Straits Bridge, allowed for the same. The entire length of the tube is 1832 feet 8 inches, and the extent of the motion hitherto observed in each half is 3-16ths of an inch. By a simple contrivance, a daily self-acting record is given of the amount of its contraction and expansion.

As you are aware, lamentable accidents have occurred by the iron beams of buildings, contracting from cold, and thus bringing down the whole structure to a mass of ruins, while in some buildings a bulging wall is brought back to its position, or saved from falling, by inserting pieces of hot iron, and in that state screwing them tightly up. When the iron cools it contracts, and either restores the straightness of the wall or binds it up.

2. May not magnetism have something to do with it? It is known to many that the iron bars of windows—much used in England to prevent thieves from entering—which have stood a long time in an erect position, grow permanently magnetic, the lower end being the north pole, and the upper end the south pole. Iron tongs, pokers, etc., from being heated and set to cool again, in an upright position, gain a magnetic property. Sometimes iron bars, by long standing in a perpendicular position, have acquired the magnetic virtue in a surprising degree.

A gentleman in England writes thus: "I remember a friend hanging up two pieces of rod iron, one in the direction of the magnetic dip and the other horizontal. After a lapse of three years they were examined; the one that had been hung in the direction of the dip snapped with great facility, while the horizontally hung piece could be twisted into a knot." This is a subject deserving, it seems to me, the consideration of scientific men who construct iron structures.

Note, again, the accidents upon railroads. Do not a greater amount of accidents on the lines lying east and west take place in the axles of the carriages and wheels, and those north and south from the rails snapping!

Yours, truly,
JOSEPH FITZPATRICK.

PITTSBURGH, MAYSVILLE, AND CINCINNATI RAILROAD.

The Morgan *Herald*, from which we copied an article in last week's issue about this road, and accidentally omitted the credit, has the following additional:

CHEERING NEWS FOR OUR ROAD.—We learn from a reliable source that the Pittsburgh, Maysville and Cincinnati Railroad Company has secured, from the commissioners of Guernsey county, the sum of $100,000 by a sale of the stock held by said county in the Central Ohio Railroad Company. This sum is to be applied to the construction of our road (the Pittsburgh, Maysville, and Cincinnati) east of the Muskingum river. We learn further that the whole amount has been placed at the disposal of our company, the stock being duly transferred.

This transaction is really worth much more than the above sum to the company. It adds to the reputation of our road and will beget for it confidence among capitalists and railroad men at a distance. A neighboring county has $100,000 stock in a road almost completed, safe and solvent investment, yet their commissioners at the request of their people, unconditionally transfer their stock to our road. That is a home transaction, where the condition and prospects of both roads are well understood, and it will tell for the interests of our road abroad.

This fact speaks well for those having charge of our road. To their discreet and prudent management may in a great measure be attributed our present favorable position. Quietly and unobtrusively have they pushed forward the work, and now they have the proud satisfaction of knowing that ours stands second to no project in Ohio.

THE ATLANTIC AND PACIFIC RAILROAD COMPANY.

The New Orleans Daily Delta, in speaking of the Texas portion of this line, says:

"We had the pleasure of a visit, yesterday from Col. Mills, of Texas, who furnished us with some very interesting and valuable information, in regard to the present condition of this enterprise and its future prospects.—The Atlantic and Pacific Company will commence the construction of this great work at the town of Marshall, a distance of about fifty miles from the state line, and work both east and west—east, till the road reaches the state line. Sixty-five miles of the road have already been placed under contract, and bonds have been given which will secure the completion of this distance within eighteen months. This contract includes a branch of the work that will connect with Lake Caddo, near the growing town of Jefferson, a distance of fifteen miles. It will be completed by the 1st of April next, and will eventually form a portion of the line running in a northeasterly direction to connect with Fulton in Arkansas.

Major Blanch, the chief engineer, and four assistants, are now at the St. Charles Hotel, on their way to Texas, where, on their arrival, they will commence the surveys of this road, and on the 1st day of July the contractors are to have four hundred hands at work.

There cannot be the least doubt of the prompt completion of this Texas road. The liberality of the Legislature has placed it—so far as pecuniary matters are concerned—on a footing superior to any other railroad enterprise in the country. The large grant of land will not only be sufficient to construct the work, but it is confidently asserted will leave a surplus of a million or two in the treasury of the company. This company has acquired four distinct charters for a road from the eastern boundary of Texas to the Rio Grande, to each of which the Legislature has granted 10,240 acres of land for every mile of road to be built, making an aggregate for the whole of these charters, now owned by the company of 32,000,000 acres—more ground than we should care to walk over in a day; besides which, they have the state charter, containing a grant of 12,800 acres for every mile of road to be built, amounting in all to about 11,000,000; and added to the previous charters owned by the company, gives a grand aggregate of 43,000,000 acres.

The officers of the Atlantic and Pacific Company are R. J. Walker, President; F. M. Dimond, Vice President; Samuel Jandon, Secretary, and A. T. Smith, Treasurer. Their office is at No. 63 Beaver street, New York.

CHARTERS VALLEY RAILROAD.—The Wheeling (Va.) Times say the work has fairly commenced on the line of this improvement.—Ground has been broken at various points along the route, and the determination appears to be to push the work as vigorously as possible. It is confidently expected that the entire road will be completed and in running order, within a year from this date.

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

CORRECTED TO WEDNESDAY OF EACH WEEK.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'n.	ASK'n.
Alabama and Tennessee	1st mortgage, convertible till 1872	7	1872		96
Baltimore and Ohio	Transferable. Taxed	6	1885	83	83½
Do do	Coupons. Not Taxed	6	1875	88	89
Do do	" "	6	1880	84	87
Do do	"	7	1860		87
Do do		6	1885	83	85
Bellefoutaine and Indiana	1st mortgage, convertible	6	1866	103	104
Buffalo and Penn. State Line	1st mortgage, not convertible	7	1866	100	101
Chicago and Rock Island	1st mortgage, convertible	7	1870	95	96
Chicago and Mississippi	1st " "	7	1862	90	92
Do do	2d " "	7	1874	75	77
Chicago and Aurora	1st " "	7	1866	90	92½
Cincinnati and Fort Wayne					
Cleveland, Columbus, and Cincinnati	1st mortgage, convertible	7	1859	128	130
Do do do	No mortgage, convertible	7	1855	124	127
Cleveland and Mahoning					
Cleveland, Painesville and Ashtabula	1st mortgage	7	1861	95	96
Do do	2d " not convertible	7	1861	99	100
Cleveland and Pittsburgh	1st " convertible	7	1860	95	96
do do		7	1873	85	90
Cleveland, Zanesville, and Cincinnati					
Cincinnati, Hamilton and Dayton	1st mortgage " till 1855	7	1861		95
do do dn	2d mortgage	7	1868		95
do do do	3d mortgage	7	1880		90
Cincinnati, New Castle and Michigan	1st mortgage, real estate, convertible	10	5 & 10 y's	96	100
Cincinnati Western	1st " " " "	10	5 & 10 y's	90	98
Cincinnati, Wilmington and Zanesville	1st "	7	1862	94	95
Cincinnati, Indianapolis and Chicago					
Columbus and Lake Erie					
Columbus, Piqua and Indiana	1st mortgage, convertible	7	1862	84	86
Do do do	2d "		1852	80	83
Columbus and Xenia	1st mortgage, convertible	7	1859	118	120
Covington and Lexington	1st " " till 1862	7	1883	90	95
Do do	2d " "	6	1862	85	87½
Dayton and Michigan	1st " "	7	1867	94	97
Dayton and Western	1st " "	7	1862	90	97
Dayton, Xenia and Belpre					
Eaton and Hamilton	1st mortgage	7	1862	84	87
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.	7	1862	93	96
Evansville and Illinois	1st Mortgage, convertible 1857	7	1862	85	87
Frankfort and Lexington	1st " "	6			
Franklin and Warren					
Galena and Chicago Union	Pledge of 2d section, convertible	10	1853–6	125	130
Do do do	1st mort., 2d " not convertible	7	1862	89	90
Illinois Central	1st mortgage, not convertible	6	1875	78	79
Illinois and Wisconsin		10			
Indiana Central	1st mortgage, convertible	7	1866	95	97
Do do	" "	10	1857	99	100
Indianapolis and Bellefontaine	1st " "	7	1860–1		97½
Indianapolis and Lafayette	" "	7	1861	95	100
Jeffersonville	1st " not "	7	1861	90	94
Junction (Ohio)	1st " "	7	1867	106	108
Do do	2d " "	7		104	106
Lawrenceburg and Upper Mississippi	1st mortgage, convertible	7	1866		95
Lexington and Big Sandy					
Little Miami	No mortgage, convertible 1852–4	7	1858–61	114	116
Do	" " till 1855	7	1861	117	120
Louisville and Nashville					
Lyons', Iowa, Cedar	1st mortgage, convertible	7	1873	8	
Mad River and Lake Erie	1st mortgage, convertible till 1855	7	1855–6	97½	100
Do do	2d " "	7	1866	87	90
Do do	Dividend	7	1860	78	83
Madison and Indianapolis	1st mortgage, convertible after 1853	6	1861	100	103
Marietta and Cincinnati	1st " convertible	7	1868		87½
Maysville and Big Sandy					
Maysville and Lexington	1st mortgage, convertible	6	1873	51½	70
Memphis and Charleston					
Michigan Central	No mortgage, convertible	8	1860	103½	
Do do	" "	8	1855–6	100	102
Do do	" not "	8	1857–8		101
Michigan Southern	1st " " "	7	1860		95
Milwaukie and Mississippi	1st " " 1857	8	1862	100	101
Mobile and Ohio	1st mortgage 6s. 1884				
Nashville and Chattanooga				83	93
New Albany and Salem	mortgage on 1st section	10	1858–62	109	111
Do do	1st " on other sections, convert.	8	1864–75		90
New Castle and Richmond	1st " convertible	6	1873	87	90
New Orleans and Ohio, Ky	Guar. of McCracken Co			86	93
New York and Erie	1st mortgage, not convertible	7	1867	115	116
Do do	2d " convertible	7	1859	100	101
Do do	Income, not convertible	7	1855	97	98
Do do	Convertible till 1861	7	1871	83	85
Do do	" " 1862	7	1862	84	88
Northern Indiana	1st mortgage, not convertible	7	1860	95	96
Do do	2d "	7	1863	82	85
Do do	1st mortgage Goshen line			92	95
Do do	Construction Bonds			102	105
Ohio Central	1st mortgage, convertible, west section	7	1861		
Do	1st " " east "	7	1864	94½	97
Ohio and Indiana	1st " "	7	1867	97	100
Ohio and Pennsylvania	" "	7	1865–6	102	104½
Do do	Income. No mortgage, convertible	7	1872	92	95
Pacific, Mo					
Panama	1st mortgage, convertible	7	1866	106	107
Parkersburgh (or Northwestern Va.)	" Guar. City of Baltimore	7	1873	99	100
Pennsylvania	1st mortgage, convertible till 1860	6	1880	100	101
Peru and Indianapolis	1st " convertible	7		78	83
Rock River Valley Union	1st " convertible	7	1872	98	100
Sandusky and Mansfield	1st "	7	1860	71	75
Do do	2d "	10	1853–7	102	104
Scioto and Hocking Valley	1st " conv. coupons	7	1861	87	90
Southwestern, Tennessee					
Springfield and Columbus					
Steubenville and Indiana	1st mortgage, convertible	7	1865		94½
Terre Haute and Alton	1st " convertible		1862–72		92
Do do	2d " do	8	1865		
Terre Haute and Richmond	1st mortgage, convertible	6	1866	100½	103
Toledo, Norwalk and Cleveland	1st "	7	1863	87¾	90
Do do do	2d "			90	95
Do do do	" Guar of C. C. & C.		1883	90	95

TABLES OF RAILROAD SHARES.

☞ The following quotations are not PER SHARE, but upon the HUNDRED DOLLARS.

	shares.	off'd.	ask'd.
Baltimore and Ohio	100	57	58
Bellefontaine and Delaware	50	40	50
Bellefontaine and Indiana	50	87	95
Belleville and Illinoistown			
Buffalo and Pennsylvania State Line		125	130
Central Military Tract			
Central Ohio	50	84	90
Chicago and Rock Island		94	96
Chicago & Miss., (Alton & Springf'd.)			
Cincinnati, Cambridge and Chicago		30	35
Cincinnati and Fort Wayne			
Cincinnati Hamilton and Dayton	100	98	100
Cincinnati, Indianapolis and Chicago			
Cincinnati, Logansport and Chicago	50		90
Cincinnati Western	50	37	45
Cin. Wilmington and Zanesville	50	70	80
Cleveland, Columbus and Cin	100	117½	118
Cleveland, Medina and Tuscarawas			
Cleveland, Painesville and Ashtabula	100	110	111
Cleveland and Pittsburgh	50	70	75
Cleveland and Mahoning			
Cleveland and Toledo	50	91	95
Cleveland, Zanesville, and Cincinnati			
Clinton Line			
Columbus and Lake Erie	50	50	70
Columbus, Piqua and Indiana	50	51¼	65
Columbus and Xenia	50	100	105
Covington and Lexington	50	56	66
Covington and Ohio, Va			
Dayton and Michigan	50	60	65
Dayton and Western	50	73½	80
Dayton Short Line	50		
Dayton, Xenia and Belpre			
Detroit and Pontiac			
Eaton and Hamilton	25	50	60
Eaton and Piqua			
Erie and Northeast		110	112
Erie and Kalamazoo		95	100
Evansville and Crawfordsville			
Fort Wayne and Mississippi	50		
Fort Wayne and Southern	25		
Franklin and Warren			
Galena and Chicago Union	100	127	130
Greenville and Miami	50	73	75
Hannibal and St. Joseph			
Hempfield			
Henderson and Nashville			
Hillsboro' and Cincinnati	50	50	55
Illinois Central	100	118	120
Illinois and Wisconsin			
Indiana Central	50	75	85
Do do 10 per cent	50	81	85
Indianapolis and Bellefontaine	25	78	95
Indianapolis and Cincinnati	50	69	75
Indianapolis and Lafayette	50	76	80
Jeffersonville and Indianapolis	50	72	78
Junction (Ohio)	50	90	95
La Crosse and Milwaukie	100		
Lake Erie, Wabash and St. Louis			
Lawrenceburg and Upper Mississippi	50	68	75
Lexington and Frankfort			
Lexington and Danville			
Little Miami	50	105	110
Logansport and Pacific			
Logansport and Marion			
Louisville and Frankfort	50	62	70
Louisville and Nashville	100		
Macon, Georgia	10	105	110
Mad River and Lake Erie	50	68	80
Madison and Indianapolis	50	40	50
Madison, Indianapolis and Pern	50	50	55
Marietta and Cincinnati	50	48	65
Marion and Mississinewa Valley			
Maysville and Lexington	50	50	60
Maysville and Big Sandy			
Memphis and Charleston			
Michigan Central		100	101
Michigan Southern		117	120
Milwaukie and Mississippi		77	82
Mobile and Ohio			
Nashville and Chattanooga			
New Albany and Salem	50	45	50
New Orleans and Ohio			
New York Central		103½	105
New York and Erie	100	69	72
Northern Indiana		118	120
Ohio and Indiana		76	80
Ohio and Mississippi	50	80	90
Ohio and Pennsylvania	50	90	91
Ohio River and Wabash			
Owl Creek Valley			
Pacific, Mo			
Panama		108	110
Parkersburg, or Northwestern Va			
Pennsylvania	50	90	92
Peru and Indianapolis	25	68½	75
Sandusky and Mansfield	50	55	60
Sandusky, Mansfield, and Newark	50		
Sangamon & Morgan, or Great West'n,			
Scioto and Hocking Valley	50	55	60
Southwestern Indiana			
Southwestern, Tenn			
Springfield Mt. Vernon and Pittsb'gh.	50	70	80
Springfield and Columbus			
Steubenville and Indiana			
Terre Haute and Alton			
Terre Haute and Richmond		100	102
Toledo and Illinois			
Toledo Norwalk and Cleveland	50	95	100

STOCK TABLE.

CORRECTED WEEKLY.

Government Securities.

	INT.	DUE.	OFF'D.	ASK'D.
U. S. Loan	6	1856	108	109
Do	6	1862	117½	118
Do	6	1867	120	120
Do	6	1868	120	121
Do (int. ceased July 1).	5	1853	101¾	102
Do Coupons		1862	117½	118
Do "	0	1868	122	123
Do "		1853	100	101

State.

Alabama	5	....	90	95
Do	6	....	102	104
Arkansas	6	....	95	100
Georgia	6	....	107	108
Do	7	....		
Illinois Canal Bonds		1860	96	98
Do do registered		1860	110	110½
Do do		1847	92	95
Do do registered		1847	90	96
Do do Internal Impt.		1847	89	95
Do Interest do		....	60	64
Indiana	5	....	98	100
Do	2½	....	56	60
Do Canal Loan	6	....	93	94
Do do preferred	5	....	54	55
Do do deferred	5	....	30	32
Do special preferred	5	....	24	25
Do do deferred.	5	....	10	11
Kentucky, 30 years	6	1871	101	102
Do 15 years	6	....	107	108
Do large bonds	0	0869-72	106	108
Do	5	....	92½	93½
Michigan	6	....	94½	96
Ohio	6	1856	102	103
Do	6	1860	107	108
Do	6	1870	108	113
Do	6	1873	108	
Do	5	1853	102	105
Do	5	1864	104	106
Pennsylvania	6	....	103	105
Do	5	1870	86	87
Tennessee, new loan	6	1890	105	106
Do Coupons	5	....		90
Virginia Coupons	6	1886	106	107

City Securities.

Albany	6	1867-9	106	107
Alleghony	6	1873	75	76
Baltimore	6	1870-90	99½	101
Do	5	1865	87	89
Boston Bonds	4½	1860	101	102
Chicago	6	1876-7	99	100
Covington	6	1881	93	95
Cincinnati	6	1860	97	100
Do	6	1897	97	100
Do	5	1884	86	87
Do W. W	6	1865	102	103
Jeffersonville, Indiana	7	1872-82	85	88
Lawrenceburgh, In	7	....	80	90
Louisville	6	1880	82	85
Memphis	6	1882	90	92
New York	7	1857	101	103
Do	5	1858-60	97	98
Do	5	1870-5	102	103
Do	5	1890	105	107
Philadelphia	6	1876-90	98	99
Pittsburgh	6	1869-71	92	98
Do coupons	6	1883		87
Richmond	6	1882	93	94
St. Louis	6	1870	89	90
Wheeling	6	1872	105	106

County Bonds.

Bourbon, Ky	6	1881	89½	90
Darke, O	7	....	92	95
Fairfield, O	7	1862	90	92
Fayette, Ky	6	1881-2	80	84
Guernsey, O	7	1862	97	99
Mason, Ky	6	1881	80	84
McCraken co. Ky., endorsed by New Orleans and Ohio R.R.			86	93
St. Louis	6	1866	83	85
Do	7	1871	107	108

Banks.

OHIO.

Ohio Life Insurance and Trust Co	93	95
Lafayette, Cincinnati, (closing)	113	115
Franklin do		
Commercial do		
Mech. & Traders do		
State Branches		

KENTUCKY.

Bank of Kentucky and Branches	107	108
Northern, and Branches	115	116
Southern, and Branches	103	106
Bank of Louisville	111	112
Kentucky Trust Co	99	100
Farmers' Bank of Kentucky	107	110
Newport Safety Fund Bank	98	100
Commercial Bank of Kentucky		

INDIANA.

State Bank and Branches		

TENNESSEE.

State Bank and Branches		
Union	94	100
Planters'	97⅜	100

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g.
On New York	Sight	1	1¼ prem.
Boston	Sight	1	1¼ prem.
Philadelphia	Sight	1	1¼ prem.
Baltimore	Sight	1	1¼ prem.
New Orleans	Sight		prem.
England		110½	112½.

SPECIE.

GOLD.

California, ₱ oz	$17 50	@	$17 65
Spanish Doubloons	16 50	@	16 60
Patrio Doubloons	15 60	@	15 80
Sovereigns	4 85	@	4 88
Guineas	5 00	@	5 00
American, new	1 00½	@	1 01
American, old	1 04	@	1 06
Portuguese	1 00	@	1 01

SILVER.

American Dollars	1 02	@	1 04
American, halves	1 02	@	1 04
Spanish Dollars	1 05	@	1 07
Spanish Quarters	1 02	@	1 03
Mexican Dollars	1 03	@	1 04
Five Franc pieces	95	@	96

LAND WARRANTS.

	Off'd.	Ask'd
160 acre warrants	$185	$190
80 acre warrants	95	98
40 acrew arrants	46½	47¾

Reported for the Railroad Record.

CINCINNATI STOCK SALES.

AT THE STOCK BOARD.

MERCHANTS' EXCHANGE

And at Private Sale.

BY HEWSON & HOLMES.

For the week ending Wednesday, June 21, 1854

Up to the time of going to press no report had been received.

MONETARY.

The state of monetary affairs at the East is very heavy. Money is in demand among the Brokers, and advanced rates of interest are readily obtained.

Foreign Exchange is plenty and dull, nevertheless the drain of specie is pretty heavy. Notwithstanding the apparent panic, there seems to be no grounds for fearing any monetary crisis, inasmuch as business generally never was more sound. The trade of the country is healthy, and possesses every necessary element of prosperity, except confidence in the future.

The depression of the Money Market has had its necessary effect upon Stocks, the market for which has been very much depressed, with little hopes of any permanent rally for some time. Nevertheless our roads are doing a largely increased business over the same months of last year.

The following, among other sales of Stocks have been made—

By A. H. Nicolay, June 12th:

$5,000 Gr. West. Ill. RR. Co. 10s. 1868	89 50
5,000 " do. do. do. do.	89 00
8,000 Tol. Nor. and Cleve. RR. Bonds, 7s, '63	88 00
5,000 Sand. & Mansfi'd and New'k 7s '74	69 75
5,000 " do do do	69 50
5,000 " do do do	68 00
5,000 Scioto and Hocking Valley R. R. Co., 7s, 1865	69 00
5,000 Lyons, Iowa, Cen., 7s, '74	9 00
5,000 " do do	10 25
1,000 " do do	10 50
1,000 " do do	11 25
2,000 " do do	12 00
1,000 " do do	12 25

On the 15th—

2,000 Cleve. and Pitts. 7s. conv. '73	79 25
5,000 " do do	79 00
13,000 Great Western, Ill. 1st mort 10s '68	88 75
5,000 " do do do	88 50
4,000 Sandusky, Mans. & New'k, 1st mor. 7s, '74	70 00
100 Shares Atlantic & Pacific RR; on which $1 per share has been paid in	90 00
$1,015 Interest coupons of Miss. & Rock River Junction, 1st mort. Bonds, lot	300 00

By the same, June 16th—

$3,000 Sand. Mans. & Newark RR. Co	61 00
100 Shares N. Y. Central Road	101 75
150 Shares N. Y. and Erie RR	66 50
200 Shares Long Island RR	26 00
50 Shares Mad. and Indianapolis RR	38 00
300 Shares Cleveland and Toledo RR	88 12½
100 Shares Cleve., Col. and Cin. RR	116 50

At the West the Money Market has continued stringent for the past week, though the demand has not been very active. We have nothing like a panic to note, or any great pressure in the market "Number one" paper finds ready purchasers at 1 per cent; but less known is closely scrutinized at 1½@2 per cent. per month. There is great caution exercised in the market, awaiting further developments.

The Stock Market is quite inactive and sales are made only by compulsion. The recent dividend declared by the Little Miami road being payable in stock, together with the heavy reduction in fares, consequent upon the recently commenced opposition to the Cincinnati, Hamilton and Dayton Company, have tended to depreciate the stock in the market. This reduction of fare will benefit the traveling community, but wherein the contending companies hope or expect to reap any benefit from the present, to them, ruinous prices, we cannot discover.

MOBILE AND OHIO RAILROAD.—The sixth division of this work consists of the main line in Kentucky, forty miles in length, and the Paducah and Columbus branches, respectively fifty-nine and five miles long; making a total length of the division, main road and branches, one hundred and four miles; of which seventy-two and five eighths are in progress. The Paducah branch is all in the hands of one efficient company, who have now fifteen miles at the Paducah end nearly ready for the tracks, and can complete the whole by the 1st of December next. Thirteen miles and a half in Hickman county, Kentucky, including the Columbus branch, has made some progress to the amount of $5,000, but will be urged rapidly on as soon as the remaining thirty-one and a half miles in Fulton and Ballard counties can be put under contract.—Iron rails have been ordered to Paducah in moderate quantity, that the track-laying may be commenced as early as practicable. With a continued supply of rails at Paducah, the tracks may reach Jackson, Tenn., by the 1st Oct., 1855.

RAILROAD BRIDGE AT ROCK ISLAND: INJUNCTION.—We understand that a bill has been presented to Hon. Judge Dyer, U. S. District Judge, for the District of Iowa, against the railroad companies and the contractors, praying an injunction against them, enjoining the building of the bridge, and the 12th of June fixed upon as the time, and Iowa City as the place, for hearing the application.

COVINGTON AND OHIO RAILROAD.—A meet was held at Kanawha Court house, on the 26th ult., for the purpose of considering the ways and means for prosecuting the work upon the Covington and Ohio road, the sum granted by the state being exhausted. Appropriate resolutions were adopted for holding a grand convention of the friends of the road at White Sulphur Springs on the first Monday in August prox. Delegates from all the counties interested in Railway improvements are invited.

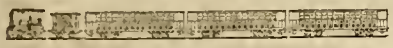
CENTRAL OHIO RAILROAD.—The laying of the iron of this road westward from the Ohio river has been commenced. Thus rendering the prompt completion of the road certain.

OFFICE CINCINNATI WESTERN RR. CO. }
Cincinnati, June 13, 1854. }

THE Stockholders of the Cincinnati Western Railroad Co., are hereby notified that the third instalment of five dollars per share, due the 20th July next, and the fourth instalment of five dollars per share, due the 20th August next, are called for, payable at the office of the Company, No. 33 west Third street.

By order of the Board. CALEB B. SMITH,
je21 President.

Pittsburg, Philadelphia, Baltimore and New York!



FARE REDUCED! New route opened to New York, all the way by Railroad, via Cincinnati, Hamilton and Dayton Railroad!

Dangers and annoyances of the Lake Shore route at Erie and Harbor Creek avoided.

The quickest, cheapest and most pleasant route to Pittsburg, Philadelphia, Baltimore and New York. Depot in the west end of the city.

Only route via Pittsburg and Philadelphia by which through tickets can be obtained from Cincinnati to New York.

One less change of cars than any other route.

Passengers leaving Cincinnati on 6 o'clock Morning Train of Cincinnati, Hamilton and Dayton Railroad, go through to Crestline without change of cars, and after having thirty minutes for dinner, proceed by Ohio and Pennsylvania Railroad, arriving in Pittsburg at 8 o'clock P. M. Leave Pittsburg via Pennsylvania Central Railroad, at 9 o'clock P. M., and arrive in Baltimore and Philadelphia at 12 o'clock and 30 minutes (noon) next day; and from thence via Kensington and Jersey City, or Camden and Amboy Railroads, arriving in New York at 4 P. M.

Second Train—Leaves Cincinnati, Hamilton and Dayton Railroad at 8 o'clock and 20 minutes every morning: arrives at Crestline at 4.20 P. M., and Pittsburg at 12 o'clock and 30 minutes, midnight: and after a comfortable night's rest, resume by 7 o'clock A. M. Train, arriving in Philadelphia and Baltimore at 12 o'clock and 30 minutes, midnight.

The only offices in Cincinnati at which through tickets can be purchased from Cincinnati to New York via Pittsburg and Philadelphia, are under the Spencer House, and one door below the Gibson House on Walnut street,

FARE.

From Cincinnati to Pittsburg, first class			$ 8 00
do	do	do front car,	5 00
do	do	Philadelphia	14 00
do	do	Baltimore	14 00
do	do	New York via Pittsburg and Philadelphia—all the way by railroad	16 00

For through tickets and information, please apply at Cincinnati, Hamilton and Dayton Railroad Office, north west corner of Broadway and Front streets, under the Spencer House, or to J. W. SHIPLEY, at Railroad Office on Walnut street, between Fourth and Fifth streets, one door south of the Gibson House, or at Sixth street Depot.

D. O. AMES, Superintendent.
W. A. LATHAM, Agent.

The Omnibus Line will call for passengers by leaving their orders at the offices.

je15-tf WM. H. SMITH, Conductor.

HEWSON & HOLMES

HAVE Auction Sales of Stocks, Bonds, and other Securities every WEDNESDAY and SATURDAY, at 12 o'clock, at the

Merchants' Exchange,

And respectfully tender their services in effecting private sales of the same, and in the negotiating of loans.

Offices, Nos. 83 and 85 Walnut Street,
CINCINNATI, OHIO.

Cincinnati, Lebanon & Xenia Railroad.

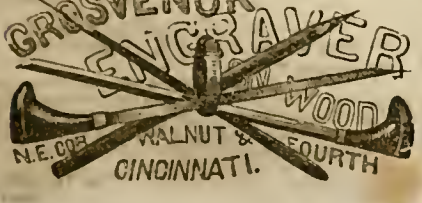
OFFICE
No. 106 West Fourth street, west of Vine street.
CINCINNATI, O.

J. P. Gilchrist.....President.

Pittsburgh, Maysville & Cincinnati Railroad Company.

OFFICE AT
McCONNELSVILLE, O.

T. W. Peacock Pres't..... Rob't McLeod, C. E



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Bank Notes, Drafts, Bills of Exchange,
RAILROAD BONDS, & CERTIFICATES
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South-East corner of Main and Fourth Sts., Cin.
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To Railroad Contractors, Quarry Men, &c.

THE attention of those interested is called to ASH'S IMPROVED HORSE POWER ROCK DRILL, for Railroad Excavation, Stone Quarrying, Well Boring &c.

This Drill is worked by HORSE POWER, requiring but one horse and one man, to keep it constantly at work, with great ease and velocity, performing 60 strokes per minute. It is cheap of construction and repair. The AUGER weights from 300 to 500 pounds, will drill a perpendicular or inclined hole FOUR INCHES IN DIAMETER, at the rate of from 8 to 16 feet per day in ordinary lime stone. It has drilled 2 feet in one hour.

For rights to use for Counties or States, apply to the Patentee. WILLIAM F. ASH,
May 20, 3* Springfield, Ohio.

Baltimore & Ohio Railroad.



380 MILES BETWEEN WHEELING AND BALTIMORE.

THIS Road was opened to the Ohio River in the spring of 1853, and has already established a high character with the business community of the West. Its facilities for the transportation of freights are already superior to those of any other great through line—while the attractions of the country through which it runs, and its many admirable provisions for the expedition, comfort and safety of travelers, it has received such favor as a passenger road, (with its present connections,) as to show that it will become the preferred route for all portions of the West and South-West as soon as its further connections are formed by the completion of the Central Ohio, North-Western Virginia and other Railroads now rapidly finishing.

FOR PASSENGERS BY THIS ROUTE,

Through Tickets from all Parts of the West,

ARE NOW SOLD IN

Cincinnati, Louisville, Madison, Indianapolis, St. Louis, Chicago, Toledo, Detroit, Cleveland, Columbus, Zanesville and other Cities.

AT ALL OF WHICH ARRANGEMENTS HAVE BEEN EFFECTED

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FOR FREIGHTS IN EITHER DIRECTION

The fullest accommodations are provided. In motive power and Cars, the company has abundant resources, which are being further extended to meet the demands of Western Trade. In the dispatch and regularity of transport, and in the careful landing of property, this road challenges a comparison with its rivals. At Baltimore, the road connects directly in the streets and at the wharves with the

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The numerous Steamers of the Parker Vein Line to New York and Boston, the Ericsson Steamers by Canal to Philadelphia and New York,

And various other Lines of Steamers and Sailing Vessels to the Eastern Ports, and to Richmond, Norfolk, Charleston, Savannah, etc.

J. B. FORD is the Company's Receiving Agent at Wheeling.

WM. G. HARRISON, President. *JOHN H. DONE*, Mast. of Transportation, Baltimore.
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OFFICE
No. 106 west Fourth street, west of Vine street.
CINCINNATI, O.

Hon. Thos. Corwin.....President.

OFFICE OF THE AGENCY OF THE
Indianapolis and Cincinnati Junction Railroad Company.

No. 23 West 6th St., between Main and Walnut
CINCINNATI.

THE following Directors of the above Company re-elected on the 20th inst., at Connersville, Ia., to serve for one year, viz:

JOHN WOODS, President.
John D. Jones, Cincinnati,
Johnathan M. Ridenour, College Corner.
Samuel W. Parker, Connersville.
George Hibben, Rushville,
James Blake, Indianapolis.
Wm. M. Smith, Connersville.

This road connects with the Cincinnati, Hamilton and Dayton Railroad at Hamilton, thence to Oxford, College Corner, Liberty, Brownsville, Connersville, Rushville, Burlington, Morristown, Palestine and Indianapolis, passing through five of the best counties in the State of Indiana, viz:—Union, Fayette, Rush, Bancock and Marion.

M. JONES, Ag't.
Junction Railroad Co.
January 7th, 1854. jan. 12-tf

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C. F. O'DRISCOLL, (Successor to A. C. JAMES,) is prepared to execute in the best manner all kinds of

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Card and Job Type, Cuts, Rules, &c. &c.

from the foundry of L. JOHNSON & CO., of Philadelphia, and will furnish to order PRINTING MATERIALS OF EVERY KIND,

AT THE FOUNDRY PRICES.

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BAILEY'S PATENT DUMPING CAR.

Fig. 1.

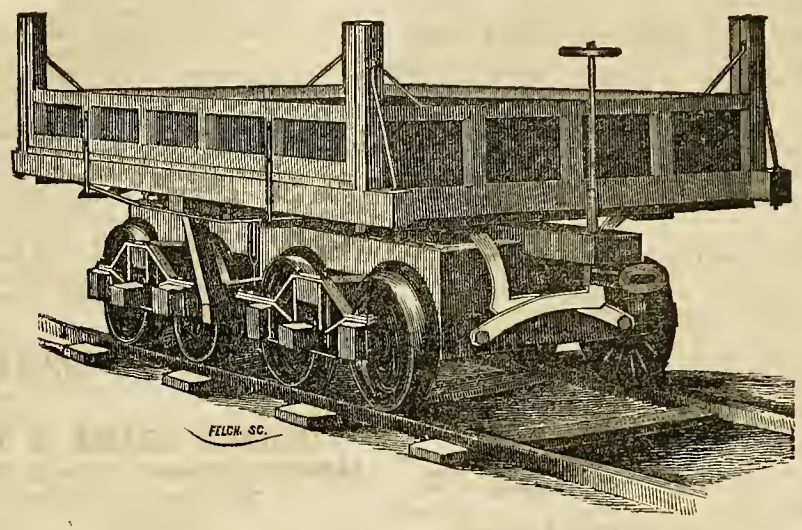
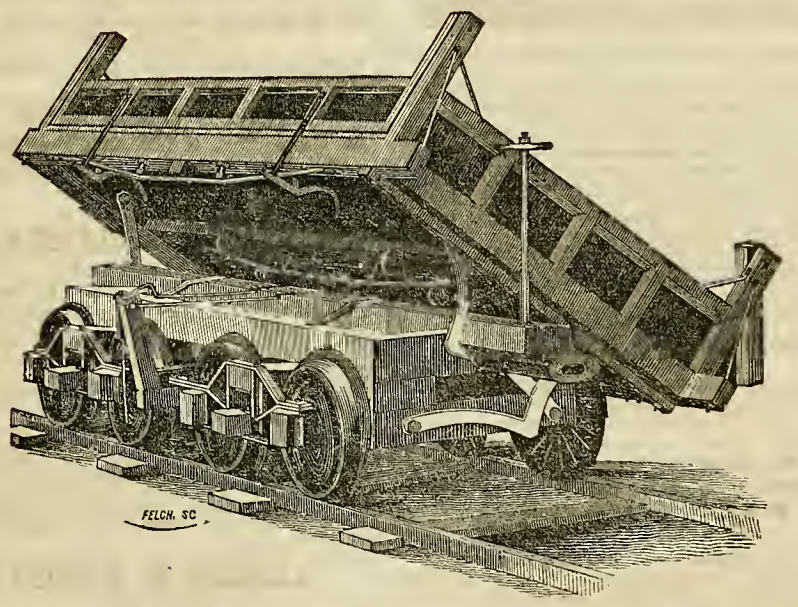


Fig 2.



The above engravings are views of a most important improvement in Railroad Dumping Cars. A patent was granted to C. P. Bailey for the improvement, January 24th, 1854.

Fig. 1 is a view of the car ready to receive the load.

Fig. 2 when dumped, or the load discharged.

This improvement has been in use on the Central Ohio Railroad for several months; also, on the Cincinnati, Hamilton & Dayton; Cleveland, Zanesville & Cincinnati; Cleveland & Columbus; and other Railroads in this state. Also upon the Illinois Central, in Illinois.

The improvement consists mainly, in the adoption of the Wrought Iron Transverse Bars, instead of the Cast Iron Rockers, generally in use. There are, however, other details of importance.

The box or body of the car rests on the ends of the Transverse Bars, whose other and lower ends are attached to the frame of the truck; two of the (wrought iron) bars are used at each end of the cars, to support and operate as guides in dumping the car. This improvement can be applied equally as well to the four-wheeled as to the eight-wheeled car.

One man will dump this car with ease when loaded, in less time than ten men can dump the rocker car, (the long or eight wheeled car is alluded to.) Contractors who have been using it, state that in graveling roads, **it is a saving of two cents per yard,** over the rocker car—that it is a much safer and easier car to manage, preferring it to any other car now in use for similar purposes.

Its liability to get out of repair is not one-tenth that of the Rocker Car. It is also well calculated for carrying and unloading Coal, Lime, Plaster, and all such materials as are carried in Dumping Cars—giving greater inclination in dumping, and discharging the load with greater facility than any other car.

The attention of Railroad Companies wanting Gravel Cars, as well as Coal Cars, is respectfully solicited to this improvement. The cost of this car does not exceed that of the Rocker Car,

To Railroad Companies and Car Builders who wish to purchase Rights, or wish information on the subject, letters addressed to me at Columbus, Ohio, will receive immediate attention.

GEO. L. CHASE.

Columbus, Ohio, June, 1854. Sole Agent for the United States.

TESTIMONIALS.

Engineer's Office, C. O. R. R.
Zanesville, Ohio, Nov. 21st, 1853.

Charles P. Bailey, Esq.,

Dear Sir:—At your request, some two months since, I caused to be placed on this road two of your newly invented Gravel or Dumping Cars. From what I have seen of their work I am clearly of the opinion that they will soon supercede all others of the kind now in use.

We have had the long car filled to its utmost capacity with the various kinds of excavation, and placed it in every position and one man would dump it with ease in ten seconds, while eas. with the ordinary Rocker Car, it takes a person one minute to perform the same labor.

The Car is simple in construction—not liable to get out of repair, as there is but little cast-iron about it. It tips to a greater angle than the ordinary car, therefore leaving its load in a better shape. I have no hesitation in saying that when more cars of the kind are wanted on this road they will be built after your model.

Wishing you every success in your undertaking, I remain, with great respect,

Yours, &c.,
GEO. T. CLARKE,
Chief Engineer.

I have purchased for the use of this company, two Gravel Cars, built after the plan of Mr. Bailey, and fully agree in the opinion above expressed.

HENRY O. AMES,
Sup't Cin., Ham. & Dayton Railroad.

I fully agree in the statement made by the gentlemen in this letter, and may also state that they are the best Gravel Cars ever built, in my opinion.

DANIEL McLAREN.
Mast. Macninist Cin., Ham. & Dayton Railroad.

Zanesville, Dec. 21, 1853.

Charles P. Bailey, Esq.,

Dear Sir:—From an experience in using your Improved Dumping Car, we have no hesitation in saying that two cents per yard is saved, (in labor and time) by using your car instead of the present Rocker Car.

That the repairs incidental to your car are not one-tenth of what they are on the Rocker Car.

That it is much the most profitable car for contractors as well as the safest one for laborers to use, being easier to handle.

We consider it superior, in every respect, to all other cars of the kind now in use.

Yours, truly,
E. NEWCOMB,
C. BARRET.
Cont'rs for grav. East. Div. C. O. Railroad.

I have seen the car above referred to at work, upon the Eastern Division Central Ohio Railroad, and fully concur with the opinion of Messrs. Newcomb & Barret

E. B. DUVAL,
Mast. Machinist, Central Ohio Railroad.
Zanesville, December 21, 1853.

Zanesville, Dec. 22, 1853.

Mr. C. P. Bailey,

Dear Sir:—As you desire my opinion of your Improved Dump or Gravel Car, that has been in use for the last three months on the Central Ohio Railroad, I do not hesitate to recommend it as being the best plan for a Gravel or Dump Car I have ever seen. The bills for repairing Dump Cars, such as are now in general use, it is well known, constitute a serious item of expense. On this account alone, your plan deserves a preference over all others, as there is but little liability about your car to any such accidents as are constantly occurring to the others. It dumps to a greater angle, and one or two men can dump it in less time, and with greater ease than the ordinary Rocker is dumped by ten or twelve men.

It will give me pleasure to recommend it as superior to any improvement of the kind in use.

ROBERT MACLEOD.
Chief Engineer, P. M. & C. R. R.

At a meeting of the Ohio Association of Railroad Superintendents, held at Cincinnati, March 8, 1854, the Committee appointed to examine Bailey's Patent Dumping Car,

REPORT,

That they have examined the Car, and consider the improvement a valuable one; and would recommend to any members of the Association who may need Gravel Cars, to examine and test this Car, before purchasing elsewhere.

W. H. CLEMENT,
For the Committee.

Clev. Col. & Cin. and Clev. & Erie R. R.
Supt.'s Office, Cleveland, O., Apr. 24, 1854.

Mr. Charles P. Bailey,

Dear Sir:—Two of your Patent Dumping Gravel Cars have been used on the Cleveland, Columbus & Cincinnati Railroad for several weeks, and I am so well satisfied that they are better than any others, that I have just ordered thirty more of the same sort,

Respectfully,
L. TILTON,
Sup't

ENGINEERING!!

The undersigned is prepared to furnish
SPECIFICATIONS, ESTIMATES, AND PLANS,
In general or detail of all kinds of
Steam Vessels, Engines, Boilers, Mill Work, &c.
Particular attention given to the superintending of
LOCOMOTIVES, TENDERS, CARS,
And Railway Machinery of every Description,
While under construction.

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ASHCROFT'S STEAM GAUGE, ALLEN AND NOYES' METALLIC SELF ADJUSTING CONICAL PACKING, DUDGEON'S HYDRAULIC JACK.

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Consulting Engineer,
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All the best securities against counterfeiting and alterations are combined in the Notes and other instruments executed by this establishment for every State in the Union, and for the General Government; for Canada and other countries. Their means of supplying the demands of business with *new Designs* and Ornamental Die-work are unsurpassed.

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Keep the most complete stock in the West of every thing used by Engineers. On application, a catalogue with prices will be forwarded. jy21†

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Views of Buildings, Diplomas, and Portraits,
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DRAWING INSTRUMENTS
JUST RECEIVED, OF THE VERY BEST
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Either in cases of every size, or in the single piece. Draughtsmen in want of a fine instrument, will find among the stock, Accurate Scales of various materials, Ivory, Glass, Box, Paper, and Horn; Beam Compasses of different capacities, Bow Do, Pocket Do., Curves, Squares, Dividers, in German Silver and Brass, &c., &c.

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At his Map Establishment,
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Railroad Car Findings.

BRIDGES & BROTHER,
64 Courtlandt Street, New York.
Wheels & Axles, Jaws, Boxes, and Castings Fitted
Wrought Nuts, Bolts, & Washers,
Engine and Car Screw Bolts, all sizes; Coach Lag and Telegraph Screws,
LOCOMOTIVE ENGINE LANTERNS,
From the best Manufacturers, and at their prices. Car Hand, and Signal Lanterns.
Cotton Duck for Car Covering,
Of any required width to 124 inches.
ENAMELLED HEAD LININGS,
Plush and Curled Hair.

Hand Cars and Baggage Barrows. Passenger, Freight-Car, and Switch Locks, Door Knobs and Butts. Brass and Iron Wood Screws. Brass and Silver Plated Trimmings for Windows and Seats. Varnish, Coach Japan, and Glue; Paints, Varnish and Glue Brushes.

Silver Plated and White Metal Letters. Engine and Signal Bells, anti-friction or Babbitt Metal.

Portable Forges and Jack Screws.

Hemp Packing, American, Russia, and Italian. Conductors' Badges and Baggage Checks. Iron, Bronzed and Brass Hat Hooks. Ventilators and White Metal Rings. And all other Articles pertaining to Cars.

ALBERT BRIDGES,
Late Davenport & Bridges, Car Manufacturers,
Cambridgeport, Mass.
ALFRED BRIDGES,
Late Davenport, Bridges & Co., Fitchburg, Mass.
†oc6

WASON'S
CAR MANUFACTORY,
Near the Pittsburgh R. R. Shops,
CLEVELAND, OHIO.
Passenger, Baggage, Freight, Dumpers, Hand Cars, &c.,

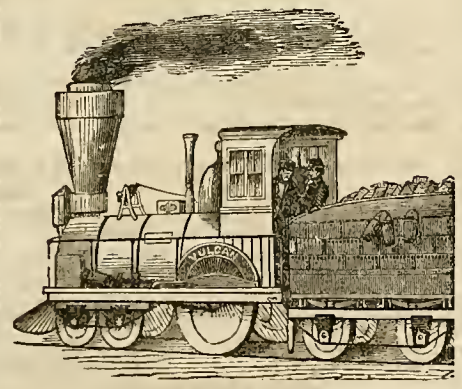
Of the best quality in all respects, style, workmanship, and material, made to order with promptness.

Orders respectfully solicited, with the assurance that no pains will be spared to give entire satisfaction in all cases.

CHARLES WASON,
Late of the firm of T. & E. Wason, Springfield,
†oc20 Massachusetts.

S. C. THOMSON & CO.,
MANUFACTURERS OF
PATENT PAD LOCKS,
For Railroad Switches, Merchandise Cars, Stores, Cemeteries, Iron Safes, &c.,
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Cincinnati Locomotive Works!



THE undersigned are prepared to furnish Locomotives equal in efficiency and durability to the best Eastern manufacture. Also, Shaping and Slotting Machines suitable for railroad shops. Also, all kinds of heavy forging and casting done at short notice. Also, bolts for bridges cut with dispatch.

ap. 20 MOORE & RICHARDSON.

To Railroad Companies.

A GOOD Second-Hand Lathe for sale, suitable for railroad repair shops, for turning driving wheels, etc.; will swing eight feet. Also, two new Locomotives of the following dimensions: Cylinder, 15 in box, 20 in stroke; four drivers, 5½ ft. diameter; Boiler, 44 in diameter, with 137 1¾ in flues; Fire Box, 52 inches, in the clear; gauge, 4 feet 10 inches, built in the latest style and in the most substantial manner.

Apply to COOPERS & CLARKE,
Mt. Vernon, Ohio.
Or, THOS. G. OSBORNE.
May 25-1* Cincinnati.

TYLER DAVIDSON & CO.,
Agents for the
BOSTON BELTING COMPANY.

India Rubber Machine Belting in any quantity, from 2 to 20 inches.

India Rubber Steam Packing;
Mixed do do 1-32 to ¼ inch thick.
Plain do do 1-32 to 1 inch thick.
Pure do do
Pipe and Manhole Rings, all sizes;
Square or Rope Packing, do.

HOSE.

India Rubber, Hydrant, Conducting, Fire Engine, and Locomotive, of all sizes, manufactured from the best of Vulcanized Rubber, and for sale only by the agents.

Car Springs, and all other kinds of Vulcanized India Rubber used for Mechanical and Manufacturing purposes.

The undersigned, having been appointed Agents of the Boston Belting Company, beg leave to advise Dealers and Consumers that they are now prepared to supply the above goods in any quantities, on the most favorable terms. On hand and for sale,

50,000 Feet Vulcanized India Rubber Machine Beltings, from 2 inch to 20 inches, 3 and 4 ply.

TO STEAMBOATS AND RAILROADS.

India Rubber Hose, for Pavements, Streets, Gardens, Locomotives, Engines, etc.

40,000 feet Hose, 3, 4, 5, 6, and 7 plys, suitable for pavements, streets, gardens, locomotives, fire engines, etc., 1 to 3 inch, warranted extra quality. Also,

THE vulcanized India Rubber Break Springs now in use by all the Eastern Railroads, and posessing decided advantage over the Steel Springs now in use, for the following reasons:

1st, They are much easier put on.
2d, They are a great deal cheaper.
3d, They are much more durable than steel, and no time lost in making them, the weather having no effect on them.

ALSO—Large 6 inch hose for water stations.—This is a new and important invention. The coldest weather will have no effect on them whatever They are warranted to remain as pliable, in the coLDEST of weather, as they are in 150 Fahrenheit heat.

Armitage Anvils,—10 casks, assorted weights n w in store.

Allen's Revolvers and Self-Cocking Fistols.—Now in store, a large assortment of the above, 3, 4, and 5 inch Revolvers; 3, 4, 5, and 6 inch Pocket Pistols. Also, Dueling Pistols.

Leland's Superior C. S. Car and Auger Bitts.—All sizes.

Brass Kettles, and Sheet Brass, &c.—Brass Kettles, assorted from 6 to 30; Sheet Brass assorted from No. 0 to 30; Brass Wire, do do do

Star Breast Chains.—Four casks of those superior double-linked Chains, just received.

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Mill Saws. Hoe & Co's C. S. Wm. Rowland's, and W. H. Rowland's 6, 6½, 7, 7½, and 8 ft

Cross Cut Saws.—Hoe & Co.'s C. S., Johnockerell's C. S. and G. S., Wm. Rowland's and W. & H. Rowland's 5, 5½, 6, 6½, 7, 7½, and 8 feet Also, 4 and 4½ feet Tennon Saws.

Axes.—1000 doz. Axes, assorted Yankee and Kentucky patterns, first, second, and third quality

Nails.—4000 kegs Shoenberger's and Wheeling Nails, now in store.

For sale by TYLER DAVIDSON & CO.,
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First Qualities made to Order;

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DAVENPORT, RUSSEL & CO.,

Railway Car Manufacturers,

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Having had fifteen years experience in the business and having secured the best of workmen from the Car Factory in Cambridge, Mass., I feel confident, that perfect satisfaction can be given in all work entrusted to our care

We have now on hand the best of dry White-Oak with which we think we can build Cars as cheap and as well as any other establishment in the States. JOSEPH DAVENPORT.

Feb. 16†*

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INSTRUMENT MAKER!

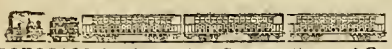
HAVING removed from his old stand to south-west corner of Fifth and Race street, and increased his facilities for making instruments, is now ready to supply Levels, Transits, Theodolites, the Dumpy or Gravatt Level, Circular Protractors of Troughton & Simms model, Surveyors Compasses, Pocket Compasses with and without sights, in great variety. All kinds of Land Chains; Ivory and Box wood Scales of all kinds and graduation; Drawing instruments of all kinds, brass and German silver. Measuring tapes of all kinds, Magnets, Magnifyers, Barometers, Spy Glasses, &c., &c. Repairing promptly attended to. ap.6-6*.

NOTICE.—The Subscriber having become proprietor of MYERS' PATENT CYLINDER CAR, for a considerable portion of Western territory, including the State of Ohio, offers the same to Rail Road Companies on favorable terms. The public will be furnished within a short time with complete explanations of its operation, together with the results of actual experiments testing its applicability to all the uses for which it is recommended. W. CLOUGH,

South-western Car Works.

Madison, Indiana. May 11.

NOTICE TO CONTRACTORS.



PROPOSALS for the entire Construction and Equipment, or the graduation, bridging and masonry separately, either in whole or in part, of the Mississippi and Tennessee Railroad, (extending from Memphis to Grenada Mississippi, about 97 miles,) will be received at the office of the company in Memphis, till the 20th of July next. Proposals for the entire construction and equipment, and otherwise as favorable, will have preference. Profiles and estimates of the first 60 miles may be seen on application at the Engineer's office in Memphis. Bidders must furnish satisfactry evidence of their ability to complete the work.

MINOR MERIWETHER,

May 20, 1854.tt Chief Engineer.

Office Dayton & Cincinnati RR. Co.,
Cincinnati, June 3d, 1854.

NOTICE is hereby given to the stockholders of this company, that the ninth instalment of five dollars per share is required to be paid in, on or before the 3d day of July next.

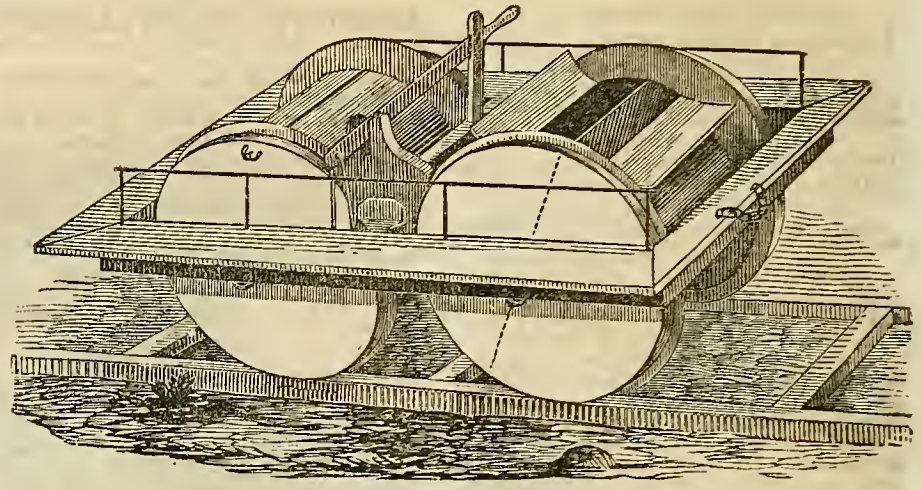
By order of the Board of Directors.

JOHN C. THORPE,

je.6-tt Secretary.

MYERS' PATENT CAR,

FOR COAL, GRAIN, &c., &c.



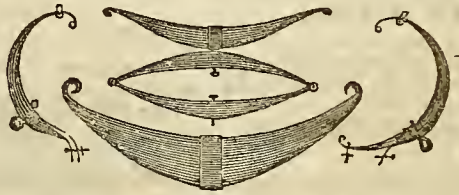
FOR PARTICULARS OF COST, RIGHT OF USE, &c., ADDRESS,

C. TIERS MYERS,

No. 33 WALNUT STREET,

dec15-3* **PHILADELPHIA.**

McDANEL & HORNER,

LOCO-MOTIVE  AND CAR SPRING

MANUFACTURERS, WILMINGTON, DEL.

Locomotive and Car Springs of all descriptions manufactured on the most reasonable terms, made of the best STEEL, which we have manufactured to order from the BEST SWEDE IRON. Orders from any part of the United States will be thankfully received and promptly attended to.

McDANEL & HORNER.

All Springs ordered from a distance will be delivered on shipboard at *Philadelphia* free of charge

References.

NORRIS BROTHERS, Locomotive Builders, Phlad.
A. C. GRAY, Pres't New Castle Manuf. Co.
U. WELLS, R. R. Car Manuf. Petersburg, Va.
I. R. TRIMBLE, Supt. Philad. R. R. Co.
†May 19.

M. B. MILLEN, Gen. Supt. C. R. R. Savannah, Ga.
EMERSON FOOTE, Supt. M. & W. R. R. Macon, Ga
THOMAS DOUGHERTY, Master Mach. do.
THOS. SHARP, Supt. R. F. & P. R. R. Richmond, Va

R. M. SHOEMAKER, J. P. SHOEMAKER, A. T. LEVIS, H. Y. SLAYMAKER.

COPARTNERSHIP.

SHOEMAKER, LEVIS & CO.,

SUCCESSORS TO

MORRELL, SHOEMAKER & CO.

MANUFACTURERS OF

Boiler Iron, Railway Chairs & Spikes.

WORKS—Covington, Ky.

STORE, No. 64 EAST COLUMBIA St.

CINCINNATI, O.

January 5, 1854 jan.12-6*

JAMES W. HOOKER,

Commission Merchant,

AGRICULTURAL WAREHOUSE,

—AND—

MACHINERY DEPOT,

35 Lloyd Street,

BUFFALO, N. Y.

Commission Dealer in Portable and Stationary Engines Iron Planers, Lathes, Universal Checks, Belting, Oils, Rubber Packing and Hose, Scales, Safes, Mill Stones and Machinery generally. Post Paid Letters will receive prompt attention,

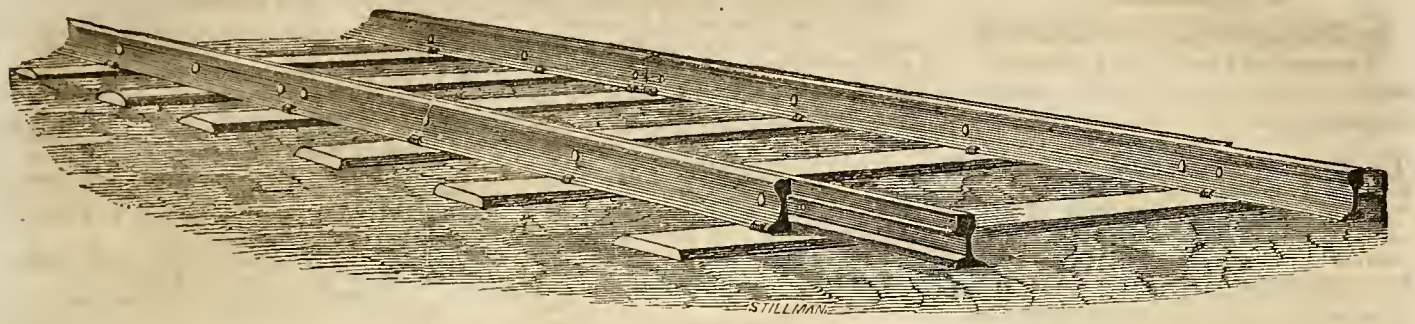
je. 1-tf.

RAILROAD IRON, LIGHT WEIGHT.

470 TONS, 47 lbs. per yard, good quality and pattern, now lying at New Orleans. For terms, apply to VOSE, PERKINS & CO.,

ap27-tf New York.

WINSLOW'S PATENT COMPOUND RAIL.



THIS RAIL ,which is represented by the ubove, has now been in use on several Roads for upwards of three years; during which time it has become established among Railroad Managers as realizing the advantages of a THEORETICALLY PERFECT RAIL.

Its advantages over the common form of "T" Rail are,—a saving in the wear and tear of Machinery—it saves to a great extent in the repairs of track—it secures a high rate of speed with the same power, and what is certainly of equal importance, complete protection against some of the accidents to which roads are liable. Being practically a continuous Rail for the entire length of the Road, without break at the ends of bars the jarring motion communicated thereby in passing over the common "T" Rail is avoided, as is also its effect upon cars and machinery. The comfort of travelers must of course be greatly increased.

This Rail is now manufactured at HANGING ROCK IRON WORKS, upon the Ohio River, and at MT. SAVAGE IRON WORKS, Maryland. Specimen of the Rail and patterns of same will be gladly shown, as well as all information in relation thereto, given by application to

A. S. WINSLOW, Nos. 9 & 11 West Second St., bet. Main and Walnut Sts.
CINCINNATI

J. F. WINSLOW, Troy, New York.
ERASTUS CORNING & CO., Albany, N. Y

ap7tf

WHEELBARROWS!



ON hond, Wheelbarrows, of my own manufacture, suitable for Railroad, Turnpike, Canaling, &c., in lots, to suit purchasers. Orders filled for any reasonable amount

HENRY ROCKEY,
No. 21 East Front street

CAR MANUFACTORY,
Dayton, Ohio.

E. THRESHER & Co., having enlarged their shops, are prepared to contract on favorable terms, for building every variety of Railroad Cars, in any quantity and at short notice, made of the best materials, and of the most approved workmanship.

They are prepared also to furnish jaws and boxes; the Washburn wheel, thirty and thirty-three inch, adapted to inside or outside bearing; cast iron frogs steel plated; and switches of the most approved patterns.

They also manufacture blacksmith tuyeres, Horris' patent; portable bolt forges; bolt heading and bolt cutting machines; upright drills, wheel presses; wood planers; tenoning and mortising machines; &c.

They respectfully invite the attention of railroad directors and superintendents to their establishment.

Dayton, January 24th, 1853. jan 25-†

GUNPOWDER,
MANUFACTURED BY
The Hazard Powder Company.
HAZARDVILLE, CONN.

H. G. HAZARD, President.
A. E. DOUGLASS, Secretary.

The undersigned are always prepared to furnish Mining and Blasting Powder to any extent, delivered at any point on the lines of railroads, or other places of public improvements in the West or South, at the very lowest rates. Also, SAFETY FUSE of the best Eastern manufacture.

We would respectfully urge all contractors and consumers to call upon or correspond with either of us before arranging for their supplies elsewhere.

To the trade generally we would offer all the brands of Sporting and Rifle Powder manfactured by he above concern.

M. D. W LOOMIS,
Southeast corner Main and Second Sts.,
Cincinnati, O.
S. H. LOOMIS,
Nashville, Tenn.

August 16, 1853.—au18†

TO RAILROAD COMPANIES.

THE subscriber, manufacturer and ogent for manufacturers of railroad materials, would solicit from railroad managers in the West their orders for

RAILROAD SPIKES, CAR AXLES, RUBBER SPRINGS, RUBBER HOSE, LOCOMOTIVE TIRES, SPRING STEEL, CAST STEEL, NUTS AND WASHERS, LOCOMOTIVE LANTERNS, ETC.

A. S. WINSLOW,
9 und 11 West Second St.,
Between Main and Walnut St., Cincinnati

†mr24

Locomotive Tires and Car Axles.

THE undersigned is prepared to supply Railrond Companies and Builders with Tires and Axles of superior quality and finish, made from faggoted charcoal Iron, formed and finished entirely under the hammer For the character of the manufacture he refers to builders and companies who have used them in the West.

A. S. WINSLOW,
†mr24 9 ar 11 West SecondSt., Cincinnat.

Norris' Locomotive Works,
PHILADELPHIA.

ENGAGED for many years in manufacturing Locomotives, offer to Railroad Companies to construct of any plan or size,

LOCOMOTIVES OF SUPERIOR QUALITY.

Our facilities for doing work have been largely increased this year, and orders can be executed with despatch.

Jy7 RICHARD NORRIS & SON.

ASHCROFT'S METALIC STEAM GAUGE.
(BOURDEN'S PATENT.)

THE subscribers offer for sale this valuable Steam Gauge. It is adapted to Locomotive and other steam boilers, indicating with accuracy the continual variations of steam within the boiler, enabling the engineer to maintain a uniform and safe pressure. Any of the Eastern Railroads may be referred to for proof of its importance and value.

BRIDGES & BROTHER,
sep15tf 64 Courtlandt Street, New York.

KENTUCKY LOCOMOTIVE WORKS.
CORNER OF KENTUCKY AND TENTH STS.
LOUISVILLE, KY.

THE Proprietors of the Kentucky Locomotive Works would respectfully inform Railroad Companies and the public generally that, having completed their establishment, they are now prepared to receive and execute orders with fidelity and dispatch.

They will contract for

Locomotives, Passenger, Baggage, Freight, Gravel and Hand Cars,

Of every style and pattern, as well as all kinds of Stock and Machinery required for railroads.

Particular attention will be paid to repairing, for which they have every facility.

They are also prepared to contract on favorable terms for building all kinds of Machine Tools, such as Turning Engines, Lathes, Planers, Drills, Slotting, Splining, and Shaping Machines, of every variety of pattern.

Having also a large FOUNDRY connected with the establishment, orders for Castings are solicited, and will be filled with promptness.

Car Wheels of any pattern can be furnished at short notice. Double and single plate and Spoke Wheels of all sizes constantly on hand.

☞ Communications or orders must be addressed to
OLMSTED, TENNYS & PECK,
je.8-tf Louisville, Ky.

Indianapolis and Cincinnati Railroad, via Lawrenceburgh.

Through to Chicago in 15 Hours!

Shortest line to Indianapolis, Terre Haute, Lafayette, and Chicago.
Through from Cincinnati to Indianapolis in six hours. and to Chicago in 15 hours!

TWO TRAINS DAILY, Boat or Cars, each way, (Sundays excepted,) Passengers who prefer taking Steamboat for the first twenty miles, will go by the Steamer **Forest Queen,** foot of Main street, at 12 M.

Those who prefer the Cars for the whole distance, will go by the regular passenger trains of the

OHIO & MISSISSIPPI RAILROAD,

Which leave Cincinnati at 6.30 A. M. and 3.45 P. M.—The train which leaves Cincinnati at 6.30 A. M. connects at Lawrenceburgh with the Indianapolis and Cincinnati Railroad train for Indianapolis, Lafayette, Terre Haute, Michigan City and Chicago.

Baggage checked through and a Baggage Master accompanies the same.

Fare from Cincinnati to Indianapolis.....$3 00
Do do Lafayette..... 5 00
Do do Chicago..... 9 00

At Shelbyville passengers may take the Jefferson, Rushville, Kingstown or Columbus Cars.

GEO. HAVEN, Sup't.

Through tickets may be procured on board the boat, or at the Office of the Ohio and Mississippi Railroad, Fourth street, near Vine, or of

C. S. RUSSELL Ag't.
Ind. and Cin. R R. Office, corner of Main and Water streets, Cincinnati.

☞ Omnibusses will call for passengers, by leaving their names at either of the above offices.

Cincinnati, June 1f.

Cincinnati, Logansport & Chicago Railroad.

TO CHICAGO IN 15 HOURS.
ALL THE WAY BY RAILROAD.

TWO daily trains, at 6 A. M. and 3 30 P. M. Cincinnati, Hamilton and Dayton Railroad.

BAGGAGE CHECKED THROUGH.

FARE:

rom Cincinnati to Indianapolis.....$3 00
do do Lafayette..... 5 00
do do Chicago..... 9 00

For information and through tickets, please apply at the General Railroad Ticket Office, No. 169 Walnut st, next door below the Gibson House, or at the Sixth street Depot.

JOHN W. SHIPLEY, Agent.

The Hamilton and Dayton Railroad Omnibus Line will call for passengers in any part of the city by leaving directions at the Ticket Office.

W. H. SMITH, Conductor.

Trains run by Columbus time, seven minutes faster than Cincinnati.

Change of Time on Cincinnati, Hamilton, Eaton & Richmond Railroad.

ON and after TUESDAY, April 4th, 1854, the Morning Train for Richmond and Indianapolis, will leave Depot, foot of Sixth street, at 6.10 o'clock, A. M.

Passengers by this Train connect at Indianapolis with the I o'clock, P. M. Train on Lafayette and Indianapolis Railroad for Lafayette and Chicago; arriving at Chicago by 9 o'clock, P. M., of same day, being 9 hours less time than by any other railroad route leaving Cincinnati.

Also, connect at Indianapolis with 1.15 P. M. Train for Terre Haute.

Trains for St. Louis leave Chicago at 11 o'clock P. M., after the arrival of 1 P. M. Train from Indianapolis in the morning, making this the quickest route by far between Cincinnati and St. Louis.

Evening Train will leave as usual, at 3.30 P. M. connecting at Richmond with 7 P. M. Train for Indianapolis; arriving at Indianapolis at 10.30 P. M.

Chicago and Lafayette passengers, by this Train, sleep at Indianapolis, and resume at 6, A. M. next morning,

FARE—Cincinnati to Richmond.....$1 75
Cincinnati to Indianapolis..... 3 00
Cincinnati to Chicago..... 9 00

ap. 6 D. M. MORROW, Sup't.

James' Railroad & Route Book
NEW EDITION:

Containing a list of all the Western and Southern Roads, with distances, fares, connections, etc., etc. Price, 15 cents.

J. A. & U. P. JAMES,
Publishers, 167, Walnut st., Cincinnati, O.

THE SHORTEST ROUTE TO CHICAGO.

Ohio & Mississippi Railroad

THREE regular passenger Trains daily, (except Sundays.) On Monday, April 17th, and until further notice,

Leave Cincinnati at 6.15 A. M., 2.15 P. M., and 4 40 P. M. Connecting at Lawrenceburg, at 7.30 A. M., and 3.30 P. M. with Train for Indianapolis, Terre Haute, Lafayette and Chicago.

AND RETURNING,

Leave Aurora at 6.40 A. M., 4.20 P. M., and 8.20 P. M. connecting at Lawrenceburgh, at 4.30 P. M. and at 8.30 P. M. with the Trains that leave Indianapolis at 12 A. M. and 4 P. M., uniting at that point with all the Trains from the North and West.

☞ Tickets may be procured at the office on Fourth street, near Vine.

☞ Omnibusses will run to and from the cars in the customary manner.

S. S. POST,
Chief Engineer and Superintendent.

Cincinnati, April 14, 1854.

Marietta & Cincinnati Railroad.

OPEN between CHILLICOTHE and GREENFIELD, Connected by Stage at Hillsborough, with Hillsborough and Cincinnati, and Little Miami Railroad Trains, forming a through daily line each way.

On and after Monday, the 8th of May, passenger trains will run as follows, viz:

Leave Chillicothe at 9 00 A. M.
Returning do Greenfield at 5 30 P. M.

Passengers from Cincinnati leave by Little Miami Railroad, at 7 40 A. M., dine at Hillsborough and reach Chillicothe the same Evening.

Fare from Cincinnati to Chillicothe, $3 45.

J. W. STOWELL,
Chillicothe, May 6th, '54— Sup't.

MUSKINGUM WORKS,
ZANESVILLE, OHIO.

DOUGLASS, SMITH & CO.

WOULD respectfully call the attention of Railroad Companies to their establishment at Zanesville

They are prepared to execute orders, on short notice, for

Passenger Cars of the most superior description,

Second Class Passenger, Mail Express, and Baggage Cars; Freight, Cattle, four or eight wheeled Gravel Cars.

We manufacture a superior

CAR WHEEL,

Over 2500 of which are now running on the Central Ohio Railroad, and many of these have been in use on the road over two years, having in that time only three to crack, and two to be renewed in consequence of the wearing of the Chill. We have also commenced the manufacture of the celebrated

WASHBURN WHEEL,

And are prepared to furnish this wheel, with or without axles. Also, castings for Cars fitted to order at the shortest notice.

BOLLMAN'S PATENT IRON & WOOD BRIDGE.

We are also agents and builders of the above celebrated Bridge. Are now placing upon the piers an iron bridge on this plan over the Muskingum river at Zanesville. We are ready to contract with companies for the construction of this Bridge. All orders addressed

DOUGLASS, SMITH & CO.,
au4tf. Muskingum Works, Zanesville, O.

Lightner's Patent Axle Boxes for Railroad Cars.

THE attention of Railroad Managers and others is called to this valuable improvement in

AXLE BOXES.

The first cost and "fitting up" of these boxes is 20 to 25 per cent below that of most boxes in use. They will save about 75 per cent in consumption of oil. The construction is simple; they are not liable to become loose, nor "heated" by severe service. The Resevoir is held close to the shaft, and the oil journals, are secure from dust yet easy of access; the brasses may be removed from the journals, while under the car, in a few minutes. Cars furnished with these boxes run from 4 to 5 weeks without replenishing the oil, and are not detained from the road for repairs ONE TENTH part of the time which is necessary when other boxes are used.

The business of a railroad can be done with a much less number of cars, with these boxes than if any other kind are used.

The first railroad men in the country have certified that Lightner's improvements in AXLE BOXES are among the first of the times.

Models and Testimony of the above Boxes, may be examined, and arrangements may be made for the right to use the same, with the subscriber.

WILLIAM SHERBURNE,
PRINCIPAL AGENT,
May 18.6m Office, No. 167 Broadway, New York.

Covington and Lexington Railroad Open to Falmouth.

ON and after Monday, the 7th of Nov., and until further notice, Cars will leave Covington daily (except Sundays) at 7 o'clock. A. M., for Falmouth,—stopping at DeCoursey, Culhertson, Grant's Bend, New Philadelphia, Canton Benton, Morning Side, Demossville, Butler and Irving.

Returning, will leave Falmouth at 1 P. M., stopping at all of the above stations.

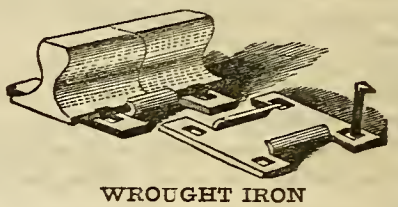
☞ For freight and passage apply to C. CARPENTER, Freight Agent, Covington Depot.

R. M. SHOEMAKER Superintendent.

Office Cov. and Lex. R. R. Co., Nov. 5th.

dc 2

RAILROAD SPIKES,



WROUGHT IRON

Chairs and Fastenings.

THE subscriber continues to manufacture with increased facilities. **Hook and Flat Head Railroad Spikes, and Wrought Iron Chairs of any pattern,** either punched or plain. The best quality of Iron is used, and the articles are guaranteed to give satisfaction in every respect. We are prepared to fill orders for any quantity with despatch, and at the lowest market prices.

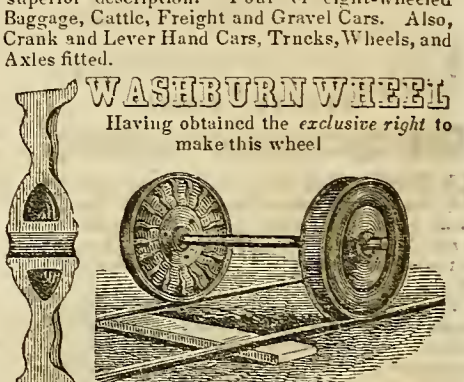
Also, Boat Spikes, Bolts, and Boiler Rivets, superior quality.

All communications addressed to us will meet with prompt attention.

SMITH & TYSON,
No. 25 South Charles Street, Baltimore

FULTON CAR WORKS,
CINCINNATI, OHIO.

THE Proprietors of this establishment would respectfully call the attention of Railroad Companies in the West and South to their establishment at Cincinnati. Their facilities for manufacturing are extensive, and the means of transportation to different points speedy and economical.—They are prepared to execute to order, on short notice, eight-wheeled Passenger Cars of the most superior description. Four or eight-wheeled Baggage, Cattle, Freight and Gravel Cars. Also, Crank and Lever Hand Cars, Trucks, Wheels, and Axles fitted.



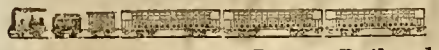
WASHBURN WHEEL

Having obtained the *exclusive right* to make this wheel

in Cincinnati, Covington, and Newport, they are now prepared to furnish Railroad Companies with that celebrated Wheel, with or without Axles.—Also, Journal Oil Boxes of any pattern, and Castings for Cars fitted to order at the shortest notice.

Address KECK & HUBBARD,
Fulton Car Works, Cincinnati, Ohio.
ap.14. Office 62 East Second street

Railroad Line.



Cincinnati, Hamilton & Dayton Railroad.

Summer Arrangement.

COMMENCING THURSDAY, MAY 18th, 1854.

TRAINS will run by standard time, which is seven minutes faster than that of Cincinnati.

First Train

At 6 o'clock, A. M., Lightning Express for Dayton, Crestline, Pittsburgh, Philadelphia and Baltimore.

Second Train

At 6.10 A. M., for Hamilton, Richmond, Indianapolis, Terre Haute, Lafayette and Chicago, direct.

Third Train

At 8.20 A. M., for Dayton, Sandusky, Toledo, Detroit, Chicago, Cleveland, Buffalo, New York, Boston, Pittsburgh, Philadelphia, Baltimore and Washington.

Fourth Train

At 2 P. M. for Dayton only.

Fifth Train

At 3.30 P. M., for Hamilton, Richmond, Indianapolis, Terre Haute, Lafayette and Chicago.

Sixth Train

At 5 P. M., for Dayton, Troy and Piqua, and intermediate stations.

Seventh Train

At 6.30 P. M., for Hamilton and intermediate stations.

The 1st Train, Express,

Will stop only at Hamilton and Middletown.

2d, 3d, 4th, 5th and 6th Trains,

Will stop at all regular stations.

The Seventh Train

Will stop at all way and flag stations.

The 1st Train

Will connect at Crestline at 1 P. M., with the Ohio and Pennsylvania Train for Pittsburgh, Philadelphia, Baltimore, etc., forming a direct and continuous line for each of these cities. Cars run through to Crestline without change. Baggage checked to Pittsburgh.

2d Train

Will connect at Richmond at 9.05 A. M., with Train of Indiana Central Road for Indianapolis; arrive at that place at 12 M., thence to Terre Haute, Lafayette, or Chicago without detention. Time as short as by any other route.

3d Train

Will connect at Dayton at 10.45 A. M., with Mad River Train to Sandusky; thence by Toledo and Cleveland Road to Cleveland; thence, a. 7 P. M., with splendid steamers **St. Lawrence** and **Mississippi**, to Buffalo; thence at 7.30 A. M., with Buffalo and N. Y. City Road, to New York; arriving at that place at 10 P. M., also at Crestline 4.20 P. M., with Ohio and Penna. Train for Pittsburgh, Philadelphia, Baltimore and Washington.

The Same Train

Will also connect at Clyde with Cleveland and Toledo Train to Toledo, Chicago and intermediate points; and at Sandusky at 5 P. M., with steamer **Bay City**, for Detroit.

Fifth Train

Will connect at Richmond at 6.40 P. M., with Indiana Central Train for Indianapolis, Terre Haute, Lafayette, etc.

Sixth Train

Will connect at Dayton with Dayton and Michigan Railroad to Troy, Piqua, etc.

FARE:

From Cincinnati to	Hamilton		$ 60
Do	do	Eaton	1 35
Do	do	Richmond	1 75
Do	do	Indianapolis	3 00
Do	do	Terre Haute	5 00
Do	do	Lafayette	5 00
Do	do	Colesgo	9 00
Do	do	Dayton	1 50
Do	do	Troy	2 10
Do	do	Piqua	——
Do	do	Springfield	2 10
Do	do	Sandusky	5 00
Do	do	Toledo	5 75
Do	do	Cleveland	6 00
Do	do	Buffalo, via Lake steamers	8 00
Do	do	New York, via steamers	15 50
From Cincinnati to	Pittsburgh, via Crestline		7 50
Do	do	do do do front car	5 00
Do	do	Philadelphia or Baltimore, via Crestline and Pittsburgh	15 00

For further information apply at the Ticket Office, corner of Broadway and Front Streets, under the Spencer House, of

W. A. LATHAM, General Agent.
Or, JOHN W. SHIPLEY, Ticket Agent.

At the General Railroad Ticket Office, No. 160 Walnut Street, next door to the Gibson House, or at the Sixth Street Depot.

HENRY O. AMES,
Cincinnati, May 16, '54.—je8† Sup't.

Railroad Line.



CINCIN'I, COLUMBUS & CLEVELAND ROUTE.

To New York, via Railway Line	30 hours.
To N. Y., by Lake Steamers via Cleveland	39 "
To Pittsburgh	14 "
To Boston	2½ "
To Philadelphia	38 "
To Baltimore	38 "
To Wheeling	18 "

VIA LITTLE MIAMI RAILWAY.

FOUR DAILY TRAINS.

First Train—Lightning Express—at 6 o'clock, A. M.
Second Train—Accommodation Ex.... 7.45 " "
Third Train—Hillsborough Train..... 2. 0 " P. M.
Fourth Train—Evening Accommoda.... 5 " "

The roads of this route are laid on edge rail with heavy T rail.

New York, Boston, and Montreal.

First Train—Lightning Express leaves Cincinnati at 6 o'clock A. M., connecting at Cleveland with the Lake Shore Railroad to Dunkirk and Buffalo connecting at Dunkirk with New York and Erie Railroad to New York and Boston.

Second Train—Accommodation Express at 7.45 o'clock, A. M., connects at Cleveland with the Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad to Buffalo and Albany and New York City Railroads and to Buffalo with Niagara Falls Railroad to New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

—ALSO—

Connects at Cleveland with the new and magnificent low pressure steamers QUEEN OF THE WEST, Capt. McBride; CRESCENT CITY, Capt. Pease; connecting at Buffalo with the Buffalo and Albany, New York City, and Niagara Falls Railroads to New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

Fourth Train—Evening Express at 5 o'clock P. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo connecting at Dunkirk with New York and Erie Railroad; connecting at Buffalo with New York City, Buffalo and Albany and Niagara Falls Railroads, to New York, Boston, and Niagara Falls.

Pittsburgh, Philadelphia, and Baltimore.

First Train—Lightning Express, leaves Cincinnati at 6 o'clock A. M., connecting at Crestline with Ohio and Pennsylvania Railroad to Pittsburgh, connecting with Pennsylvania Railroad to Philadelphia and Baltimore.

Through from Cincinnati to Philadelphia and Baltimore direct.

Zanesville, Wheeling, Baltimore, &c.

First Train—Lightning Express, at 6 o'clock A. M., and second Train, Accommodation Express, at 7.45 o'clock A. M., connect at Columbus with Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Lines, via National Road to Wheeling, connecting with Baltimore and Ohio Railroad to Baltimore, Philadelphia, Washington, etc.

Fourth Train—Evening Express, at 5 o'clock P. M. Passengers by this Train sleep at Columbus and resume by Morning Train via Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Line to Wheeling.

Hillsborough.

Third Train—Leaves Cincinnati at 3 P. M., connecting at Hillsborough with Ohio Stage Co.'s Lines to Chillicothe, Piketon, etc.

FARE.

From Cincinnati to New York via Railroad either route	$16 00
From Cincinnati to New York via Railroad to Albany, and Hudson river steamer	15 00
From Cincinnati to New York via Lake Steamers to Buffalo, Railroad to Albany, and Hudson river steamer to New York	14 00
From Cincinnati to Boston via Lake Shore, New York and Erie and New York City Roads	20 00
From Cincinnati to Boston via Lake Steamers and New York City and Erie Roads	19 00
From Cincinnati to Boston via Lake Shore, Buffalo, Albany and Western Roads	19 00
From Cincinnati to Boston via Lake Steamer, Buffalo, Albany and Western Roads	18 00
An additional charge of Bay Cents via Niagara Falls and above routes.	
From Cincinnati to Boston via Lake Shore Road	18 00
From Cincinnati to Boston via Lake Steamer	17 00
From Cincinnati to Boston via Lake Steamer and Ogdensburg	17 00
From Cincinnati to New York via Lake Shore Road and Ogdensburg	16 75
From Cincinnati to New York via Lake Steamer and Ogdensburg	15 75
From Cincinnati to Buffalo via Lake Shore Road,	9 00
From Cincinnati to Buffalo via Lake Steamer	8 00
From Cincinnati to Philadelphia or Baltimore via Crestline and Pittsburgh	15 00
From Cincinnati to Philadelphia or Baltimore via Cleveland and Pittsburgh	15 50
From Cincinnati to Pittsburgh via Crestline	7 00
From Cincinnati to Pittsburgh via Cleveland	9 00
From Cincinnati to Baltimore via Wheeling	14 00
From Cincinnati to Washington via Wheeling	15 00
From Cincinnati to Philadelphia via Wheeling	15 00
From Cincinnati to Wheeling	7 00
From Cincinnati to Cleveland	6 00
From Cincinnati to Zanesville	4 00
From Cincinnati to Columbus	3 00
From Cincinnati to Springfield	2 00

☞ For all information and Through Tickets, please apply at office, southeast corner of Broadway and Front sts., Cincinnati.

W. A. LATHAM, Ticket Agent.
P. W. STRADER, Gen'l Agent.
my25

Cincinnati, Wilmington and Zanesville Railroad.



OPEN TO CIRCLEVILLE.—Two daily Trains (Sundays excepted) between Washington and Cincinnati, and one daily train between Circleville and Cincinnati. On and after Tuesday, May 30, and during the present season, trains will run as follows:

Upward train for Circleville leaves Cincinnati 7:45 A. M., and arrives at Circleville at 2:20 P. M.

Upward train for Washington leaves Cincinnati at 3:10 P. M., and arrives at Washington at 8:30 P. M.

Downward train leaves Circleville at 3 P. M., and arrives at Cincinnati at 7:20 P. M.

Downward train from Washington leaves at 6:30 A. M., and arrives at Cincinnati at 12:15 A. M.

The rates of fare for passengers are as follows: At Williamsport, Four Corners, New Holland, Washington, Rattlesnake, Stoutsburg, Cross Roads, Wilmington, Sugar Grove, Clarksville, Old Mowrystown, Circle, Miami Bottom, Deerfield, Circleville, Lockwood's, Wilson's, Loveland, Miamiville, Milford and Plainville, and on all flag signals or at the Connecting Line Union Hall and Linwood's Turnpike.

The downward Trains connect at Morrow with the Trains on the Little Miami Road to Columbus.

Lines of Omnibuses will run between Circleville, Chillicothe and Greenfield, connecting with the morning train from and evening train to Cincinnati.

Fare from Cincinnati to Washington.....$2 25
" " " to Circleville..... 3 00

For other information and Tickets, apply at Ticket office, corner of Broadway and Front sts. and at the Little Miami Depot, or to the Station Agents on the line.

E. W. WOODWARD,
Engineer and Superintendent.

☞ The Omnibus Line will call for and deliver passengers to and from the trains to any part of the City.

J. HOWELL, Conductor.

☞ The Company will not be responsible for baggage exceeding $50 in value, unless the same be returned to the Conductor or Agent, and freight paid at the rate of a passage for every $500 in value above that amount.

mar. 23

COLUMBUS PIQUA, AND INDIANA RAILROAD.



New route from Columbus, West and from Urbana, East.

On and after Monday September 19 1853 two trains per day, Sundays excepted, each way, will run on this Road between COLUMBUS and URBANA. Will leave Columbus at 4.30 a.m. and 3.30 p.m.—arriving at Urbana at 8.12 a.m. and 6.14 p.m. Returning—will leave Urbana for Columbus, at 9.15 a.m., and 3.00 p.m.—arriving at 12.07 and 6.55 p.m.

The 4.30 a.m. train from Columbus, will connect with the night Express train from Cleveland and arrive at Urbana in time for the morning train north for Sandusky and intermediate points. Persons arriving by the morning Cleveland and Zanesville trains can have a few hours at Columbus and leave by the 3.30 p.m. train—arriving at Urbana in time to get supper and take the 5.35 p.m. train for Dayton and Cincinnati.

The 9.15 a.m. train from Urbana connects with the morning train from Cincinnati and Dayton and arrives at Urbana 8.40 a.m.—arriving at Columbus at 12.05 p.m in time for the 1.00 p.m. train for Cleveland, connecting with the Buffalo and Dunkirk boats. The 3.00 p.m. train will leave Urbana on the arrival of the Sandusky train—reaching Urbana at 5.45 p.m.—and arrive in Columbus in time for the various night trains.

A line of Omnibuses will connect with the trains at Urbana for the convenience of passengers to and from Piqua and Greenville over a good Macadamized road.

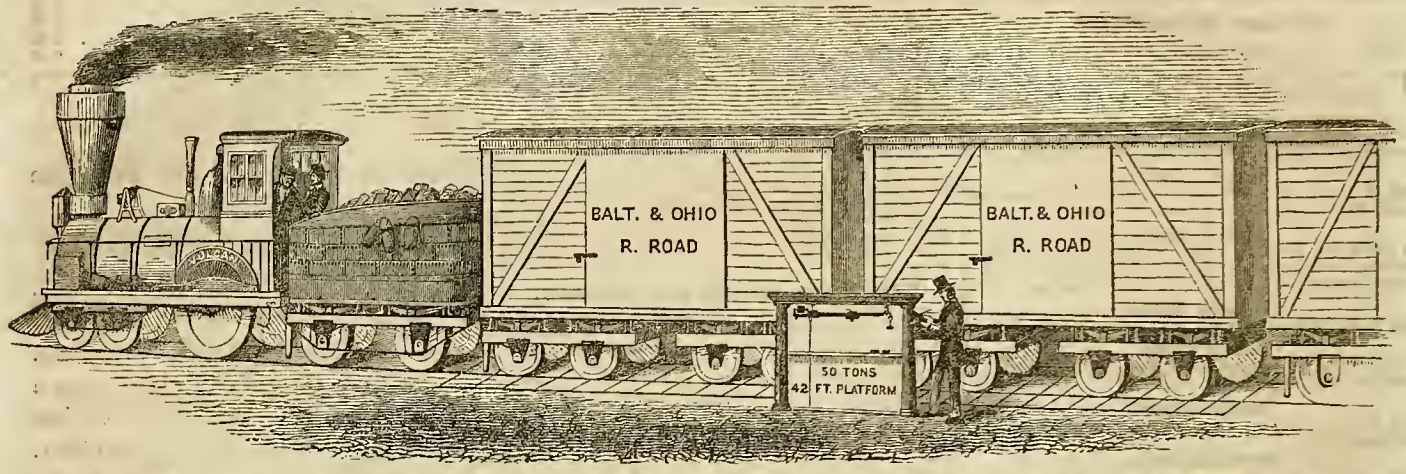
A. G CONOVER, Sup't

Piqua, Sept. 13, 1853. s29-tf.

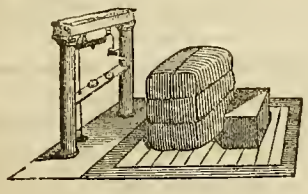
OFFICE OF THE
Cincinnati and Portsmouth R. R. Co.
Felicity, Clermont County.

☞ Communications addressed to T. H. WHETSTONE President, and left with Messrs. JOHN F. DAIR & Co Cincinnati, will receive prompt attention. a29-tf

FAIRBANKS' SCALES.



Railroad Track Scale---50 Tons.



DEPOT SCALES 12,000 LBS.

FAIRBANKS & CO'S

PLATFORM SCALES,

Long known—Soverely tested—Always right—
The acknowledged standard—Adapted to
every required operation of weighing, as

Railroad Track and Depot Scales,

In use on nearly all the principal Railroads in the United States and Great Britain.

WAREHOUSE SCALES,
Dormant and Portable.

HEAVY PORTABLE SCALES,
On Wheels,
For Foundries, Rolling Mills, Iron Houses, &c.,

STORE SCALES,
Various Modifications.

COUNTER SCALES, &c.,

HAY & COAL DEALERS' SCALES,
Made entirely of Iron and Steel.

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MANUFACTURERS

E & T. FAIRBANKS & CO.,

ST JOHNSBURY, VT.

TESTIMONIALS:

OFFICE OF THE G. & C. U. RAILROAD CO.,
CHICAGO, FEB. 20TH, 1854.

MESSRS. E. & T. FAIRBANKS & Co.,

GENTLEMEN:—All of the principal station buildings on this road are furnished with your Depot and Platform Scales, with the exceptions of two scales. Your Scales were adopted after trial with those of other makers, and I take pleasure in now saying, that after more than four years trial, they have given entire satisfaction to us, and the public doing business with the Company.

I am not aware of a dollar's expense being incurred from wear or defect of materials in any part of the scales. The Track Scale, with suspended platform, which you have recently put into our principal depot at this place, judging from present appearance and the use to which it has been put, will, I doubt not, answer the purpose desired, and be equally satisfactory.

JOHN B. TURNER,
Pres't and Sup't.

CENTRAL RAILROAD CO.,
SAVANNAH, JAN. 6TH, 1853.

MESSRS. E. & T. FAIRBANKS & Co.,
St. Johnsbury, Vt.

DEAR SIRS:—Your Scales, which we have used for many years, gave so much satisfaction, that we ordered from your House, all the Scales necessary for our large new Warehouse. Your agent has just finished putting up twenty-two of your No. 1 and No. 2 Depot Scales and a large Road Scale, and I am pleased with the manner in which the job has been done. I trust and believe that this work will do credit to your establishment.

Respectfully, your obedient servant,
R. R. CUYLER, Pres't.

PORT RICHMOND, PA. MARCH 2D, 1852.

MESSRS. E. & T. FAIRBANKS & Co.,
St. Johnsbury, Vt.,

GENTLEMEN:—There are now in the Richmond Wharves at the terminus of the Reading Railroad, Twenty-six of your ten ton Track Scales, which have been in constant use for more than six years. The least quantity of Coal weighed annually upon any one wharf has been 400,000 tons. The aggregate quantity weighed upon the twenty-six scales, has been more than one million two hundred thousand tons per annum.

During the time since they have been in use, they have always retained their adjustment without any expense for repairs. They have been tested every year by the Sealer of Weights for the county of Philadelphia, and always found correct, and at the present time their operation is apparently as perfect and as sensitive as when first built.

JOHN E. HOBERT,
Superintendent of Wharves.

STATE OF NEW YORK,
CANAL COMMISSIONERS OFFICE,
ALBANY, JUNE 21, 1852.

MESSRS. E. & T. FAIRBANKS & Co.,

GENTLEMEN:—Your favor of the 10th, asking my views of the Weigh Lock Scales, manufactured by you, and introduced upon the Erie Canal, is received.

I have no hesitation in saying, that they have fully answered your recommendation in every particular. Their capacity for strength is fully equal to sustain the required burthen. They are not liable to get out of adjustment or repair. The arrangement of the Weighing Beam is admirably adapted to obtain rapid results. I know of no Scale superior to them, in this or any other country.

In great haste, Yours truly,
JOHN C. MATHER,
Canal Commissioner.



PORTABLE SCALES.

The following Railroads have been furnished exclusively, or nearly so, with FAIRBANKS' SCALES:

Alabama & Tennessee.	Huron & Oxford.
Allegheny Valley.	Illinois Central.
Androscoggin & Kennebec	Indiana Central.
Ashuelot.	Indianapolis & Bellefontaine
Atlantic & St. Lawrence.	Iron.
Baltimore & Ohio.	Jeffersonville.
Baltimore & Susquehanna.	Kennebec & Portland.
Belvidere Delaware.	Knightstown & Shelbyville.
Boston, Concord & Montreal	Macon & Western.
Boston & Maine.	Mad River & Lake Erie.
Boston & Providence.	Marcenesse & Lawrence.
Buffalo, Brantford & Goderich	Memphis & Charleston.
Buffalo, Corning & N. York.	Michigan & Southern.
Buffalo & New York City.	Milwaukee & Mississippi.
Buffalo & State Line.	Naugatuck.
Canandaigua & Elmira.	New Albany & Salem.
Central, (Ga.)	Newburyport.
Central, (Va.)	New Haven & New London.
Champlain & St. Lawrence.	New Haven & Northampton
Charlotte & South Carolina.	New Jersey Central.
Cheshire.	New York Central.
Cleveland, Columbus & Cincinnati	New York & Erie.
	New York & New Haven.
Cincinnati, Hamilton & Dayton.	Norfolk County.
	Northern Indiana.
Cincinnati, Logansport & Chicago.	Northern, (N. H.)
	Northern, (N. Y.)
Cincinnati, Wilmington & Zanesville.	Norwich & Worcester.
	Old Colony.
Cleveland & Erie.	Orange & Alexandria.
Cleveland & Pittsburgh,	Oswego & Syracuse.
Cocheco.	Petersburg.
Columbus, Piqua & Indiana	Philadelphia & Reading.
Columbus & Xenia.	Pittsfield & North Adams.
Concord.	Plattsburg & Montreal.
Concord & Clarement.	Portland, Saco & Portsmouth
Connecticut River.	Providence & Worcester.
Coun. & Passumpsic River.	Rensselaer & Saratoga.
Dayton & Michigan.	Richmond & Danville.
Eastern.	Richmond & Petersburg.
Essex.	Rome, (Ga.)
East Tennessee & Georgia.	Rome & Watertown.
Evansville & Crawfordsville	Rutland & Burlington.
Fitchburgh.	Rutland & Washington.
Galena & Chicago Union.	Sandusky, Mansfield & Newark.
Georgia.	
Grand Trunk, (Canada.)	Scioto & Hocking Valley.
Great Western, do.	South Reading Branch.
Great Western, (Ill.)	South Side.
Greenville & Columbia.	South Western.
Greenville & Miami.	Springfield, Mt. Vernon
Hartford, Providence & Fishkill.	Pittsburgh.
	St. Charles Branch.
Housatonic.	Steubenville, & Indiana.
Hudson River.	St. Lawreuce & Atlantic.
Hudson & Berkshire.	Stony Brook.

RAILROAD RECORD.

AND

Journal of Commerce, Banking, Manufactures, and Statistics.

Vol. 2.---No. 18. CINCINNATI, THURSDAY, JUNE 29, 1854. Whole No. 70.

Railroad Record

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OUR RAILROAD MAP---NEW EDITION.

We have now ready a new and revised edition of our Railroad Map, containing corrections and additions from reliable sources, making it as reliable as it is possible to make such a map.

We are prepared to print maps for Railroad Companies to illustrate their reports, either from the stone as it now is, or make any alterations to suit parties. Railroad Companies will find this much more economical than getting up maps especially for their roads.

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Office in Gregory's Building, south side of Third street, west of Main street
CINCINNATI.
E. M. Gregory.....President.

RAILROAD EARNINGS FOR THE MONTHS OF MAY, 1853-4, COMPARED.

It has been our custom for some time past to give regular monthly statements of the earnings of all the railroads of the United States, as far as we could procure them. We consider these tables very valuable, giving, as they do, a true index to the business of the roads, if not of their profits; and at the same time showing the influence of railroads in developing the commerce of the country, the more especially in the West, where portions of country heretofore doing but a limited business, and that dependent upon uncertain and tedious wagon transportation, have now become heavy shipping communities, freighting car-load after car-load of produce for distant markets; and nowhere, in the statistics of the country, can this change be more readily traced than in the regular monthly returns of Earnings of the various railroads.

Notwithstanding the long continued pressure in the money market, and the recent extreme difficulty in negotiating railroad securities, the exhibit of Railroad Earnings for May, 1354, as compared with those of the same month of 1853, shows a very heavy increase, amounting, in the aggregate, to 79.9 per cent. per mile upon the roads enumerated; and this amount, large as it is, would have been still further augmented, could we have obtained returns from several other of our prominent Western roads, whose operations for the last month have been very heavy.

From the table herewith given, we find that—

Nine Eastern roads, 1896 miles, have increased over last year	332.16	per cent
Or, per mile	17. 5	" "
Twelve Western roads, 1843 miles, have increased over last year	1150.24	" "
Or, per mile,	62.4	" "

Being an increase of business upon the Western roads of 44.9 per cent. per mile greater than upon the Eastern roads.

In comparing this table with those for February, March and April last, as found in the Record, we note the gratifying fact that there is a continued and steady augmentation of the rate per cent. of the annual increase of Earnings upon Eastern, as well as Western roads, an indisputable indication of the growing prosperity of the railroad interests of the country.

Some of the Western roads show a very heavy increase, which, unless explained, would lead to erroneous conclusions. Thus the in-

crease upon the Chicago and Rock Island road is accounted for by the fact that in May, 1853, it was open and running only to Lasalle, 40 miles.

The Galena and Chicago Union, in the same month, was open only 92 miles.

The Milwaukee and Mississippi road in May, 1853, was open only to Janesville, 70 miles.

The Cleveland and Toledo road had but one of its divisions, the Southern, open 112 miles.

But, this heavy increase upon the completion or extension of these several lines is a still stronger evidence of the business that will concentrate upon them when completed, and making the necessary connections.

We were struck by the fact that there had been but little, or no increase in the Earnings of the New York city street railroad, from which, it would seem, not that they do not pay, but rather that they had reached the maximum of their business, for the present, at least.

From the table, as a whole, we feel that the railroad community has no reason to be discouraged, though some of the contemplated undertakings have been temporarily suspended. While railroads can show such monthly receipts, and constantly increasing, there is little fear that they will be abandoned by capitalists. The money is in the country and can be had. The plan adopted by many of the new roads of *home* subscriptions to an amount at least sufficient to grade and complete them ready for the iron and rolling stock, is a good one, and will eventually be adopted by every new line. This is as it should be; the lands along the line of the road are more benefitted by it than anything else, and should pay for its construction.

Railroad Earnings.

May, 1853--4.

EASTERN:

Name of Roads.	Miles.	1854.	1853	Increase.	Per Cent.
New York Central, - -	298	$511.888 14	$362,997 71	$148,910 43	41.02
New York and Erie, - -	460	489,809 31	350,142 92	139,666 39	39.88
Pennsylvania Central, - -	353	297,137 00	195,072 00	102,065 00	52.32
Baltimore & Ohio, - - -	380	366,974 86	204,950 01	162,024 85	79.06
Do do Wash. Br.	39	39,100 74	32,318 66	6,782 08	20.98
Hudson River - - - - -	143	123,271 69	93,704 47	25.567 22	27.28
New York & New Haven,	76	76,325 63	57,325 63	9,000 00	15.70
Boston, Concord and Montreal,	93	20,748 00	14,513 00	6,235 00	42.95
Sixth Av. N. Y City - - -	3½	23,305 91	23,283 00	22 91	.09
Eighth " " " - - -	3½	26,547 17	25,988 00	559 17	2.15
Norwich & Worcester, - -	54	28,419 00	25,156 00	3,263 00	12.97
Dauphin & Susquehanna, -	59	8,333 00	New.		

WESTERN:

Name of Roads.	Miles.	1854.	1853.	Increase.	Per Cent.
Mich. So. & Nor. Ind. - -	247	$211,684 42	$148,325 10	$93,359 32	62.27
Michigan Central, - - - -	278	200,020 00	135,202 00	64,818 00	47.90
Galena & Chicago Union, -	120	119,395 31	45,188 01	74,207 30	164.21
Chicago & Rock Island -	181	109,289 60	28,321 00	80.968 60	285.89
Ohio & Pennsylvania, - -	187	81,238 00	47,870 00	33.368 00	69.70
Cleve. & Tol., Nor. & So. Div.	172	55,500 00	27,000 00	28,000 00	103.70
Cleveland & Pittsburgh, - -	101	51,283 10	35.364 44	15,918 66	45.01
Milwaukee & Mississippi, -	104	42,700 00	13,967 90	28,732 10	205.70
Louisville & Frankfort, - -	65	20,408 01	16,706 68	3,701 31	22!15
Terre Haute & Richmond, -	72	19.358 12	10,620 21	8,737 91	82.27
Detroit & Pontiac, - - - -	25	7,117 84	4,409 06	2,708 78	61.44
Little Miami, - - - - - -	119	78,000 00			
New Albany & Salem, - -	291	46,380 00			
Wilmington & Manchester, -	171	25,903 00	New.		

The following table of Earnings, for April, 1853–4, is in addition to that already given for these months:

Names of Roads	Miles	1854	1353	Increase	Per Cent.
New York and Erie - - -	460	$516,532 36	$412,288 93	$104,243 43	25.28
Virginia Central, - - - -	107	47,470 00	33,980 00	13,490 00	39.70
Cleve., Col. & Cin., - - -	155	106,172 75	81,416 39	24,756 36	30.40
Watertown & Rome, - - -	97	27,405 80	24,442 33	2,964 48	12.12
Boston, Concord & Montreal,	93	20,748 30	14,513 11	6,235 19	42.27

North Carolina Railroad.—Sufficient stock, it is stated, has been subscribed, under the act incorporating the North Carolina Railroad, to secure the charter. The sum of $501,300 has been subscribed in the books at Newbern, and 5 per cent. in eash paid in. The magistrates of the county of Craven, have authorized a subscription of $150,000.

Louisville & Nashville Railroad.—The stockholders of this road have been in session several days, discussing the affairs of the company. The Board of Directors and President have tendered their resignations, which had not been acted upon at last reports; the convention then being in its fourth day, and still continuing.

Railroads.

FRANKLIN AND WARREN RAILROAD.

This line is sometimes called the "Dayton Broad Gauge," though why so called we can not see, inasmuch as the Directors have not yet decided what the gauge is to be, leaving that to be decided by circumstances, such as connections, and the best lights of experience.

The work upon the line is progressing finely; notwithstanding the hard times in the money market the usual number of hands are kept at work, the available means of the Company coming from *local* subscriptions entirely.—There is already a cash subscription to the amount of $10,000 per mile, suffieient to grade and bridge the entire line, some 240 miles. The work is rapidly progressing throughout the entire line, exeept at the extreme eastern end. From Warren to the Pennsylvania state line, the route is not yet located. A new survey is being made between Warren, O., and Franklin, Pa., via Greenville, in the latter state. Should this new survey be adopted, the Meadville branch, and the Venango road will both intersect this line at or near Greenville. The best line, in its conneetions, will be adopted.

In one of our recent numbers we gave the route of this line. We are now pleased to be able to announce that the road will progress to completion despite the pressure in the money market, the means having been secured beforehand. We would that we could say the same of numerous other reeent undertakings, some of which, by depending upon the sale of bonds, have been compelled to suspend operations. This Company has not yet issued any bonds.

Under the efficient management of Mr. Kent, the President, and Mr. Kneass, the Engineer-in-Chief, it will be pushed to an early completion.

Independence, Va., Railroad.—This line of road is intended to connect Marietta, Ohio, with some point on the Northwestern Railroad, in Virginia, between Parkersburgh and its junction with the Baltimore & Ohio road, avoiding Parkersburgh entirely. The explorations have been carried on by a competent eorps of engineers under charge of W. W. Graves, as chief. The office of the Company is at Williamstown, in Va., directly opposite Marietta. The Marietta *Intelligencer* says:

"We learn that by one of the lines surveyed the Northwestern Virginia Railroad may be reached in 19 miles from Marietta. But the line which we understand the engineers consider the most direct connecting link between the East and West, strikes the Northwestern road at Williamson's 28 miles from Marietta. The interseeting point 39 1-6 miles from Parkersburgh. Beside the saving of 11 1-6 miles in distance, we understand

the grades and curves are highly favorable, and that there are six tunnels less between here and Williamson's than between Parkersburgh and Williamson's."

CENTRAL OHIO RAILROAD.

From the Baltimore American we take the following report of Mr. Bollman, who was selected by the Baltimore and Ohio Railroad Company, at the request of Mr. Sullivan, President of the Central Ohio road, to examine its present state, and its prospect of completion, etc. From the report it will be seen that the road is being rapidly completed; and that by September next, will be in full connection with the Baltimore and Ohio route.

Mr. Bollman says:

Of the unfinished portion of the road between the Ohio river and Cambridge, a large part of the road bed, in detatched sections is now ready for the track. The tunnels, of which there are four, are all completed, well formed and in good condition, except the one at Cambridge, which, although in use, is not entirely finished.

All the tunnels, all the bridge masonry, and a large portion of the grading between Cambridge and the Ohio river, a distance of 51 miles, are made for a double track.

Sections 47 and 63, expected to be the last finished, can be done by the latter part of August next. Sections 48, 51 and 59 would require about two months' labor. Besides these there are twelve other sections that would require from three to five weeks' work to complete. The remainder of the 51 miles is now ready for the track, and the track layers are placing about a half a mile per day from Cambridge east He understands that the laying of the track was also begun at the Ohio river end of the line on the 6th inst.

The engineering characteristics of the line are reported very favorable for the economical transport of freights, and high speed of passenger trains, the gradients and curvature being much lighter than most of the great lines of the country. A speed of 35 miles an hour can be readily maintained by express trains with safety and regularity.

"The work upon the whole line of the road between Columbus and the Ohio river is of excellent character. Upon the finished part, between Columbus and Zanesville, the condition of the track can not be improved. The masonry upon the whole line is of very uniform excellence, and not surpassed by that of any road. The Muskingum river is crossed by a double-track iron bridge, 528 feet long—four spans. The bridge across Salt Creek is also an iron one. The remainder of the bridges, built and building, are Howe's Patent, and show good materials and good workmanship. The rail being used the heavy T. pattern, laid on large crossties, which are placed 30 inches apart, measuring between centers; and laid on gravel ballast of 18 inches depth. In fact the whole work, of every nature, is of a substantial character, of excellent materials, and will compare favorably with that of any of the first-class roads of the country."

"A very important feature for the safety of travel, and such as will admit of great regularity and speed of trains, is the fact that nearly the whole line of the road is already fenced up, and provision is gradually being made for fencing the balance. Indeed, with occasional exceptions, the road runs through a succession of enclosed farms in a high state of cultivation."

For a distance of 80 miles, bituminous coal is found at convenient intervals along the line. At Bellevue, on the Ohio river, within a few yards of the site for the Company's engine-houses, the coal mines are now being successfully worked. From this point, for ten miles west, the coal crops out continuously, on the hillsides along the line of the road, and can be conveniently and cheaply mined. Three miles west of Brownsville, again, a rich vein is cut through by excavation for the road-bed. Near Cambridge, also, the very best quality of coal for cooking is found immediately on the line of the road; and at Zanesville, where almost the only kind of fuel used for domestic purposes, is coal dug from the surrounding hills, mines are now being worked for railroad transport to Columbus and the towns and cities west. With the exception, therefore, of having to transport to Columbus what may be needed for the engines fitting out at that station, this road possesses advantages over all others in regard to the quantity and quality of the coal beds through which the line passes, and the exceedingly low price at which the Company can obtain it delivered at any point on their line of road; cost in no case exceeding 75 cents to $1 per ton."

The equipment of the road, (one-third of which is already in use) will be 36 large engines and about 875 cars, costing about $840,000—equal to $6,176 per mile, or more than the average upon the leading roads of the United States. The capacity of this machinery to move freights and passengers will be, daily, as follows:

Freight	2640 tons.
Passengers	800 "

The crossing of the Ohio will be by a steam ferry-boat built with sufficient capacity to carry across a whole passenger train, or half a freight train, reaching the river by a grade that will admit of the using of locomotive power, and avoiding stationary machinery entirely. At the point selected for crossing no difficulty will occur to prevent its use at any stage of water, except extreme floods—the plan admitting of a range from the lowest stage to 36 feet rise.

"In conclusion, therefore," Mr. Bollman remarks, "as the result of diligent inquiry and close observation, my decided opinion is, that if the Company can command means as fast as required, and the work yet to be done, be prosecuted with the vigor that marks the present endeavors of those engaged upon it, the road can not fail to be completed and ready for business by the first week of September next; and I am convinced that there is a spirit of determination on all hands to have it finished by that time. In its engineering, workmanship, materials and equipment, the Central Ohio road is unsurpassed; and when complete it can not fail to accomplish all that has ever been claimed for it by its most sanguine friends."

WARSAW & ROCKFORD RAILROAD.—P. A. Whittaker has been elected Secretary, and Lemuel Andrews Treasurer of this Company. Both gentlemen are residents of Rock Island, to which place their several offices have been removed. The office of the Engineer still remains at Warsaw.

FORT WAYNE & SOUTHERN RAILROAD.

We have received a copy of the "Exhibit," etc., of this company, from which we make the following resume:

The officers of the company are—W. J. Holman, President; D. T. Harris, Secretary; W. F. Jones, Treasurer.

Directors—Wm. Rockhill, Jno. Studibaker, Jacob Brugh, Charles Carter, E. T. Hickman, Jos. Holman, J. L. Robison, J. K. T. Gibson, Brannock Philips, E. G. English, Sam'l McCampbell, James G. Reed, W. J. Holman.

The line seems to be divided into three divisions. The first from Fort Wayne to Muncie; the second, from Muncie to Tripton, (late North Vernon); the third, from Tripton to Jeffersonville.

The estimates of the first division, 64.21 miles, are as follows:

Road complete			$747,514 24
Or, per mile			11,641 71
Gradients, as follows:			
Level	15 miles	2,900	feet.
10 feet per mile	7 "	1,740	"
10 to 20 feet per mile	16 "	3,770	"
20 to 23½ feet per mile, maximum	24 "	3,830	"
Total curvature	6 "	1,150	"
Minimum radius		5,730	"
Maximum radius		9,375	"
Second Division—			
Length Surveyed	23 miles	1,960	feet.
Switches	3 "		
Straight Line	80 "	4,920	"
Curved	2 "	2,320	"
Total cost			$1,091,198 07
Or, per mile			13,244 68
Maximum grade		40 feet to the mile.	
Third, or Southern Division—			
Length			51.42 miles.
Side Track		2	"
Total cost			$957,724 00
Or, per mile			18,270 00
Straight Line		44.18	miles.
Grade, maximum		40	feet.

The proposed connection with Louisville is by Tunnel, under the Ohio River, estimated to cost, $1,073,817. Total cost of road, tunnel, equipments, &c., complete, $5,500.000 00, or, for 202½ miles, per mile, $27,161 00.—Stock has been subscribed to the amount of $1,324,715 00.

Large subscriptions have been made in Real Estate, which has been mortgaged by the company as a basis for the issue of bonds.

The exhibit contains a large amount of other matter relating to the company, which we have not room for.

CORRECTION—CINCINNATI, PERU AND CHICAGO RAILROAD.—In our notice of this road, in our last issue, a typographical error in regard to the amount of local subscription to the stock of this company, made us say seventy thousand instead of $700,000—quite a difference.

STEUBENVILLE & INDIANA RAILROAD.—On Monday, 12th inst., this road was opened from Steubenville to Cadiz, on which occasion there was a grand celebration at the latter place.

☞ The Galena and Chicago Union Railroad Company have just purchased, in the latter city, wharfage on the lake, with a front of a thousand feet, for which they paid the sum of $300,000.

Communications.

THE PUBLIC WORKS OF NORTH CAROLINA.

We are indebted to E. W. Serrell, Civil Engineer, for the following communication upon the Public Works of the state of North Carolina. We are pleased to learn that this state which has remained so long quiescent, is now awakening to a proper appreciation of its position among the states of the Union, and is availing itself of the means of developing its productions by connecting its inland country with the sea coast and the neighboring states by means of railroads.

We trust that this is no mere spasmodic effort to be arrested at the first financial check, but rather the commencement of a series of Internal Improvements within its borders which will be continued until its heretofore dormant wealth, shall be fully developed, and North Carolina shall rank second to but few of its sister states in commercial prosperity.

We shall be much obliged to Mr. Serrell for the information spoken of in his letter, when ready.

For the Railroad Record.

North Carolina is rousing in earnest to the importance of her position, a strong and permanent desire has taken root in the minds of the people of this state in favor of internal improvements, which nothing now can check.

A system of railroads has been planned which, when complete, will place the state again in its former proud position, relatively to its sisters in the great constellation.

The energies of North Carolina have for many years slumbered; in fact they have been almost dormant—but within a recent period a change has taken place which bids fair to rival the strides of the most favored portions of the West.

Within the last two years some three hundred and fifty miles of railroad have been commenced upon, and ample provision is being made to prosecute these undertakings to completion.

Among the most prominent lines of railway now claiming public attention, is that from the coal fields on Deep River to Fayetteville, thence to Beaufort Harbor, known as the North Carolina Western Railroad and Branch, and the Atlantic Railroad, which is to run from the present terminus of the North Carolina Central Railroad at Goldsboro to Beaufort Harbor.

These railroads will collectively be about two hundred miles in length.

The first, extending from the coal fields to Fayetteville, thence, via Onslow to Beaufort Harbor, is already under contract and the contractors are vigorously at work on the portion west of Fayetteville.

The line from Goldsboro to Beaufort Harbor is in the hands of a company who have their hooks of subscription opened by Commissioners, and have received such encouragement in the way of subscriptions, that they have determined to organize the company on the 15th July next.

Another important line has been suggested and measures are now on foot to determine its desireableness, namely, from Fayetteville to Charleston, South Carolina.

This line is for the purpose of reaching the Great bituminous Coal Basin of the Deep River, and by the Western Railroad, now being built, to place Charleston in a better position as a Naval depot.

By reference to the reports of the superintendent of the Coast Survey, it will be seen that it is there stated, that Beaufort is the best harbor on the coast south of Norfolk, and north of Rio de Janeiro. At this time North Carolina has no harbor within the state connected with the interior of over ten feet depth of water.

Wilmington, at the mouth of the Cape Fear river, has only ten feet of water at the bar. The general Government has spent vast sums here for deepening and improving, but with little or no effect.

The commerce of the world (since the great improvements in ocean navigation, made within the past ten years,) requires harbors of greater depth than formerly. Beaufort has twenty-four feet on the bar and is accessible at all times, hence its importance. Heretofore unconnected with the interior it has not been of much use; no navigable rivers lead from it into the rich country surrounding it, but time will soon substitute the iron road.—Already a town has been laid out on a more favorable site than that occupied by the fishermens' village of the same name as the Harbor, and it is intended to terminate the Atlantic and the Western railroads at it. Carolina City is the name of the new metropolis.

In speaking of this site, at the Southern Conventiou, Lieut. Maury, who, it is well known, has as clear an appreciatiou of the importance of the subject as any man, remarked "that although Charleston might sneer at the insignificance of the place, as compared with itself, it was his deliberate opinion, that within fifteen years it would have enough to do to keep pace with its rival."

North Carolina is not alone interested in what she is doing. All the West and Northwest will be directly benefitted.

The extension of the Central railroad into Tennesse will give another outlet from the Mississippi. Ohio and Kentucky are greatly to be benefitted by this plan. All the South American and West India trade of this part of the country, will, when the railroads referred to are completed, pass most advantageously over them to and from Beaufort.

The line over the mountains in the western part of the state connecting the central and the western roads of North Carolina with Knoxville, has already been surveyed, and it is confidently anticipated that at the coming session of the Legislature provision will be made for its construction.

At some other time it is proposed to discuss the merits of these enterprises in a commercial view, in detail—they are worthy of the most serious consideration.

TRACK LAYING.

We commend the following to the serious consideration of Railroad officers, contractors and others. The idea presented by our correspondent is very plausible, and is doubtless worthy of the serious attention of parties interested:

Editor Railroad Record: Sir—After considerable observation, and experience in the construction, etc., of railroads, I am forcibly impressed with the fact that an enormous amount of iron is annually and needlessly destroyed, by running the heavy engines now in use, over a cross-tie track. I have no hesitation in saying that the amount of repairs required, and the destruction of iron on a cross-tie track is at least 20 per cent more than it would be on a track of a continuous bearing.

On the best constructed cross-tie roads it is impossible to keep the track in perfect order. Water accumulates and settles abont the tie, and as soon as the engine comes on it mud is thrown out from underneath which of course leaves a vacancy, and constantly gets worse.

This occurs more especially with joint ties, where its effects are most disastrous. Every one connected with railroads knows to a certain extent the damage that is produced by this settling of the joints, how the locomotive in falling half an inch or more, pounds and bruises the ends of the rails; bends the bars, draws and breaks off the heads of spikes, etc.,

If on a level track the joint tie sinks only half an inch, the engine at that point has to overcome a grade of about 88 feet per mile, and as the engine pitches on to the end of the rails at this point the speedy destruction of rails is unavoidable.

Compound rails have been invented, but they can not totally remedy the defect, because any tie is liable to settle, whether at a joint or in the middle of a bar, and wherever such settling takes place there must be an undue pressure and strain upon the rail.

The common ∩ or T rail is the best rail, and whatever improvement is made for the securing a track as permanent as possible, and at the same time, an economical one, must be done at the foundation.

If we lay a track on longitudinal sills, from 20 to 30 feet long, 12×10, with the broad surface down, braced at every ten feet by a brace

6X4, dovetailed in on top of, and clear across the stringer, (sill), and pinned, and let the chairs in flush with the timber to prevent the ends of the rails from bruising the sills, and break joints with the rails at least five feet from the joint of the sills, then with 6 or 10 inches of gravel (ballast) under the sills, and the sill bedded to its top surface allowing the gravel to slope off, so that water falling outside of the sill may pass off down the bank, and that falling between the track draw to the center and pass off underneath the ballasting, we shall have I think about as good a track as is required, and at an expense of not more than $1,000 per mile over the cost of a cross-tie track. A sum which I have no hesitation in saying would be saved in repairs of road, wear and tear of rolling stock, etc., in less than one year.

I am sir, with much respect,
Your obedient servant,
C. Engineer.

Gibson House, Cincinnati, June 16, 1854.

From the Philosoph. Magazine, April, 1854.

ON THE SPHEROIDAL STATE OF WATER IN STEAM-BOILERS.

BY A. NORMANDY, ESQ.,

To Dr. Tyndall, F. R. S., &c.—Convinced as I am that water frequently assumes the spheroidal state in boilers, in consequence of which these most important vessels, on which the very existence of the steam engine, that is, of most of the comforts of civilized life, depend, are too often converted by mismanagement or ignorance into frightful engines of death and destruction, I venture now to trouble you with a few observations in addition to those which you were kind enough to listen to the other day, in the hope that, should the facts which I am about to relate appear to you as conclusive as they do to me, you may be induced, in your lectures on heat, to call once more the attention of the audience, should you deem fit to do so, to this, I believe, fruitful but almost unsuspected, or at any rate, scarcely credited source of explosion.

I have already had the honor to relate to you that I had seen the plates of a Cornish boiler, a quarter of an inch thick, become red hot in the flue, although at the time the boiler contained its due quantity of water. It was a new boiler, about 18 feet long; and that the water had assumed therein the spheroidal state is proved by the fact, that a lead rivet, 1 inch in diameter, put in for safety, was actually melted. It is, in fact, this rivet which led to the detection of the cause of the occurrence, and an investigation of the subject brought out the following details. The fireman or stoker was an ignorant mulatto, who having noticed the lead rivet in the boiler, had given it as his opinion that it would soon be melted by the fire; the possibility of such an accident having been denied by one of his fellow workmen, a bet had taken place between them.—The wager having thus been laid, the fireman set to keeping up a brisk, bright fire; in consequence of which, steam being generated exceedingly fast, *priming*, that is a production of steam under the superincumbent water, took place, and, as a matter of course, the water, or a portion thereof, not being any longer in contact with the surface of the iron plate, the latter in a very short time became red hot, and *the rivet melted;* for sometime afterwards, however, the water being in the spheroidal state, the boiler remained apparently sound, that is, it did not leak, although it had an opening of an inch diameter left in consequence of the melting of the rivet; it was only shortly afterwards I was told, that the heat having diminished, torrents of water poured through the hole with almost explosive violence, emitting volumes of scalding steam as it came in contact with the fire on the grate.

This took place at the Wenlock Timber Saw-mills; and I can bear testimony to the above fact, and likewise to this circumstance, that when filled as usual with its normal quantity of water, the bottom of the boiler over the fire could, in the course of five or six minutes, be made red-hot at pleasure by brisk firing. In fact, having called at the above works, according to appointment, to meet the engineer there, my inquiry as to the then state of the boiler was answered by the foreman, in presence of his master, in these words:—"*The boiler is not red hot now, but if you will step this way it will be so immediately;*" and in spite of all remonstrance as to the danger of such an experiment, he came shortly afterwards to announce that the boiler was red-hot, and *I saw it* in that state in presence of the engineer, the master, his nephew, the foreman, and the fireman or stoker. The production of steam had thereby been spontaneously reduced, the bolt or lead rivet eventually melted, but not in my presence; for seeing the state of things I speedily retreated with the engineer and master, but almost reluctantly followed by the foreman, in whose somewhat jeering looks I could plainly read that he entertained but a poor idea of our pluck.

In addition to this, I may say that in "wagon boilers," a shape than which none can be more unsafe, but which is now fortunately much less in use than in former years, bulging bumps are very often observed, which are certainly due to the pressure of the steam in the boiler upon the iron plates of the bottom, when by extravagant or incautious firing they have been made red-hot. Frequently, however, instead of bulgings or bumps being thus produced, a disruption of the boiler takes place, attended with more or less fatal consequences. Many such accidents have thus happened at Manches[illegible], particularly on Monday mornings.

Franklin Canal Company Railroad, Pa.—At a meeting of the stockholders of the Franklin Canal Company below Erie, last Monday, 19th inst., that Road was formally transferred to the Cleveland, Painesville and Ashtabula Railroad Company, coupled with an agreement to place the stock at a valuation equal to that of the last named interest, or in lieu thereof to pay each shareholder dollar for dollar, with interest from the date of running operations. A resolution was also adopted accepting the Compromise Railroad bill without conditions, in imitation of the stockholders of the Cleveland, Painesville and Ashtabula Road, in a distinct capacity, at their meeting in Cleveland last Tuesday week.

Baton Rouge has subscribed $100,000 to a railroad connection with Jackson, Miss.

Ship-Building on the Clyde—Marine, Steam and Machinery Statistics.

We are indebted to an esteemed friend for several foreign journals, containing much valuable information in relation to ship-building on the Clyde, and principally between Glasgow and Ayr, inclusive. The figures are well calculated to surprise. The calculations are made from April 1853, to April 1854, and the total number of vessels built was 266, viz: 88 sailing vessels, 126 screw steamers, and 52 paddle steamers. The details may thus be stated:

BUILT DURING LAST YEAR.

	Number.	Tonnage.	Horse-power.
Sailing vessels,	37	3,070	
Screw do.	59	45,526	5,972
Paddle do.	12	15,518	6,139
Total,	123	64,114	12,111

Of these, thirteen were wood.

NOW BUILDING, OR ORDERED.

	Number.	Tonnage.	Horse-power.
Sailing vessels,	51	28,196	
Screw do	67	63,271	10,519
Paddle do	25	12,182	4,205
Total	132	103,656	14,724

Of these,, 18 were of wood.

AGGREGATE VESSELS BUILT, BEING BUILT, OR ORDERED.

	Number.	Tonnage.	Horse-power.
Sailing vessels,	88	32,266	
Screw do	126	108,804	16,491
Paddle do	52	27,700	19,334
Total,	266	167,700	26,835

Of the foregoing, two are intended for the Liverpool and Philadelphia Line.

The foregoing figures place the Clyde far above either London, Liverpool, or any port in the world, in this particular line. The trade is increasing too, as the following comparative view of the number of vessels building or ordered on the first of April of this and the previous year will show:

	1853.	1854.
Sailing vessels,	13	51
Screw do	51	67
Paddle do	16	25
Tonnage,	66,905	103,656
Horse-power,	15,135	14,724
Increase over previous year in vessels,		53
Increase over previous year in tonnage,		36,750

—*Pa. Inquirer.*

A Giant Steamship.—An enormous steamship is now in the course of construction at Millwall, England, for the Eastern Steam Navigation Company. She is to be launched and completed within two years. The extreme length of the main deck will be seven hundred and eighty feet, and the extreme length of keel six hundred and eighty-three feet; the depth of hold fifty-elght feet; the length of the principal saloon eighty feet. Tonnage 10,000, or builders' measurement 22,000. Her screw and paddle engines will be of the aggregate nominal power, 2,800 horse. She will also carry an immense quantity of sail. The principle of construction, as designed by Mr. Brunel, will be similar to that of the tube of the Britannia Bridge. Her bottom, deck and sides are to be doubled, and of a cellular form, with two feet six inches

between. She will have fourteen water-tight compartments, also two divisional bulkheads running her whole length. The *London Builder* says that the great length of the ship, according to all present experience, will enable her to pass through the water at a greater velocity, with a smaller power in proportion to her tonnage, than ordinary vessels now require to make ten knots an hour.

THE BALTIMORE AND OHIO RAILROAD.

Col. Lumsden, of the New Orleans *Picayune*, recently passed over this road, and in a letter to his paper he gives an account of the grand enterprise, from which we extract the following:

"No bolder conception, I fancy, than the construction of the Baltimore and Ohio Railroad has found a place in any man's mind during the present century, unless indeed, it be that of the Pacific road. But the idea of the Baltimore and Ohio road was originated twenty-seven years ago, when the internal improvements were not what they are now, and the company was the first chartered and fully organized railroad company in the United States for an extended line of road.

"The route of this road—three hundred and eighty miles—lies literally around, through, over and under immense mountains, and the entire capital so far expended in its construction and equipment is $22,000,000. Besides this immense sum, the city of Baltimore has just loaned the company, as you know, $5,000,000 more, with which they will make a double track of two hundred and fifty miles. Here is enterprise for you! Here is public spirit worthy the example of New Orleans!

"I have been hastily reading a brief but highly interesting history of this vast work, and find it there well said, that had the enterprising men who originated it imagined it would have cost anything approaching this vast amount, it can scarcely be supposed that they would have commenced it all.

"When, in 1827, the citizens of Baltimore resolved to apply to the Legislature of Maryland for a charter to build the road, its originators calculated the highest estimate of cost of construction at $5,000,000; the distance to the Ohio river at 260 miles—nearly one hundred miles short in this item; annual income from tolls $750,000, and the time to pass from Baltimore to Ohio sixty-two hours and a half.

"To see how vastly wide of the mark they reckoned, look at the actual cost of construction, which, as I have said, is $22,000,000; the distance is 380 miles; the income from tolls, for this year, will be nearly $4,000,000; while the time between the extreme points of the road, as printed in the schedules, is from seventeen to twenty hours.

"I learn, what has not been published, that the available "rolling stock" of the road is about as follows: 206 locomotives, 130 passenger cars, 1,200 coal cars, and 2,200 freight cars (eight wheeled) for general merchandise. With this equipment—the largest, doubtless, of any road in the Union—the company can take from the Ohio river into Baltimore 1,200 tons of freight daily, besides the increasing way trade, and 1,000 tons of coal from Cumberland and other coal depots. These are facts that the people of New Orleans ought to consider.

"There is probably no road in the country which can boast of more able and accomplished officers in every branch of its service, than the Baltimore and Ohio. The present efficient President, is Wm. G. Harrison, Esq.; John H. Done, Esq., is Master, and William P. Smith, Assistant Master of Transportation; Samuel J. Hays, Esq., Master of Machinery, and Wendell Bollman, Master of Road. The office of General Superintendent has been abolished.

"It was little after day-light when the train left Piedmont, and we soon commenced an ascent of seventeen miles to the Atlantic summit, by a grade, of which eleven miles is at the rate of one hundred and sixteen feet per mile. How magnificent the scene here presented! Nothing I had yet seen had at all equaled it.

"Altimont is 2,700 feet above tide water at Baltimore, and 1,806 feet above Piedmont; yet we ascended this long grade with ease at twenty miles per hour behind one of Denmead's ten-wheeled locomotives. This is the culumniating point of the line, and the great Back-bone mountain, now passed, towers up to the left, and is seen for miles at every opening in that direction.

"I might go on and multiply hundreds of other bold features of this vast road. I might make mention of a viaduct across the Monongahela river, 650 long and 39 feet above low water surface, the lofty and massive abutments of which support an iron superstructure of three arches of 200 feet span each, and which forms the largest bridge in this country. But I have said sufficient to prove to those who doubt the practicability of constructing railroads anywhere and under the most discouraging auspices, that, they can be built any and everywhere, and under any circumstances whatever—through the swamps of Louisiana and Mississippi, across rivers, and over and through the highest mountains—the Rocky mountains themselves. And remember, railroads not only pay for themselves, but build up towns and cities and keep them up. No city is a city without her railroads. No city can be one without them.

DAYTON & MICHIGAN RAILROAD.

We learn that the work upon this road, between Piqua and Sidney, under contract to Mr. Carey, has been suspended. The Dayton *Gazette* says:

"Mr. John W. Carey, who engaged to build the road from Piqua to a point four miles above Sidney, was to do the work for $189,000—one hundred thousand in real estate, $40,000 in bonds of the Bellefontaine and Indiana Railroad, and the remainder in certain stock subscriptions specified—all of which have been transferred to him or are at his disposal. He has expended $40,000 in prosecuting the work, and now, for reasons, into which it is not necessary for us to enter, declines to go on. The company have his bond in the sum of $300,000, with security, to make good his contract, in case his failure to go on is without excuse.

"The work north of Mr. Carey's job, to Toledo, is being prosecuted by Mr. Doolittle with a heavy force. In regard to the means of the company, we learn that there is not likely to be any embarrassment. The recent decision of the Supreme Court sustaining county and township subscriptions which were voted prior to the adoption of the new constitution, adds largely to the available resources of the company."

OBITUARY.

It is with feelings of deep regret that we announce the recent death of E. R. Stables, Esq., late Civil Engineer upon the line of the Cincinnati, Wilmington and Zanesville Railroad, at the early age of 24 years. He died at Circleville.

Mr. Stables was a native of Lancaster, England, and had practiced his profession upon some of the most prominent roads of that country. He was a man of marked ability in his profession; and was held in high estimation by those who knew him. He has contributed several valuable articles to the columns of the Record, upon subjects appertaining to his calling. Mr. Stables was a hard student, a close thinker, and a clear reasoner. His close application to study was one primary cause of his illness; he had been in this country only some four years, but in that short time, by diligence and ability in his profession, and gentlemanly deportment, he had won for himself a host of friends, as was practically evinced in the truly laudable care and attention bestowed upon his suffering and disconsolate widow, in the interval between his death and her departure for her early home, by those whom it would please us to name, did we feel at liberty to do so in this connection.

His loss will be felt by the company in whose employ he was, as well as sincerely mourned by a large circle of friends and acquaintances.

Indianapolis & Bellefontaine Railroad Company.—At the recent annual meeting of this company, the following Directors were elected, viz:

John Brough, Stillman Witt, James H. Godman, William A. Otis, Parker Handy, Robert Hilliard, David Kilgore, Samuel P. Anthony, Allen Makepeace, William Sparks, Samuel V. B. Noel, Daniel Yandes, Douglas Maguire, Alfred Harrison and Richard H. Winslow.

Mr. John Brough was chosen President Mr. James H. Godman, Vice-President, and Thomas H. Sharpe and Oscar F. Thompson were continued as Treasurer and Secretary.

The United States Navy.—The following figures comprise the officers of the line, with the amount of their salaries. Also the proposed retired list:

	At sea.	On leave of absence less than 6 months.	On leave over six months.	Retired. list.
15 Flag Officers,	$4000	$3000	$2500	$1700
55 Captains,	3500	2600	2000	1500
70 Commanders.	2500	1800	1650	1250
30 Lieut. Comd'g	2000	1600	1400	1000
300 Lieutenants,	1500	1200	1050	750
125 Masters,	1000	700	600	——
310 Midshipmen, same pay as now.				

The staff officers are to be, surgeons 75, assistant surgeons 85, chaplains 24, professors of mathematics 12.—*Penn. Inquirer.*

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

CORRECTED TO WEDNESDAY OF EACH WEEK.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'D.	ASK'D.
Alabama and Tennessee	1st mortgage, convertible till 1872	7	1872		96
Baltimore and Ohio	Transferable. Taxed	6	1885	83	83½
Do do	Coupons. Not Taxed	6	1875	88	89
Do do	" "	6	1880	84	87
Do do	"	7	1860		87
Do do		6	1885	83	85
Bellefontaine and Indiana	1st mortgage, convertible	6	1866	103	104
Buffalo and Penn. State Line	1st mortgage, not convertible	7	1866	100	101
Chicago and Rock Island	1st mortgage, convertible	7	1870	95	96
Chicago and Mississippi	1st " "	7	1862	90	92
Do do	2d " "	7	1874	75	77
Chicago and Aurora	1st " "	7	1886	90	92½
Cincinnati and Fort Wayne					
Cleveland, Columbus, and Cincinnati	1st mortgage, convertible	7	1859	128	130
Do do do	No mortgage, convertible	7	1853	124	127
Cleveland and Mahoning					
Cleveland, Painesville and Ashtabula	1st mortgage	7	1861	95	96
Do do	2d " not convertible	7	1861	99	100
Cleveland and Pittsburgh	1st " convertible	7	1860	95	96
do do		7	1873	85	90
Cleveland, Zanesville, and Cincinnati					
Cincinnati, Hamilton and Dayton	1st mortgage " till 1855	7	1861		95
do do do	2d mortgage	7	1868		95
do do do	3d mortgage	7	1880		90
Cincinnati, New Castle and Michigan	1st mortgage, real estate, convertible	10	5 & 10 y's	96	100
Cincinnati Western	1st " " " "	10	5 & 10 y's	90	98
Cincinnati, Wilmington and Zanesville	1st "	7	1862	94	95
Cincinnati, Indianapolis and Chicago					
Columbus and Lake Erie					
Columbus, Piqua and Indiana	1st mortgage, convertible	7	1862	84	86
Do do do	2d "		1852	80	83
Columbus and Xenia	1st mortgage, convertible	7	1859	118	120
Covington and Lexington	1st " " till 1862	7	1883	90	95
Do do	2d " "	6	1862	85	87½
Dayton and Michigan	1st " "	7	1867	94	97
Dayton and Western	1st " "	7	1862	90	97
Dayton, Xenia and Belpre					
Eaton and Hamilton	1st mortgage	7	1862	84	87
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.	7	1862	93	96
Evansville and Illinois	1st Mortgage, convertible 1857	7	1862	85	87
Frankfort and Lexington	1st " "	6			
Franklin and Warren					
Galena and Chicago Union	Pledge of 2d section, convertible	10	1853-6	125	130
Do do do	1st mort., 2d " not convertible	7	1862	89	90
Illinois Central	1st mortgage, not convertible	6	1875	78	79
Illinois and Wisconsin		10			
Indiana Central	1st mortgage, convertible	7	1866	95	97
Do do	" "	10	1857	99	100
Indianapolis and Bellefontaine	1st " "	7	1860-1		97½
Indianapolis and Lafayette	" "	7	1861	95	100
Jeffersonville	1st " not "	7	1861	90	94
Junction (Ohio)	1st " "	7	1867	106	108
Do do	2d " "	7		104	106
Lawrenceburg and Upper Mississippi	1st mortgage, convertible	7	1866		95
Lexington and Big Sandy					
Little Miami	No mortgage, convertible 1853-4	7	1858-61	114	116
Do	" " till 1855	7	1861	117	120
Louisville and Nashville					
Lyons', Iowa, Central	1st mortgage, convertible	7	1873	8	
Mad River and Lake Erie	1st mortgage, convertible till 1855	7	1895-6	97½	100
Do do	2d " "	7	1866	87	90
Do do	Dividend	7	1860	78	83
Madison and Indianapolis	1st mortgage, convertible after 1853	6	1861	100	103
Marietta and Cincinnati	1st " convertible	7	1868		87½
Maysville and Big Sandy					
Maysville and Lexington	1st mortgage, convertible	6	1873	51½	70
Memphis and Charleston					
Michigan Central	No mortgage, convertible	8	1860	103½	
Do do	" "	8	1855-6	100	102
Do do	" not "	8	1857-8		101
Michigan Southern	1st " " "	7	1860		95
Milwaukie and Mississippi	1st " " 1857	8	1862	100	101
Mobile and Ohio	1st mortgage 6s. 1884				
Nashville and Chattanooga				83	93
New Albany and Salem	mortgage on 1st section	10	1858-62	109	111
Do do	1st " on other sections, convert.	8	1864-75		90
New Castle and Richmond	1st " convertible	6	1873	87	90
New Orleans and Ohio, Ky	Guar. of McCracken Co			86	93
New York and Erie	1st mortgage, not convertible	7	1867	115	116
Do do	2d " convertible	7	1859	100	101
Do do	Income, not convertible	7	1855	97	98
Do do	Convertible till 1861	7	1871	83	85
Do do	" " 1862	7	1862	84	88
Northern Indiana	1st mortgage, not convertible	7	1860	95	96
Do do	2d "	7	1863	82	85
Do do	1st mortgage Goshen line			92	95
Do do	Construction Bonds			102	105
Ohio Central	1st mortgage, convertible, west section.	7	1861		
Do	1st " " east "	7	1864	94½	97
Ohio and Indiana	1st " "	7	1867	97	100
Ohio and Pennsylvania	" "	7	1865-6	102	104½
Do do	Income. No mortgage, convertible	7	1872	92	95
Pacific, Mo					
Panama	1st mortgage, convertible	7	1866	106	107
Parkersburgh (or Northwestern Va.)	" Guar. City of Baltimore	7	1873	99	100
Pennsylvania	1st mortgage, convertible till 1860	6	1880	100	101
Peru and Indianapolis	1st " convertible	7		78	83
Rock River Valley Union	1st " convertible	7	1872	98	100
Sandusky and Mansfield	1st "	7	1860	71	75
Do do	2d "	10	1853-7	102	104
Scioto and Hocking Valley	1st " conv. coupons	7	1861	87	90
Southwestern, Tennessee					
Springfield and Columbus					
Steubenville and Indiana	1st mortgage, convertible	7	1865		94½
Terre Haute and Alton	1st " convertible		1862-72		92
Do do	2d " do	8	1865		
Terre Haute and Richmond	1st mortgage, convertible	6	1866	100½	103
Toledo, Norwalk and Cleveland	1st "	7	1863	87¾	90
Do do do	2d "			90	95
Do do do	" Guar of C. C. & C		1883	90	95

TABLES OF RAILROAD SHARES.

☞ The following quotations are not PER SHARE, but upon the HUNDRED DOLLARS.

	shares.	off'd.	ask'd.
Baltimore and Ohio	100	57	58
Bellefontaine and Delaware	50	40	50
Bellefontaine and Indiana	50	90	80
Belleville and Illinoistown			
Buffalo and Pennsylvania State Line		125	130
Central Military Tract			
Central Ohio	50	80	90
Chicago and Rock Island		94	96
Chicago & Miss., (Alton & Springf'd,)			
Cincinnati, Cambridge and Chicago		30	35
Cincinnati and Fort Wayne			
Cincinnati Hamilton and Dayton	100	95	100
Cincinnati, Indianapolis and Chicago			
Cincinnati, Logansport and Chicago	50		90
Cincinnati Western	50	80	45
Cin. Wilmington and Zanesville	50	70	80
Cleveland, Columbus and Cin	100	115	118
Cleveland, Medina and Tuscarawas			
Cleveland, Painesville and Ashtabula	100	110	111
Cleveland and Pittsburgh	50	70	75
Cleveland and Mahoning			
Cleveland and Toledo	50	87	90
Cleveland, Zanesville, and Cincinnatt.			
ClintonLine			
Columbus and Lake Erie	50	50	70
Columbus, Piqua and Indiana	50	51¼	65
Columbus and Xenia	50	100	105
Covington and Lexington	50	56	66
Covington and Ohio, Va			
Dayton and Michigan	50	60	65
Dayton and Western	50	73½	80
Dayton Short Line	50		
Dayton, Xenia and Belpre			
Detroit and Pontiac			
Eaton and Hamilton	25	50	60
Eaton and Piqua			
Erie and Northeast		110	112
Erie and Kalamazoo		95	100
Evansville and Crawfordsville			
Fort Wayne and Mississippi	50		
Fort Wayne and Southern	25		
Franklin and Warren			
Galena and Chicago Union	100	123	125
Greenville and Miami	50	73	75
Hannibal and St. Joseph			
Hempfield			
Henderson and Nashville			
Hillsboro' and Cincinnati	50	50	55
Illinois Central	100	118	120
Illinois and Wisconsin			
Indiana Central	50	75	85
Do do 10 per cent	50	81	85
Indianapolis and Bellefontaine	25	78	95
Indianapolis and Cincinnati	50	65	75
Indianapolis and Lafayette	50	76	80
Jeffersonville and Indianapolis	50	72	78
Junction (Ohio)	50	90	95
La Crosse and Milwaukie	100		
Lake Erie, Wabash and St. Louis			
Lawrenceburg and Upper Mississippi	50	65	75
Lexington and Frankfort			
Lexington and Danville			
Little Miami	50	100	110
Logansport and Pacific			
Logansport and Marion			
Louisville and Frankfort	50	62	70
Louisville and Nashville	100		
Macon, Georgia	10	165	110
Mad River and Lake Erie	50	68	80
Madison and Indianapolis	50	40	50
Madison, Indianapolis and Peru	50	50	55
Marietta and Cincinnati	50	48	65
Marion and Mississinewa Valley			
Maysville and Lexington	50	50	60
Maysville and Big Sandy			
Memphis and Charleston			
Michigan Central		95½	109
Michigan Southern		115	120
Milwaukie and Mississippi		77	82
Mobile and Ohio			
Nashville and Chattanooga			
New Albany and Salem	50	40	50
New Orleans and Ohio			
New York Central		99	100
New York and Erie	100	62	63
Northern Indiana		115	120
Ohio and Indiana		76	80
Ohio and Mississippi	50	80	90
Ohio and Pennsylvania	50	90	91
Ohio River and Wabash			
Owl Creek Valley			
Pacific, Mo			
Panama		105	107
Parkersburg, or Northwestern Va			
Pennsylvania	50	90	92
Peru and Indianapolis	25	68½	75
Sandusky and Mansfield	50	55	60
Sandusky, Mansfield, and Newark	50		
Sangamon & Morgan, or Great West'n,			
Scioto and Hocking Valley	50	55	60
Southwestern Indiana			
Southwestern, Tenn			
Springfiled Mt. Vernon and Pittsb'gh.	50	70	80
Springfield and Columbus			
Steubenville and Indiana			
Terre Haute and Alton			
Terre Haute and Richmond		100	102
Toledo and Illinois			
Toledo, Norwalk and Cleveland	50	95	100

STOCK TABLE.

CORRECTED WEEKLY.

Government Securities.

	INT.	DUE.	OFF'D.	ASK'D.
U. S. Loan	6	1856	105	109
Do	6	1862	114	118
Do	6	1867	120	120
Do	6	1868	120	121
Do (int. ceased July 1).	5	1853	101¾	102
Do Coupons		1862	117¾	118
Do "	6	1868	122	123
Do "		1853	100	101

State.

Alabama	5	....	90	95
Do	6	....	102	104
Arkansas	6	....	95	100
Georgia	6	....	107	108
Do	7	....		
Illinois Canal Bonds		1860	96	98
Do do registered		1860	110	110½
Do do		1847	92	95
Do do registered		1847	90	96
Do do Internal Impt.		1847	89	95
Do Intereat do		....	60	64
Indiana	5	....	98	100
Do	2½	....	56	60
Do Canal Loan	6	....	93	94
Do do preferred	5	....	54	55
Do do deferred	5	....	30	32
Do speeial preferred	5	....	24	25
Do do deferred.	5	....	10	11
Keutueky, 30 years	6	1871	101	102
Do 15 years	6	....	107	108
Do large honds	6	0869-72	106	108
Do	5	....	92½	93½
Michigan	6	....	94½	96
Ohio	6	1856	102	103
Do	6	1860	107	108
Do	6	1870	108	113
Do	6	1873	108	
Do	5	1853	102	105
Do	5	1864	104	106
Pennsylvania	6	....	103	105
Do	5	1870	86	87
Tennesaee, new loan	6	1890	105	106
Do Coupons	5	....		90
Virginia Coupons	6	1886	106	107

City Securities.

Albany	6	1867-9	106	107
Allegheny	6	1873	75	76
Baltimore	6	1870-90	99½	101
Do	5	1865	87	89
Boston Bonds	4½	1860	101	102
Chicago	6	1876-7	99	100
Covington	6	1881	93	95
Cincinnati	6	1860	97	100
Do	6	1897	97	100
Do	5	1884	86	87
Do W. W	6	1865	102	103
Jeffersonville, Indiana	7	1872-82	85	88
Lawrenceburgh, Ia	7	....	80	90
Louisville	6	1880	82	85
Memphis	6	1882	90	92
New York	7	1857	101	103
Do	5	1858-60	97	98
Do	5	1870-5	102	103
Do	5	1890	105	107
Philadelphia	6	1876-90	98	99
Pittsburgh	6	1869-71	92	98
Do coupons	6	1883		87
Richmond	6	1882	93	94
St. Louis	6	1870	89	90
Wheeling	6	1872	105	106

County Bonds.

Bourbon, Ky	6	1881	89½	90
Darke, O	7	....	92	95
Fairfield, O	7	1862	90	92
Fayette, Ky	6	1881-2	80	84
Guernsey, O	7	1862	97	99
Mason, Ky	6	1881	80	84
McCraken co. Ky., endorsed by Now Orleans and Ohio R.R.			86	93
St. Louis	6	1866	83	85
Do	7	1871	107	108

Banks.

OHIO.

Ohio Life Insurance and Trust Co	93	95
Lafayette, Cincinnati, (closing)	113	115
Franklin do		
Commercial do		
Mech. & Traders do		
State Branches		

KENTUCKY.

Bank of Kentucky and Braneh es	107	108
Northern, and Branches	115	116
Southern, and Braneh es	103	106
Bank of Louisville	111	112
Kentucky Trust Co	99	100
Farmers' Bank of Kentueky	107	110
Newport Safety Fund Bank	98	100
Commercial Bank of Kentueky		

INDIANA.

State Bank and Braneh es		

TENNESSEE.

State Bank and Branches		
Union	94	100
Planters'	97½	100

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g.
On New York	Sight	1	1¼ prem.
Boston	Sight	1	1¼ prem.
Philadelphia	Sight	1	1¼ prem.
Baltimore	Sight	1	1¼ prem.
New Orleans	Sight		prem.
England		110½	112½.

SPECIE.

GOLD.

California, ℔ oz	$17 50	@	$17 65
Spanish Doubloons	16 50	@	16 60
Patrint Doubloons	15 60	@	15 80
Sovereigns	4 85	@	4 88
Guineas	5 00	@	5 00
American, new	1 00½	@	1 01
American, old	1 04	@	1 06
Portuguese	1 00	@	1 01

SILVER.

American Dollars	1 02	@	1 04
American, halves	1 02	@	1 04
Spanish Dollars	1 05	@	1 07
Spanish Quartera	1 02	@	1 03
Mexican Dollars	1 03	@	1 04
Five Frane pieces	95	@	96

LAND WARRANTS.

	Off'd.	Ask'd
160 acre warrants	$185	$190
80 acre warrants	95	98
40 acrow arrants	46½	47¾

Reported for the Railroad Record.

CINCINNATI STOCK SALES.

AT THE STOCK BOARD,

MERCHANTS' EXCHANGE

And at Private Sale.

BY HEWSON & HOLMES,

For the week ending Wednesday, June 28, 1854

7	Shares New Albany and Salem R.R. stock,		42 50
90	" " " "		42 50
100	" " " "		40 00
25	" Ohio and Miss.		80 00
60	" Cincinnati and Indianapolis	"	57 50
35	" Peru and Indianapons	"	50 00
100	" " "	"	50 00
12	" Cin., Ham. and Dayton	"	97 00
8	" " "	"	97 00
15	" " "	"	95 00
14	" Mad. Ind. and Peru	"	30 00
20	" Little Miami	"	100 00
55	" " "	"	100 00
37	" " "	"	100 00
89	" Springfi'd, Mt. Ver. & Pitts.	"	41 00
100	" Cin. Wil. and Zanesville	"	65 00
100	" " " "	"	65 00
100	" " " "	"	65 00
20	" Indiana Central	"	70 00
25	" Eaton and Ham.	"	50 00
34	" Cov. and Lox. "	"	55 00
150	" Hillsboro' and Cin.	"	40 00
5	" Ky. Trust Co. Bank		96 00
10	" " " "		60 00

MONETARY.

Money is in active demand at the East; trade is dull, though there is no pressure in the mercantile community. Legal rates are fully maintained for call loans. "Number one" paper rates at 10@12 per cent., less known at higher rates.

Foreign Exchange is dull, and rates at 109¼@109½ per cent. for first names.

In the stock market, there is a downward tendency, until the principal stocks have reached lower prices than for years before.

Sales by A. H. Nienlay, 19th inst:

20 Bonds, $1000 each, Brunswick Canal and Railroad Company of Georgia, 2 mort. couv. 7s, 63 each	25 00
$3000 Great West. Ill. 10s, 68,	88 50
1,000 " do do do	88 25
5,000 " do do do	88 00
5,000 Sand. & Mansfi'd and New'k 1st mort. 7s, '74	66 00
3,000 Tol. Nor. and Cleve. 7s, '63	85 00
6,000 Cleve. and Toledo 7s, 1863	75 00
50 Shares Second Avenue R. R. Co	65 00
$880 Interest Bond, State of Illinois, (new Inter. Imp.) 6s, 1877,	62 25

By the same, 22d inst.,—

$5,000 Maysv and Lex. 2d mor. 6s, '78,	44 50
10,000 Great Western, Ill. 1st mort 10s '63	87 50
1,000 Lyons, Iowa, Cen., 7s. '73,	10 00

June 23d, at Exchange—

$4,000 Columb. Piqua & Ind. 7s, conv	75 25
5,000 Sand. Mansf. and Newark 7s	60 50
123 Shares Cleveland and Toledo RR Co	87 75
70 Shares N. Y. Central Road	96 50
100 Shares N. Y. and Erie RR	61 22½
100 Shares Mich. South. R R	105 75
400 Shares Panama R. R	105 00
100 Shares Little Miami R R	100 00

The New York Canal loan of $1,000,000, has all been taken up at 116.50 to 120 00 per cent. This is pretty convincing evidence that there is no lack of money in the market.

At the West, the money market has been rather quiet; the demand has been restricted somewhat, and the usual July settlements will doubtless cause an increased stringency for a short time. The rates of interest remain about the same, from 1@2 per cent. per month, according to the standing of the parties.

The Stock Market is quiet, but few transactions taking place.

The following DIVIDENDS have been declared—

Fitchburg, semi-annual,	3 per et.
Fall River, semi-annual,	4 "
Boston and Maine, semi-annual,	4 "
Eastern (Mass.), semi-annual	4 "
Little Miami & Columb. & Xenia (in stock)	5 "
Illinois Central, (int. div.),	3½ "
Boston and Worcester,	3½ "
Providenee and Worcester,	4 "
Western, Mass.,	3½ "
Indianapolis and Bellefontaine	5 "
Harlem,	4 "

WRONG CREDIT AGAIN.—In the Cincinnati *Gazette* of the 22d inst, is an article headed, *Cincinnati and Covington Bridge*, credited to the *Plow, Loom and Anvil.*

From the best of our recollection that article appeared originally in the columns of the *Record* as a communication from D. G. Smith, Esq., C. E. Architect of the Falmouth Suspension Bridge, and now a resident of Madison, Ia. Mistakes will happen.

The Indianapolis *Journal* has also, in the issue of the 22d inst., a short item on the Ohio and Mississippi Railroad, credited to the *New Albany Tribune.* The item is an extract from an original article appearing in the *Record* a short time since.

OFFICE OE THE

Cincinnati & Portsmouth Railroad Co.

Felicity, Clermont County.

☞ Communications addressed to T H. WHETSTONE President, and left with Messrs. JOHN F. DAIR & Co. Cincinnati, will receive prompt attention. a29-tf

Office Cincinnati & Chicago RR. Co.
(late Cincinnati Western RR.Co.)
CINCINNATI, June 26, 1854

NOTICE is hereby given that by a Decree of the Court of Common Pleas of Hamilton County, Ohio, the corporate name of the (late) Cincinnati Western Railroad Company, has been changed to the "Cincinnati and Chicago Railroad Compa y," by which name the business of the said Company will hereafter be transacted.

CALEB B. SMITH,
je.29 President.

JAMES W. HOOKER,

Commission Merchant,

AGRICULTURAL WAREHOUSE,

—AND—

MACHINERY DEPOT,

35 Lloyd Street,

BUFFALO, N. Y.

Commission Dealer in Portable and Stationary Engines Iron Planers, Lathes, Universal Cheeks, Belting, Oils, Rubber Packing and Hose, Scales, Safes, Mill Stones and Machinery generally. Post Paid Letters will receive prompt attention,

je. 1-tf.

R. M. SHOEMAKER, A. T. LEVIS,
J. P. SHOEMAKER, B. Y. SLAYMAKER.

COPARTNERSHIP.

SHOEMAKER, LEVIS & CO.,

SUCCESSORS TO

MORRELL, SHOEMAKER & CO.

MANUFACTURERS OF

Boiler Iron, Railway Chairs & Spikes.

WORKS— Covington, Ky.

STORE, No. 64 EAST COLUMBIA St.

CINCINNATI, O.

January 5, 1854 Jan.12-6*

OFFICE CINCINNATI WESTERN RR. Co.
Cincinnati, June 13, 1854.

THE Stockholders of the Cincinnati Western Railroad Co., are hereby notified that the third instalment of five dollars per share, due the 20th July next, and the fourth instalment of five dollars per share, due the 26th August next, are called for, payable at the office of the Company, No. 33 west Third street.

By order of the Board. CALEB B. SMITH,
je21 President.

Pittsburg, Philadelphia, Baltimore and New York!

FARE REDUCED! New route opened to New York, all the way by Railroad, via Cincinnati, Hamilton and Dayton Railroad!

Dangers and annoyances of the Lake Shore route at Erie and Harbor Creek avoided.

The quickest, cheapest and most pleasant route to Pittsburg, Philadelphia, Baltimore and New York. Depot in the west end of the city.

Only route via Pittsburg and Philadelphia by which through tickets can be obtained from Cincinnati to New York.

One less change of cars than any other route.

Passengers leaving Cincinnati on 6 o'clock Morning Train of Cincinnati, Hamilton and Dayton Railroad, go through to Crestline without change of cars, and after having thirty minutes for dinner, proceed by Ohio and Pennsylvania Railroad, arriving in Pittsburg at 8 o'clock P. M. Leave Pittsburg via Pennsylvania Central Railroad, at 9 o'clock P. M., and arrive in Baltimore and Philadelphia at 12 o'clock and 30 minutes (noon) next day; and from thence via Kensington and Jersey City, or Camden and Amboy Railroads, arriving in New York at 4 P. M.

Second Train—Leaves Cincinnati, Hamilton and Dayton Railroad at 8 o'clock and 30 minutes every morning; arrives at Crestline at 4.20 P. M., and Pittsburg at 12 o'clock and 30 minutes, midnight; and after a comfortable night's rest, resume by 7 o'clock A. M. Train, arriving in Philadelphia and Baltimore at 12 o'clock and 30 minutes, midnight.

The only offices in Cincinnati at which through tickets can be purchased from Cincinnati to New York via Pittsburg and Philadelphia, are under the Spencer House, and one door below the Gibson House on Walnut street,

FARE.

From Cincinnati to Pittsburg, first class			$ 8 00
do	do	do front car,	5 00
do	do	Philadelphia	14 00
do	do	Baltimore	14 00
do	do	New York via Pittsburg and Philadelphia—all the way by railroad	16 00

For through tickets and information, please apply at Cincinnati, Hamilton and Dayton Railroad Office, north west corner of Broadway and Front streets, under the Spencer House, or to J. W. SHIPLEY, at Railroad Office on Walnut street, between Fourth and Fifth streets, one door south of the Gibson House, or at Sixth street Depot.

H. O. AMES, Superintendent.
W. A. LATHAM, Agent.

The Omnibus Line will call for passengers by leaving their orders at the offices.

je15-tf WM. H. SMITH, Conductor.

HEWSON & HOLMES

HAVE Auction Sales of Stocks, Bonds, and other Securities every WEDNESDAY and SATURDAY, at 12 o'clock, at the

Merchants' Exchange,

And respectfully tender their services in effecting private sales of the same, and in the negotiating of loans.

Offices, Nos. 83 and 85 Walnut Street,
CINCINNATI, OHIO.

Cincinnati, Lebanon & Xenia Railroad.

OFFICE
No. 106 West Fourth street, west of Vine street.
CINCINNATI, O.

J. P. Gilchrist.....President.

Pittsburgh, Maysville & Cincinnati Railroad Company.

OFFICE AT
McCONNELSVILLE, O.

T. W. Peacock, Pres't.....Rob't McLeod, C. E



BANK NOTE ENGRAVING.

DANFORTH, WRIGHT & Co.,
No. 25 West Third Street, Cincinnati.
Bank Notes, Drafts, Bills of Exchange,
RAILROAD BONDS, & CERTIFICATES
mar3] Engraved in a style unsurpassed.

Rawdon, Wright, Hatch & Edson,

Bank Note Engravers and Printers.

Also, engraved in a style corresponding in excellence with that of Bank Notes—

RAIL ROAD, STATE, AND COUNTY BONDS,
BILLS OF EXCHANGE, CHECKS,
Drafts, Certificates of Stock and Deposit, Promissory Notes, Bill and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, &c., &c.

Constantly on hand, Bank Note Paper, made to order of a superior quality.

The above office is under the supervision of
GEORGE T. JONES,
South-East corner of Main and Fourth Sts., Cin.
mr3

To Railroad Contractors, Quarry Men, &c.

THE attention of those interested is called to ASH'S IMPROVED HORSE POWER ROCK DRILL, for Railroad Excavation, Stone Quarrying, Well Boring &c.

This Drill is worked by HORSE POWER, requiring but one horse and one man, to keep it constantly at work, with great ease and velocity, performing 60 strokes per minute. It is cheap of construction and repair. The AUGER weights from 300 to 500 pounds, will drill a perpendicular or inclined hole FOUR INCHES IN DIAMETER, at the rate of from 8 to 16 feet per day in ordinary lime stone. It has drilled 2 feet in one hour.

For rights to use for Counties or States, apply to the Patentee. WILLIAM F. ASH,
May 20, 3* Springfield, Ohio.

Baltimore & Ohio Railroad.

380 MILES BETWEEN WHEELING AND BALTIMORE.

THIS Road was opened to the Ohio River in the spring of 1853, and has already established a high character with the business community of the West. Its facilities for the transportation of freights are already superior to those of any other great through line—while the attractions of the country through which it runs, and its many admirable provisions for the expedition, comfort and safety of travelers, it has received such favor as a passenger road, (with its present connections,) as to show that it will become the preferred route for all portions of the West and South-West as soon as its further connections are formed by the completion of the Central Ohio, North-Western Virginia and other Railroads now rapidly finishing.

FOR PASSENGERS BY THIS ROUTE,

Through Tickets from all Parts of the West,

ARE NOW SOLD IN

Cincinnati, Louisville, Madison, Indianapolis, St. Louis, Chicago, Toledo, Detroit, Cleveland, Columbus, Zanesville and other Cities.

AT ALL OF WHICH ARRANGEMENTS HAVE BEEN EFFECTED

For Sending Travelers Direct to

WASHINGTON, BALTIMORE, PHILADELPHIA, NEW YORK, and other ATLANTIC CITIES.

FOR FREIGHTS IN EITHER DIRECTION

The fullest accommodations are provided. In motive power and Cars, the company has abundant resources, which are being further extended to meet the demands of Western Trade. In the dispatch and regularity of transpart, and in the careful landing of property, this road challenges a comparison with its rivals. At Baltimore, the road connects directly in the streets and at the wharves with the

PHILADELPHIA AND NEW YORK RAILROADS,

The numerous Steamers of the Parker Vein Line to New York and Boston, the Ericsson Steamers by Canal to Philadelphia and New York, And various other Lines of Steamers and Sailing Vessels to the Eastern Ports, and to Richmond, Norfolk, Charleston, Savannah, etc.

J. B. FORD is the Company's Receiving Agent at Wheeling.

WM. G. HARRISON, President. *JOHN H. DONE,* Mast. of Transportation,
je. 8† Baltimore.

Cincinnati & Cleveland Short Line Railroad.

OFFICE
No. 106 west Fourth street, west of Vine street.
CINCINNATI, O.

Hon. Thos. Corwin.....President.

OFFICE OF THE AGENCY OF THE

Indianapolis and Cincinnati Junction Railroad Company.

No. 23 West Sixth Street, bet. Main and Walnut Sts.,
CINCINNATI.

THE following Directors of the above company, re-elected on the 20th inst., at Connersville, Ia., to serve for one year, viz:

JOHN WOODS, President.
John D. Jones, Cincinnati.
Jonathan M. Ridenour, College Corner.
Samuel W. Parker, Connersville.
George Hibbon, Rushville.
James Blake, Indianapolis.
Wm. M. Smith, Connersville.

This road connects with the Cincinnati, Hamilton and Dayton Railroad at Hamilton, thence to Oxford, College Corner, Liberty, Brownsville, Connersville Rushville, Burlington, Morristown, Palestine and Indianapolis, passing through five of the best counties in the state of Indiana, viz: Union, Fayette, Rush Hancock and Marion.

M. JONES, Ag't,
Junction Railroad Co.
January 7th, 1854. jan. 12-tf.

BANKERS AND BROKERS.

GEORGE MILNE. GEO. M. REED.

GEORGE MILNE & CO.

BANKERS, EXCHANGE AND BILL BROKERS,
No. 19 West Third Street,
CINCINNATI, O.

T. S. GOODMAN & Co.,

No. 101 Main St. west side, bet. 3d and 4th Sts
CINCINNATI.

Dealers in Exchange, Bank Notes, Merchants' Pape &c. &c.

ELLIS & STURGES,

BANKERS & EXCHANGE BROKERS
N. E. Corner Third and Walnut Sts.
CINCINNATI.

ADRIAN H. MULLER & CO.,

AUCTIONEERS
Of the City of New York.

Hold their regular Auction Sales of Stocks, Bonds and other Securities every Wednesday at 12½ o'clock, at the Merchants' Exchange. They would respectfully tender their services in the negotiation of the same, either at private or public sale.

Office, No. 2, Pine Street, corner of Broadway, Metropolitan Bank Building.

REFERENCES BY PERMISSION:

Moses Taylor, Esq.; W. W. DeForest, Esq.; Geo. S. Robins, Esq.; Dow D. Williamson, Esq., Pres. Farmers' Loan and Trust Co.; Wm. F. Hayemeyer, Esq., Pres. Bank North America; Edward Whitehouse, Esq.; Messrs. Camman & Co.; Messrs. Carpenter & Vermilye; Messrs. Fisher, Denny & Co.; Messrs. Wm. & Jno. O'Brien; Messrs. Week, & Co. mh9 6*

ALBERT H. NICOLAY,

AUCTIONEER.

Holds his regular auction sales of Stocks, Bonds and other securities, every Monday and Thursday, at 12½ o'clock, at the Merchants' Exchange. First class Stocks and Bonds, at private sale.

Office No. 4 Broad street, New York.

STEREOTYPE FOUNDRY,

AND AGENCY OF
L. JOHNSON & Co.'s TYPE FOUNDRY.

C. F. O'DRISCOLL, (Successor to A. C. JAMES,) is prepared to execute in the best manner all kinds of

STEREOTYPING,

including Books, Pamphlets, Music, and Jobs of every description. He will keep on hand an assortment of

Card and Job Type, Cuts, Rules, &c. &c.

from the foundry of L. JOHNSON & CO., of Philadelphia, and will furnish to order PRINTING MATERIALS OF EVERY KIND,

AT THE FOUNDRY PRICES.

C. F. O'DRISCOLL,
No. 167 Walnut Street,
Cincinnati, O

BAILEY'S PATENT DUMPING CAR.

Fig. 1.

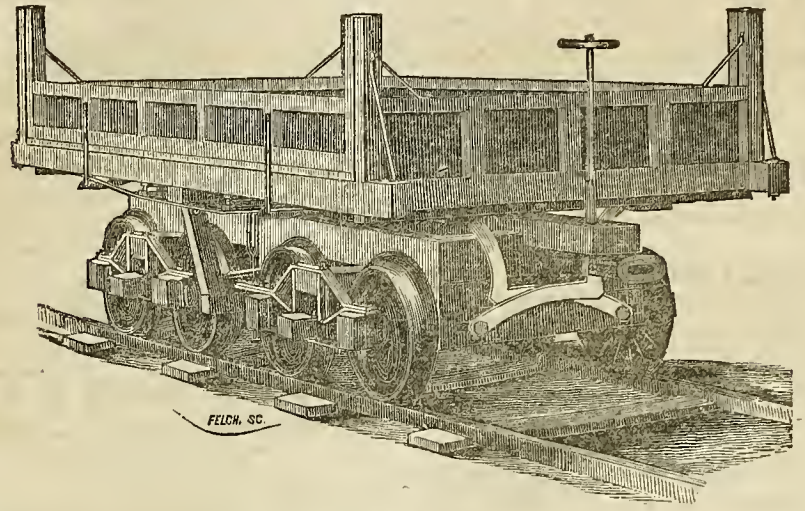
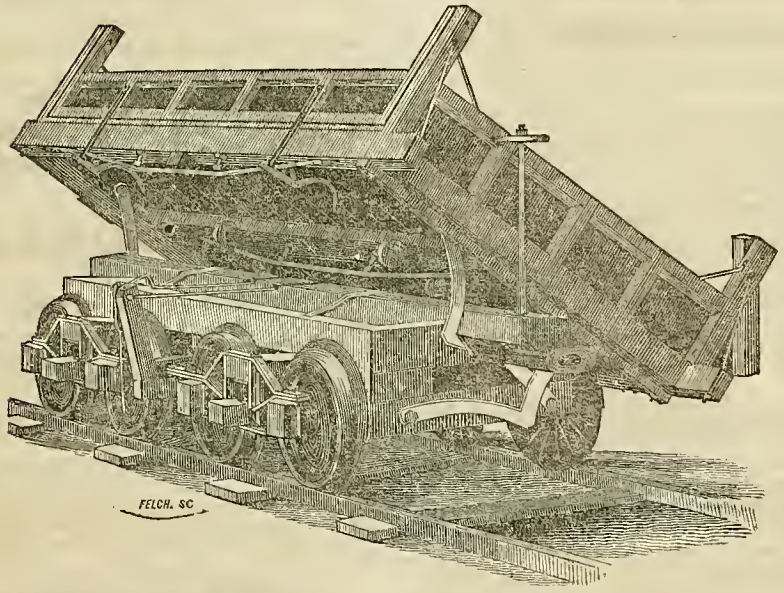


Fig 2.



The above engravings are views of a most important improvement in Railroad Dumping Cars. A patent was granted to C. P. Bailey for the improvement, January 24th, 1854.

Fig. 1 is a view of the car ready to receive the load.

Fig. 2 when dumped, or the load discharged.

This improvement has been in use on the Central Ohio Railroad for several months; also, on the Cincinnati, Hamilton & Dayton; Cleveland, Zanesville & Cincinnati; Cleveland & Columbus; and other Railroads in this state. Also upon the Illinois Central, in Illinois.

The improvement consists mainly, in the adoption of the Wrought Iron Transverse Bars, instead of the Cast Iron Rockers, generally in use. There are, however, other details of importance.

The box or body of the car rests on the ends of the Transverse Bars, whose other and lower ends are attached to the frame of the truck; two of the (wrought iron) bars are used at each end of the cars, to support and operate as guides in dumping the car. This improvement can be applied equally as well to the four-wheeled as to the eight-wheeled car.

One man will dump this car with ease when loaded, in less time than ten men can dump the rocker car, (the long or eight wheeled car is alluded to.) Contractors who have been using it, state that in graveling roads, **it is a saving of two cents per yard**, over the rocker car—that it is a much safer and easier car to manage, preferring it to any other car now in use for similar purposes.

Its liability to get out of repair is not one-tenth that of the Rocker Car. It is also well calculated for carrying and unloading Coal, Lime, Plaster, and all such materials as are carried in Dumping Cars—giving greater inclination in dumping, and discharging the load with greater facility than any other car.

The attention of Railroad Companies wanting Gravel Cars, as well as Coal Cars, is respectfully solicited to this improvement. The cost of this car does not exceed that of the Rocker Car,

To Railroad Companies and Car Builders who wish to purchase Rights, or wish information on the subject, letters addressed to me at Columbus, Ohio, will receive immediate attention.

GEO. L. CHASE.
Sole Agent for the United States.

Columbus, Ohio, June, 1854.

TESTIMONIALS.

Engineer's Office, C. O. R. R.
Zanesville, Ohio, Nov. 21st, 1853.

Charles P. Bailey, Esq.,

Dear Sir:—At your request, some two months since, I caused to be placed on this road two of your newly invented Gravel or Dumping Cars. From what I have seen of their work I am clearly of the opinion that they will soon supercede all others of the kind now in use

We have had the long car filled to its utmost capacity with the various kinds of excavation, and placed it in every position, and one man would dump it with ease in ten seconds, whereas, with the ordinary Rocker Car, it takes ten men one minute to perform the same labor.

The Car is simple in construction—not liable to get out of repair, as there is but little cast-iron about it. It tips to a greater angle than the ordinary car, therefore leaving its load in a better shape. I have no hesitation in saying that when more cars of the kind are wanted on this road they will be built after your model.

Wishing you every success in your undertaking, I remain, with great respect,

Yours, &c.,
GEO. T. CLARKE,
Chief Engineer.

I have purchased for the use of this company, two Gravel Cars, built after the plan of Mr. Bailey, and fully agree in the opinion above expressed.

HENRY O. AMES,
Sup't Cin., Ham. & Dayton Railroad.

I fully agree in the statement made by the gentlemen in this letter, and may also state that they are the best Gravel Cars ever built, in my opinion.

DANIEL McLAREN.
Mast. Machinist Cin., Ham. & Dayton Railroad.

Zanesville, Dec. 21, 1853.

Charles P. Bailey, Esq.,

Dear Sir:—From an experience in using your Improved Dumping Car, we have no hesitation in saying that two cents per yard is saved, (in labor and time) by using your car instead of the present Rocker Car.

That the repairs incidental to your car are not one-tenth of what they are on the Rocker Car.

That it is much the most profitable car for contractors as well as the safest one for laborers to use, being easier to handle.

We consider it superior, in every reapect, to all other cars of the kind now in use.

Yours, truly,
E. NEWCOMB,
C. BARRET.
Cont'rs for grav. East. Div. C. O Railroad.

I have seen the car above referred to at work, upon the Eastern Division Central Ohio Railroad, and fully concur with the opinion of Messrs. Newcomb & Barret

E. B. DUVAL,
Mast. Machinist, Central Ohio Railroad.
Zanesville, December 21, 1853.

Zanesville, Dec. 22, 1853.

Mr. C. P. Bailey,

Dear Sir:—As you desire my opinion of your Improved Dump or Gravel Car, that has been in use for the last three months on the Central Ohio Railroad, I do not hesitate to recommend it as being the best plan for a Gravel or Dump Car I have ever seen. The bills for repairing Dump Cars, such as are now in general use, it is well known, constitute a serious item of expense. On this account alone, your plan deserves a prefereuce over all others, as there is but little liability about your car to any such accidents as are constantly occurring to the others. It dumps to a greater angle, and one or two men can dump it in less time, and with greater ease than the ordinary Rocker is dumped by ten or twelve men.

It will give me pleasure to recommend it as superior to any improvement of the kind in use.

ROBERT MACLEOD.
Chief Engineer, P. M. & C. R. R.

At a meeting of the Ohio Association of Railroad Superintendents, held at Cincinnati, March 8, 1854, the Committee appointed to examine Bailey's Patent Dumping Car,

REPORT,

That they have examined the Car, and consider the improvement a valuable one: and would recommend to any members of the Association who may need Gravel Cars, to examine and test this Car, before purchasing elsewhere.

W. H. CLEMENT.
For the Committee.

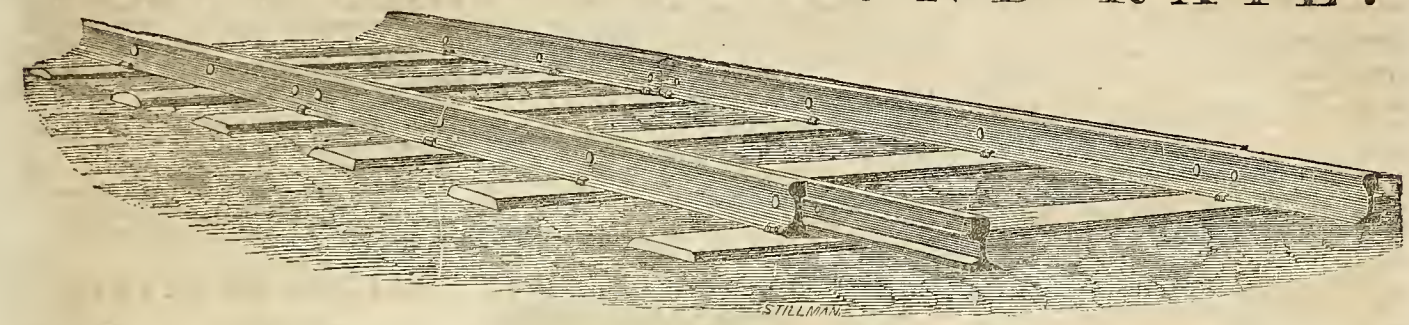
Clev. Col. & Cin. and Clev. & Erie R. R.
Supt.'s Office, Cleveland, O., Apr. 24, 1854.

Mr. Charles P. Bailey,

Dear Sir:—Two of your Patent Dumping Gravel Cars have been used on the Cleveland, Columbus & Cincinnati Railroad for several weeks, and I am so well satisfied that they are better than any others, that I have just ordered thirty more of the same sort,

Respectfully,
L TILTON,
Super't.

WINSLOW'S
PATENT COMPOUND RAIL.



THIS RAIL, which is represented by the above, has now been in use on several Roads for upwards of three years; during which time it has become established among Railroad Managers as realizing the advantages of a

THEORETICALLY PERFECT RAIL.

Its advantages over the common form of "T" Rail are—a saving in the wear and tear of Machinery—it saves, to a great extent, in the repairs of track—it secures a high rate of speed with the same power, and what is certainly of equal importance, complete protection against some of the accidents to which roads are liable. Being practically a continuous Rail for the entire length of the road, without break at the ends of bars, the jarring motion communicated thereby in passing over the common "T" Rail is avoided, as is also its effects upon Cars and Machinery. The comfort of travelers must of course be greatly increased.

This Rail is now manufactured at Hanging Rock Iron Works, upon the Ohio River, and at Mt. Savage Iron Works, Maryland. Specimens of the Rail and patterns of the same will be gladly shown, as well as information in relation thereto, given by application to

J. F. WINSLOW, Troy, New York.
ERASTUS CORNING & CO., Albany, N. Y.

A. S. WINSLOW, Nos. 9 & 11 West Second Street, bet. Main and Walnut Sts., CINCINNATI.

ap.7-tf

WHEELBARROWS!



ON hand, Wheelbarrows, of my own manufacture, suitable for Railroad, Turnpike, Canaling, &c., in lots, to suit purchasers. Orders filled for any reasonable amount

HENRY ROCKEY,
No. 21 East Front street

CAR MANUFACTORY,
Dayton, Ohio.

E. THRESHER & Co., having enlarged their shops, are prepared to contract on favorable terms, for building every variety of Railroad Cars, in any quantity and at short notice, made of the best materials, and of the most approved workmanship.

They are prepared also to furnish jaws and boxes; the Washburn wheel, thirty and thirty-three inch, adapted to inside or outside bearing; cast iron frogs steel plated; and switches of the most approved patterns.

They also manufacture blacksmith tuyeres, Harris' patent; portable bolt forges; bolt heading and bolt cutting machines; upright drills, wheel presses; wood planers; tenoning and mortising machines; &c.

They respectfully invite the attention of railroad directors and superintendents to their establishment.

Dayton, January 24th, 1853. jan 25-†

GUNPOWDER,
MANUFACTURED BY
The Hazard Powder Company,
HAZARDVILLE, CONN.

H. G. HAZARD, President.
A. E. DOUGLASS, Secretary.

The undersigned are always prepared to furnish Mining and Blasting Powder to any extent, delivered at any point on the lines of railroads, or other places of public improvements in the West or South, at the very lowest rates. Also, SAFETY FUSE of the best Eastern manufacture.

We would respectfully urge all contractors and consumers to call upon or correspond with either of us before arranging for their supplies elsewhere.

To the trade generally we would offer all the brands of Sporting and Rifle Powder manfactured by the above concern.

M. D. W LOOMIS,
Southeast corner Main and Second Sts.,
Cincinnati, O.
S. H. LOOMIS,
Nashville, Tenn.

August 16, 1853.—au18†

TO RAILROAD COMPANIES.

THE subscriber, manufacturer and agent for manufacturers of railroad materials, would solicit from railroad managers in the West their orders for

RAILROAD SPIKES, CAR AXLES, RUBBER SPRINGS, RUBBER HOSE, LOCOMOTIVE TIRES, SPRING STEEL, CAST STEEL, NUTS AND WASHERS, LOCOMOTIVE LANTERNS, ETC.

A. S. WINSLOW,
9 and 11 West Second St.,
Between Main and Walnut St., Cincinnati

†mr24

Locomotive Tires and Car Axles.

THE undersigned is prepared to supply Railroad Companies and Builders with Tires and Axles of superior quality and finish, made from faggoted charcoal Iron, formed and finished entirely under the hammer For the character of the manufacture he refers to builders and companies who have used them in the West.

A. S. WINSLOW,
†mr24 9 and 11 West Second St., Cincinnati

Norris' Locomotive Works,
PHILADELPHIA.

ENGAGED for many years in manufacturing Locomotives, offer to Railroad Companies to construct of any plan or size,

LOCOMOTIVES OF SUPERIOR QUALITY.

Our facilities for doing work have been largely increased this year, and orders can be executed with despatch.

Jy7 RICHARD NORRIS & SON.

ASHCROFT'S
METALIC STEAM GAUGE.
(BOURDEN'S PATENT.)

THE subscribers offer for sale this valuable Steam Gauge. It is adapted to Locomotive and other steam boilers, indicating with accuracy the continual variations of steam within the boiler, enabling the engineer to maintain a uniform and safe pressure. Any of the Eastern Railroads may be referred to for proof of its importance and value.

BRIDGES & BROTHER,
sep15tf 64 Courtlandt Street, New York.

KENTUCKY LOCOMOTIVE WORKS.
CORNER OF KENTUCKY AND TENTH STS.
LOUISVILLE, KY.

THE Proprietors of the Kentucky Locomotive Works would respectfully inform Railroad Companies and the public generally that, having completed their establishment, they are now prepared to receive and execute orders with fidelity and dispatch.

They will contract for

Locomotives, Passenger, Baggage, Freight, Gravel and Hand Cars,

Of every style and pattern, as well as all kinds of Stock and Machinery required for railroads.

Particular attention will be paid to repairing, for which they have every facility.

They are also prepared to contract on favorable terms for building all kinds of Machine Tools, such as Turning Engines, Lathes, Planers, Drills, Slotting, Splining, and Shaping Machines, of every variety of pattern.

Having also a large FOUNDRY connected with the establishment, orders for Castings are solicited, and will be filled with promptness.

Car Wheels of any pattern can be furnished on short notice. Double and single plate and Spoke Wheels of all sizes constantly on hand.

☞ Communications or orders must be addressed to
OLMSTED, TENNYS & PECK,
Louisville, Ky.
Je.8-tf

Indianapolis and Cincinnati Railroad, via Lawrenceburgh.

Through to Chicago in 15 Hours!

Shortest line to Indianapolis, Terre Haute, Lafayette, and Chicago.

Through from Cincinnati to Indianapolis in six hours. and to Chicago in 15 hours!

TWO TRAINS DAILY, Boat or Cars, each way, (Sundays excepted,) Passengers who prefer taking Steamboat for the first twenty miles, will go by the Steamer **Forest Queen**, foot of Main street, at 12 M.

Those who prefer the Cars for the whole distance, will go by the regular passenger trains of the

OHIO & MISSISSIPPI RAILROAD,

Which leave Cincinnati at 6.30 A. M. and 3.45 P. M.—The train which leaves Cincinnati at 6.30 A. M. connects at Lawrenceburgh with the Indianapolis and Cincinnati Railroad train for Indianapolis, Lafayette, Terre Haute, Michigan City and Chicago.

Baggage checked through and a Baggage Master accompanies the same.

Fare from Cincinnati to Indianapolis.....$3 00
Do do Lafayette..... 5 00
Do do Chicago..... 9 00

At Shelbyville passengers may take the Jefferson, Rushville, Kingstown or Columbus Cars.

GEO. HAVEN, Sup't.

Through tickets may be procured on board the boat, or at the Office of the Ohio and Mississippi Railroad, Fourth street, near Vine, or of

C. S. RUSSELL Ag't.
Ind. and Cin. R R. Office, corner of
Main and Water streets, Cincinnati.

☞ Omnibusses will call for passengers, by leaving their names at either of the above offices.

Cincinnati, June 1f.

Cincinnati, Logansport & Chicago Railroad.

TO CHICAGO IN 15 HOURS.
ALL THE WAY BY RAILROAD.

TWO daily trains, at 6 A. M. and 3 30 P. M. Cincinnati, Hamilton and Dayton Railroad.

BAGGAGE CHECKED THROUGH.

FARE:

rom Cincinnati to Indianapolis.....$3 00
do do Lafayette..... 5 00
do do Chicago..... 9 00

For information and through tickets, please apply at the General Railroad Ticket Office, No. 169 Walnut st, next door below the Gibson House, or at the Sixth street Depot.

JOHN W. SHIPLEY, Agent.

The Hamilton and Dayton Railroad Omnibus Line will call for passengers in any part of the city by leaving directions at the Ticket Office.

W. H. SMITH, Conductor.

Trains run by Columbus time, seven minutes faster han Cincinnati.

Change of Time on Cincinnati, Hamilton, Eaton & Richmond Railroad.

ON and after TUESDAY, April 4th, 1854, the Morning Train for Richmond and Indianapolis, will leave Depot, foot of Sixth stroot, at 6.10 o'clock, A. M.

Passengers by this Train connect at Indianapolis with the 1 o'clock, P. M. Train on Lafayette and Indianapolis Railroad for Lafayette and Chicago; arriving at Chicago by 9 o'clock, P. M., of same day, being 9 hours less time than by any other railroad route leaving Cincinnati.

Also, connect at Indianapolis with 1.15 P. M. Train for Terre Haute.

Trains for St. Louis leave Chicago at 11 o'clock P. M., after the arrival of 1 P. M. Train from Indianapolis in the morning, making this the quickest route by far between Cincinnati and St. Louis.

Evening Train will leave as usual, at 3.30 P. M. connecting at Richmond with 7 P. M. Train for Indianapolis: arriving at Indianapolis at 10.30 P. M.

Chicago and Lafayette passengers, by this Train, sleep at Indianapolis, and resume at 6, A. M. next morning,

FARE—Cincinnati to Richmond.....$1 75
Cincinnati to Indianapolis..... 3 00
Cincinnati to Chicago..... 9 00

ap. 6 D. M. MORROW, Sup't.

James' Railroad & Route Book

NEW EDITION:

Containing a list of all the Western and Southern Roads, with distances, fares, connections, etc., etc. Price, 15 cents.

J. A. & U. P. JAMES,
Publishers, 167, Walnut st., Cincinnati, O.

THE SHORTEST ROUTE TO CHICAGO.

Ohio & Mississippi Railroad

THREE regular passenger Trains daily, (except Sundays.) On Monday, April 17th, and until further notice,

Leave Cincinnati at 6.15 A. M., 2.15 P. M., and 4.40 P. M. Connecting at Lawrenceburg, at 7.30 A. M., and 3.30 P. M. with Train for Indianapolis, Terre Haute, Lafayette and Chicago.

AND RETURNING,

Leave Aurora at 6.40 A. M., 1.20 P. M., and 8.20 P. M. connecting at Lawrenceburgh, at 4.30 P. M. and at 8.30 P. M. with the Trains that leave Indianapolis at 12 A. M. and 4 P. M., uniting at that point with all the Trains from the North and West.

☞ Tickets may be procured at the office on Fourth street, near Vine.

☞ Omnibusses will run to and from the cars in the customary manner.

S. S. POST,
Chief Engineer and Superintendent.

Cincinnati, April 14, 1854.

Marietta & Cincinnati Railroad.

OPEN between CHILLICOTHE and GREENFIELD, Connected by Stage at Hillsborough, with Hillsborough and Cincinnati, and Little Miami Railroad Trains, forming a through daily line each way.

On and after Monday, the 8th of May, passenger trains will run as follows, viz:

Leave Chillicothe at 9 00 A. M.
Returning do Greenfield at 5 30 P. M.

Passengers from Cincinnati leave by Little Miami Railroad, at 7 40 A. M., dine at Hillsborough and reach Chillicothe the same Evening.

Fare from Cincinnati to Chillicothe, $3 45.

J. W. STOWELL,
Chillicothe, May 6th, '54— Sup't.

MUSKINGUM WORKS,

ZANESVILLE, OHIO.

DOUGLASS, SMITH & CO.

WOULD respectfully call the attention of Railroad Companies to their establishment at Zanesville

They are prepared to execute orders, on short notice, for

Passenger Cars of the most superior description,

Second Class Passenger, Mail Express, and Baggago Cars; Freight, Cattle, four or eight wheeled Gravel Cars.

We manufacture a superior

CAR WHEEL,

Over 2500 of which are now running on the Central Ohio Railroad, and many of these have been in use on the road over two years, having in that time only three to crack, and two to be renewed in consequence of the wearing of the Chill. We have also commenced the manufacture of the celebrated

WASHBURN WHEEL,

And are prepared to furnish this wheel, with or without axles. Also, castings for Cars fitted to order at the shortest notice.

BOLLMAN'S PATENT IRON & WOOD BRIDGE.

We are also agents and builders of the above celebrated Bridge. Are now placing upon the piers an iron bridge on this plan over the Muskingum river at Zanesville. We are ready to contract with companies for the construction of this Bridge. All orders addressed

DOUGLASS, SMITH & CO.,
au4tf. Muskingum Works, Zanesville, O.

Lightner's Patent Axle Boxes for Railroad Cars.

THE attention of Railroad Managers and others is called to this valuable improvement in

AXLE BOXES.

The first cost and "fitting up" of these boxes is 20 to 25 per cent below that of most boxes in use. They will save about 75 per cent in consumption of oil. The construction is simple; they are not liable to become loose, nor "heated" by severe service. The Resevoir is held close to the shaft, and the oil journals, are secure from dust yet easy of access; the brasses may be removed from the journals, while under the car, in a few minutes. Cars furnished with these boxes run from 4 to 5 weeks without replenishing the oil, and are not detained from the road for repairs ONE TENTH part of the time which is necessary when other boxes are used.

The business of a railroad can be done with a much less number of cars, with these boxes than if any other kind are used.

The first railroad men in the country have certified that Lightner's improvements in AXLE BOXES are among the first of the times.

Models and Testimony of the above Boxes, may be examined, and arrangements may be made for the right to use the same, with the subscriber.

WILLIAM SHERBURNE,
PRINCIPAL AGENT,
May 18.6m Office, No. 167 Broadway, New York.

Covington and Lexington Railroad Open to Falmouth.

ON and after Monday, the 7th of Nov., and until further notice, Cars will leave Covington daily (except Sundays) at 7 o'clock. A. M., for Falmouth,—stopping at DeCoursey, Culbertson, Grant's Bend, New Philadelphia, Canton Benton, Morning Side, Demossville, Butler and Irving.

Returning, will leave Falmouth at 1 P. M., stopping at all of the above stations.

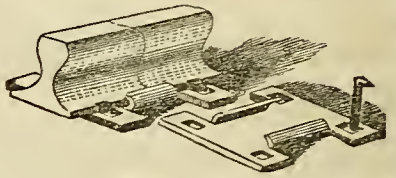
☞ For freight and passage apply to C. CARPENTER, Freight Agent, Covington Depot.

R. M. SHOEMAKER Superintendent.

Office Cov. and Lex. R. R. Co., Nov. 5th.

dc 2

RAILROAD SPIKES,



WROUGHT IRON

Chairs and Fastenings.

THE subscriber continues to manufactore with increased facilities. Hook and Flat Head Railroad Spikes, and Wrought Iron Chairs of any pattern, either punched or plain. The best quality of Iron is used, and the articles are guaranteed to give satisfaction in every respect. We are prepared to fill orders for any quantity with despatch, and at the lowest market prices.

Also, Boat Spikes, Bolts, and Boiler Rivets, superior quality.

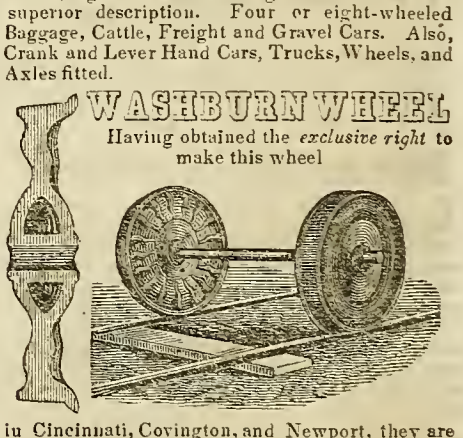
All communications addressed to us will meet withprompt attention.

SMITH & TYSON,
No. 25 South Charles Street, Baltimore

FULTON CAR WORKS,

CINCINNATI, OHIO.

THE Proprietors of this establishment would respectfully call the attention of Railroad Companies in the West and South to their establishment at Cincinnati. Their facilities for manufacturing are extensive, and the means of transportation to different points speedy and economical.—They are prepared to execute to order, on short notice, eight-wheeled Passenger Cars of the most superior description. Four or eight-wheeled Baggage, Cattle, Freight and Gravel Cars. Also, Crank and Lever Hand Cars, Trucks, Wheels, and Axles fitted.



Having obtained the *exclusive right* to make this wheel

in Cincinnati, Covington, and Newport, they are now prepared to furnish Railroad Companies with that celebrated Wheel, with or without Axles.—Also, Journal Oil Boxes of any pattern, and Castings for Cars fitted to order at the shortest notice.

Address KECK & HUBBARD,
Fulton Car Works, Cincinnati, Ohio.
ap.14. Office 62 East Second street

ENGINEERING!!

The undersigned is prepared to furnish
SPECIFICATIONS, ESTIMATES, AND PLANS,
In general or detail of all kinds of
Steam Vessels, Engines, Boilers, Mill Work, &c.
Particular attention given to the superintending of
LOCOMOTIVES, TENDERS, CARS,
And Railway Machinery of every Description,
While under construction.

AGENT FOR THE PURCHASE of, on commission, all articles required for Railroads, Steam Vessels, Locomotives. Engines, Boilers, Machinery, &c.

General Agent for
ASHCROFT'S STEAM GAUGE, ALLEN AND NOYES' METALIC SELF ADJUSTING CONICAL PACKING. DUDGEON'S HYDRAULIC JACK.

Also, for Water Gauges, Indicators, Steam Whistles, &c., &c.
CHAS. W. COPELAND,
Consulting Engineer,
64 Broadway, N. Y
s5-tf

TOPPAN, CARPENTER, CASILEAR & Co.,
Bank Note Engravers & Printers.

Also, of Drafts, Notes, Certificates of Stock and Deposit; Bonds for U. S. Government, State Governments, Railroad and other Corporations, &c., New York, Philadelphia, Boston and Cincinnati.

All the best securities against counterfeiting and alterations are combined in the Notes and other instruments executed by this establishment for every State in the Union, and for the General Government; for Canada and other countries. Their means of supplying the demands of business with *new Designs* and Ornamental Die-work are unsurpassed.

Bank Note Paper of a superior quality, manufactured with particular regards to strength and durability, constantly on hand.

Cincinnati Office, corner of Third and Walnut Streets. [†mr3] CHAS. A. JEWETT, Ag't.

ENGINEERS' MATERIALS.

EGGERS & CO.,
WHOLESALE DEALERS IN
PAPER & STATIONERY,
Since first January.
No. 127 Walnut St., bet. Third and Fourth.
CINCINNATI,

Keep the most complete stock in the West of every thing used by Engineers. On application, a catalogue with prices will be forwarded. jy21†

Lithography and Engraving.
RAILROAD BONDS,
CERTIFICATES AND MAPS,
BUSINESS AND SHOW CARDS.
Views of Buildings, Diplomas, and Portraits,
And all kinds of
Lithographic Engraving,
DESIGNING AND PRINTING,
Executed in the finest style.
MIDDLETON & WALLACE,
No. 115 Walnut Street, Odd Fellow's Building,
†mr3 Cincinnati, Ohio.

To Draughtsmen.
A FINE ASSORTMENT OF
DRAWING INSTRUMENTS
JUST RECEIVED, OF THE VERY BEST
SWISS, FRENCH, AND ENGLISH MAKE,

Either in cases of every size, or in the single piece, Draughtsmen in want of a fine instrument, will find among the stock, Accurate Scales of various materials, Ivory, Glass, Box, Paper, and Horn; Beam Compasses of different capacities, Bow Do., Pocket Do., Curves, Squares, Dividers, in German Silver and Brass, &c., &c.

For sale by E. MENDENHALL,
At his MAP ESTABLISHMENT,
nov17 3 College Hall, Walnut St

Railroad Car Findings.
BRIDGES & BROTHER,
64 Courtlandt Street, New York.
Wheels & Axles, Jaws, Boxes, and Castings Fitted
Wrought Nuts, Bolts, & Washers,
Engine and Car Screw Bolts, all sizes; Coach Lag and Telegraph Screws.
LOCOMOTIVE ENGINE LANTERNS,
From the best Manufacturers, and at their prices. Car Hand, and Signal Lanterns.
Cotton Duck for Car Covering,
Of any requird width to 124 inches.
ENAMELLED HEAD LININGS,
Plush and Curled Hair.

Hand Cars and Baggage Barrows. Passenger, Freight-Car, and Switch Locks, Door Knobs and Butts. Brass and Iron Wood Screws. Brass and Silver Plated Trimmings for Windows and Seats. Varnish, Coach Japan, and Glue; Paints, Varnish and Glue Brushes.

Silver Plated and White Metal Letters. Engine and Signal Bells, anti-friction or Babbitt Metal.

Portable Forges and Jack Screws.

Hemp Packing., American, Russia, and Italian. Conductors' Badges and Baggage Checks. Iron, Bronzed and Brass Hat Hooks. Ventilators and White Metal Rings. And all other Articles pertaining to Cars.

ALBERT BRIDGES,
Late Davenport & Bridges, Car Manufacturers,
Cambridgeport, Mass.
ALFRED BRIDGES,
Late Davenport, Bridges & Co., Fitchburg, Mass.
†oc6

WASON'S
CAR MANUFACTORY,
Near the Pittsburgh R. R. Shops,
CLEVELAND, OHIO.
Passenger, Baggage, Freight, Dumpers, Hand Cars, &c.,

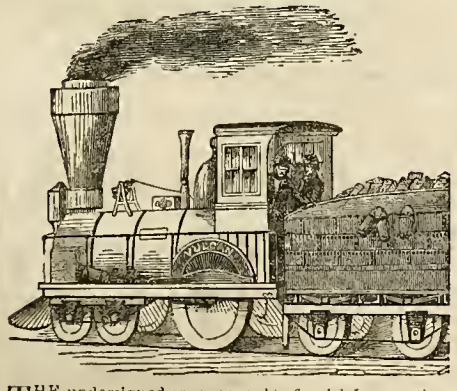
Of the best quality in all respects, style, workmanship, and material, made to order with promptness.

Orders respectfully solicited, with the assurance that no pains will be spared to give entire satisfaction in all cases.

CHARLES WASON,
Late of the firm of T. & E. Wason, Springfield,
†oc20 Massachusetts.

S. C. THOMSON & CO.,
MANUFACTURERS OF
PATENT PAD LOCKS,
For Railroad Switches, Merchandise Cars, Stores, Cemeteries, Iron Safes, &c.,
Cor. Railroad Avenue and Market st.,
jan.12† NEWARK, N. J.

Cincinnati Locomotive Works!



THE undersigned are prepared to furnish Locomotives equal in efficiency and durability to the best Eastern manufacture. Also, Shaping and Slotting Machines suitable for railroad shops. Also, all kinds of heavy forging and casting done at short notice. Also, bolts for bridges cut with dispatch.

ap. 20 MOORE & RICHARDSON.

To Railroad Companies.

A GOOD Second-Hand Lathe for sale, suitable for railroad repair shops, for turning driving wheels, etc.; will swing eight feet. Also, two new Locomotives of the following dimensions: Cylinder, 15 in box, 20 in stroke; four drivers, 5½ ft. diameter; Boiler, 44 in diameter, with 137 1⅞ in flues; Fire Box, 52 inches, in the clear: gauge, 4 feet 10 inches, built in the latest style and in the most substantial manner.

Apply to COOPERS & CLARKE,
Mt. Vernon, Ohio.
Or to G. ODIORNE,
May 25-1* Cincinnati.

TYLER DAVIDSON & CO.,
Agents for the
BOSTON BELTING COMPANY.

India Rubber Machine Belting in any quantity, from 2 to 20 inches.

India Rubber Steam Packing;
Mixed do do 1-32 to ¼ inch thick.
Plain do do 1-32 to 1 inch thick.
Pure do do
Pipe and Manhole Rings, all sizes;
Square or Rope Packing, do.

HOSE.

India Rubber, Hydrant, Conducting, Fire Engine, and Locomotive, of all sizes, manufactured from the best of Vulcanized Rubber, and for sale only by the agents.

Car Springs, and all other kinds of Vulcanized India Rubber used for Mechanical and Manufacturing purposes.

The undersigned, having been appointed Agents of the Boston Belting Company, beg leave to advise Dealers and Consumers that they are now prepared to supply the above goods in any quantities, on the most favorable terms. On hand and for sale,

50,000 Feet Vulcanized India Rubber Machine Beltings, from 2 inch to 20 inches, 3 and 4 ply.

TO STEAMBOATS AND RAILROADS.

India Rubber Hose, for Pavements, Streets, Gardens, Locomotives, Engines, etc.

40,000 feet Hose, 3, 4, 5, 6, and 7 plys, suitable for pavements, streets, gardens, locomotives, fire engines, etc., 1 to 3 inch, warranted extra quality. Also,

THE vulcanized India Rubber Break Springs now in use by all the Eastern Railroads, and posessing decided advantage over the Steel Springs now in use, for the following reasons:

1st, They are much easier put on.
2d, They are a great deal cheaper.
3d, They are much more durable than steel, and no time lost in making them, the weather having no effect on them.

ALSO—Large 6 inch hose for water stations.—This is a new and important invention. The coldest weather will have no effect on them whatever. They are warranted to remain as pliable, in the COLDEST of weather, as they are in 150 Fahrenheit heat.

Armitage Anvils,—10 casks, assorted weights now in store.

Allen's Revolvers and Self-Cocking Pistols.—Now in store, a large assortment of the above, 3, 4, and 5 inch Revolvers; 3, 4, 5, and 6 inch Pocket Pistols. Also, Dueling Pistols.

Leland's Superior C. S. Car and Auger Bitts.—All sizes.

Brass Kettles, and Sheet Brass, &c.—Brass Kettles, assorted from 6 to 30; Sheet Brass assorted from No. 0 to 30; Brass Wire, do do do

Star Breast Chains.—Four casks of those superior double-linked Chains, just received.

Walker's Trace Chains.—70 casks of those superior goods, warranted full length and sizes, 8 to 20 links, straight and twisted, now in store.

American Anvils.—Eagle brand, faced with with cust steel, and warranted by the manufacturers equal to Armitage's Mousehole.

Plated Spoons.—Plain, tipped, and threaded heavy plate, on best quality of German Silver.

Premium Gimlet Screws.—10,000 gross just received.

Mill Saws. Hoe & Co.'s C. S. Wm. Rowland's, and W. H. Rowland's 6, 6½, 7, 7½, and 8 ft

Cross Cut Saws.—Hoe & Co.'s C. S., Johnockerell's C. S. and G. S., Wm. Rowland's and W. & H. Rowland's 5, 5½, 6, 6½, 7, 7½, and 8 feet. Also, 4 and 4½ feet Tennon Saws.

Axes—1000 doz. Axes, assorted Yankee and Kentucky patterns, first, second, and third quality

Nails.—4000 kegs Shoenberger's and Wheeling Nails, now in store.

For sale by TYLER DAVIDSON & CO.,
mr 3 140 and 142 Main street

RAILROAD COMPANIES, ENGINEERS AND OTHERS,

Are respectfully requested to note the following as FACTS, and to remember that the facilities of the establishment for manufactnring are UNSURPASSED.

PAGED

BLANK BOOKS,

OF THE

First Qualities made to Order;

AND

STATIONERY

OF ALL KINDS SOLD LOW BY

MOORE, ANDERSON, WILSTACH & KEYS,

Corner of Main and Fourth Streets,

CINCINNATI jan12-†

J. DAVENPORT. . . . M. D. WELLMAN. . . . C. M. RUSSELL

DAVENPORT, RUSSEL & CO.,

Railway Car Manufacturers,

MASSILON, OHIO.

THE subscriber, late of the firm of Davenport Bridges & Co., Fitchburg, Mass., having associated himself with Messrs. Wellman and Russell, under the above name, would respectfully solicit calls for any kind of Passenger, Baggage, Post Office, Freight, Coal, Gravel, or Hand Cars.

Having had fifteen years experience in the business and having secured the best of workmen from the Car Factory in Cambridge, Mass., I feel confident, that perfect satisfaction can be given in all work entrusted to our care

We have now on hand the best of dry White-Oak with which we think we can build Cars as cheap and as well as any other establishment in the States. JOSEPH DAVENPORT.

Feb. 16†*

ENGINEERS' & SURVEYORS' INSTRUMENTS!

JAMES FOSTER, Jr.,

MATHEMATICAL AND PHILOSOPHICAL

INSTRUMENT MAKER!

HAVING removed from his old stand to south-west corner of Fifth and Race street, and increased his facilities for making instruments, is now ready to supply Levels, Transits, Theodolites, the Dumpy or Gravatt Level, Circular Protractors of Troughton & Simms model, Surveyors Compasses, Pocket Compasses with and without sights, in great variety. All kinds of Land Chains; Ivory and Box wood Scales of all kinds and graduation; Drawing instruments of all kinds, brass and German silver. Measuring tapes of all kinds, Magnets, Magnifyers, Barometers, Spy Glasses, &c., &c. Repairing promptly attended to. ap.6-6*.

NOTICE.—The Subscriber having become proprietor of MYERS' PATENT CYLINDER CAR, for a considerable portion of Western territory, including the State of Ohio, offers the same to Rail Road Companies on favorable terms. The public will be furnished within a shorttime with complete explanations of its operation, together with the results of actual experiments testing its applicability to all the uses for which it is recommended. W. CLOUGH,

South-western Car Works.

Madison, Indiana. May 11.

NOTICE TO CONTRACTORS.

PROPOSALS for the entire Construction and Equipment, or the graduation, bridging and masonry separately, either in whole or in part, of the Mississippi and Tennessee Railroad, (extending from Memphis to Grenada Mississippi, about 97 miles,) will be received at the office of the company in Memphis, till the 20th of July next. Proposals for the entire construction and equipment, and otherwise as favorable, will have preference. Profiles and estimates of the first 60 miles may be seen on application at the Engineer's office in Memphis. Bidders must furnish satisfactry evidence of their ability to complete the work.

MINOR MERIWETHER,

May 20, 1854.tt Chief Engineer.

Office Dayton & Cincinnati RR. Co.
Cincinnati, June 3d, 1854.

NOTICE is hereby given to the stockholders of this company, that the ninth instalment of five dollars per share is required to be paid in, on or before the 3d day of July next.

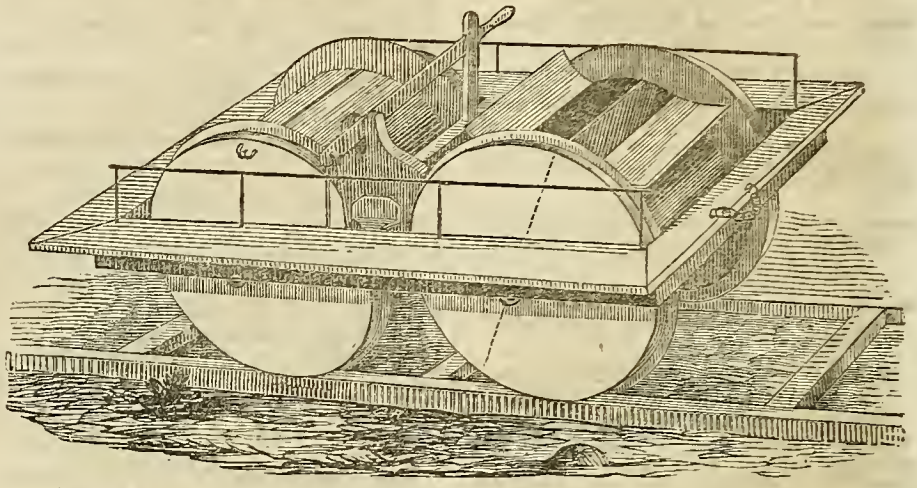
By order of the Board of Directors.

JOHN C. THORPE,

e.8-tt Secretary

MYERS' PATENT CAR,

FOR COAL, GRAIN, &c., &c.



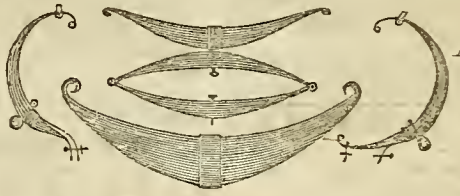
FOR PARTICULARS OF COST, RIGHT OF USE, &c., ADDRESS,

C. TIERS MYERS,

No. 33 WALNUT STREET,

dec15-3* PHILADELPHIA.

McDANEL & HORNER,

LOCO-MOTIVE  AND CAR SPRING

MANUFACTURERS, WILMINGTON, DEL.

Locomotive and Car Springs of all descriptions manufactured on the most reasonable terms, made of the best STEEL, which we have manufactured to order from the BEST SWEDE IRON. Orders from any part of the United States will be thankfully received and promptly attended to.

McDANEL & HORNER.

All Springs ordered from a distance will be delivered on shipboard at *Philadelphia* free of charge

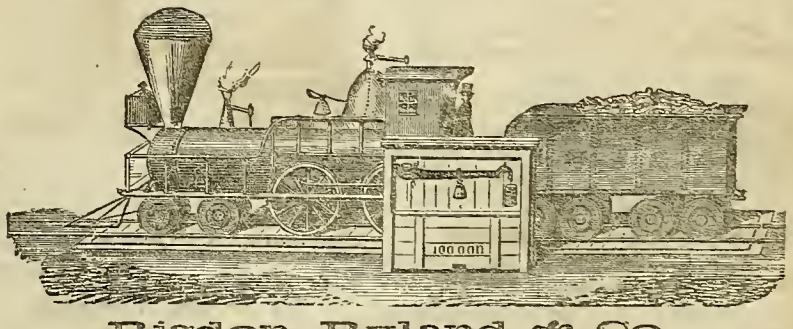
References.

NORRIS BROTHERS, Locomotive Builders, Philad.
A. C. GRAY, Pres't New Castle Manuf. Co.
U. WELLS, R. R. Car Manuf. Petersburg, Va.
I. R. TRIMBLE, Supt. Philad. R. R. Co.
M. B. MILLEN, Gen. Supt. C. R. R. Savannah, Ga.
EMERSON FOOTE, Supt. M. & W. R. R. Macon, Ga
THOMAS DOUGHERTY, Master Mach. do.
THOS. SHARP, Supt. R. F. & P. R. R. Richmond, Va

†May 19.

ISAAC RIGDON. EDWARD C. RYLAND. WM. HUDDART.

OHIO SCALE WORKS.



Rigdon, Ryland & Co.,

No. 39 Vine Street, between Front and Columbia Streets,

CINCINNATI.

WE are now prepared to furnish **Railroad Track and Depot Scales** of all sizes, which we warrant in every respect equal to any manufactured in the United States.

Being practical workmen ourselves, we feel confident that we can furnish the West and South with as good an article and cheaper than can be bought East.

Cincinnati, June 20, 1854.

Railroad Line.

Cincinnati, Hamilton & Dayton Railroad.

Summer Arrangement.

COMMENCING WEONESDAY, JUNE 20th, 1854.

TRAINS will run by standard time, which is seven minutes faster than that of Cincinnati.

First Train

At 6 o'clock, A. M., Lightning Express for Dayton, Crestline, Pittsburgh, Philadelphia and Baltimore.

Second Train

At 6.10 A. M., for Hamilton, Richmond, Indianapolis, Terre Haute, Lafayette and Chicago, direct.

Third Train

At 8.20 A. M., for Dayton, Sandusky, Toledo, Detroit, Chicago, Cleveland, Buffalo, New York, Boston, Pittsburgh, Philadelphia, Baltimore and Washington.

Fourth Train

At 2 P. M. for Dayton, Greenville and Union.

Fifth Train

At 3.30 P. M., for Hamilton, Richmond, Indianapolis, Terre Haute, Lafayette and Chicago.

Sixth Train

At 5 P. M., for Dayton, Troy and Piqua, and intermediate stations.

Seventh Train

At 6.30 P. M., for Hamilton and intermediate stations.

The 1st Train, Express,

Will stop only at Hamilton and Middletown.

2d, 3d, 4th, 5th and 6th Trains,

Will stop at all regular stations.

The Seventh Train

Will stop at all way and flag stations.

The 1st Train

Will connect at Crestline at 12.30 P. M., with the Ohio & Pennsylvania Train for Pittsburgh, Philadelphia, Baltimore, etc., forming a direct and continuous line for each of these cities. Cars run through to Crestline without change. Baggage checked to Pittsburgh.

2d Train

Will connect at Richmond at 9.05 A. M., with Train of Indiana Central Road for Indianapolis; arrive at that place at 12 M., thence to Terre Haute, Lafayette, or Chicago without detention. Time as short as by any other route.

3d Train

Will connect at Dayton at 10.45 A. M., with Mad River Train, and arrive at Sandusky at 4 P. M., and go immediately on board the splendid steamers **St. Lawrence** and **Mississippi**, to Buffalo; thence at 7.30 A. M., with Buffalo and N. Y. City Road, to New York; arriving at that place at 10 P. M., also at Crestline 4.20 P. M., with Ohio and Penna. Train for Pittsburgh, Philadelphia, Baltimore and Washington.

The Same Train

Will also connect at Clyde with Cleveland and Toledo Train to Toledo, Chicago and intermediate points; and at Sandusky at 5 P. M., with steamer **Bay City**, for Detroit. Also, with Dayton and Michigan Railroad to Troy and Piqua, and at Piqua with Doyle & Co's Canal Packet Line to all points on Wabash and Miami Canals.

Fourth Train

Will connect at Dayton with Dayton and Greenville Railroad to Greenville, Union, and all points on Bellefontaine and Indianapolis Railroad.

Fifth Train

Will connect at Richmond at 6.40 P. M., with Indiana Central Train for Indianapolis, Terre Haute, Lafayette.

Passengers will bear in mind that the following rates of fare, via Lake Steamers, include both Meals and Staterooms, and that the fare to Philadelphia and Baltimore is One Dollar cheaper, and one less change of cars than by the Columbus route.

FARE:

From Cincinnati to	Hamilton		$ 60
Do	do	Eaton	1 35
Do	do	Richmond	1 75
Do	do	Indianapolis	3 00
Do	do	Terre Haute	5 00
Do	do	Lafayette	5 00
Do	do	Chicago	9 00
Do	do	Dayton	1 50
Do	do	Troy	2 10
Do	do	Piqua	2 35
Do	do	Springfield	2 10
Do	do	Sandusky	5 00
Do	do	Toledo	5 75
Do	do	Cleveland	6 00
Do	do	Buffalo, via Lake steamers	4 00
Do	do	New York, RR. from Buffalo	11 50
Do	do	New York, via steamers	10 50
Do	do	Montreal, via Lake Ontario	14 00
Do	do	Boston	14 00
Do	do	Pittsburgh, first class	7 00
Do	do	do front car	5 00
Do	do	Philadelphia	14 00
Do	do	Baltimore	14 00
Do	do	New York, via Pittsburgh and Philadelphia, (Railroad all the way)	16 00

For further information or tickets apply to W. A. LATHAM, General Agent, at the office, corner Broadway and Front streets, under Spencer House, or at the Office on Walnut street, next door to the Gibson House, or at the Sixth street Depot.

HENRY O. AMES,
Cincinnati, June 21 '54.—jo8t Sup't.

Railroad Line.

CINCIN'I, COLUMBUS & CLEVELAND ROUTE.

To New York, via Railway, in	30	hours.
To N. Y., by Lake Steamers via Cleveland	39	"
To Pittsburgh in	14	"
To Boston in	34½	"
To Philadelphia in	38	"
To Baltimore in	38	"
To Wheeling in	18	"

VIA LITTLE MIAMI RAILWAY.

FOUR DAILY TRAINS.

First Train—Lightning Express—at	6 o'clock,	A. M.
Second Train—Accommodation Ex,	7.45 "	"
Third Train—Hillsborough Train	3.10 "	P. M
Fourth Train—Even'g Accommoda	5 "	"

The roads of this route are laid throughout with heavy T rail.

New York, Boston, and Montreal.

First Train—Lightning Express leaves Cincinnati at 6 o'clock A. M., connecting at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo; connecting at Dunkirk with New York and Erie Railroad, and at Buffalo with Buffalo and Albany Railroad to New York and Boston.

Second Train—Accommodation Express, at 7.45 o'clock, A. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad, at Buffalo with Buffalo and Albany and New York City Railroads, and at Buffalo with Niagara Falls Railroad, to New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

—ALSO—

Connects at Cleveland with the new and magnificent low pressure steamers QUEEN OF THE WEST, Capt. McBride; CRESCENT CITY, Capt. Pease; connecting at Buffalo with the Buffalo and Albany, New York City, and Niagara Falls Railroads, for New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

Fourth Train—Evening Express, at 5 o'clock P. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad; connecting at Buffalo with New York City, Buffalo and Albany, and Niagara Falls Railroads, to New York, Boston, and Niagara Falls.

Pittsburgh, Philadelphia, and Baltimore.

First Train—Lightning Express, leaves Cincinnati at 6 o'clock A. M., connecting at Crestline with Ohio and Pennsylvania Railroad to Pittsburgh, connecting with Pennsylvania Railroad to Philadelphia and Baltimore.

Through from Cincinnati to Philadelphia and Baltimore direct.

Zanesville, Wheeling, Baltimore, &c.

First Train—Lightning Express, at 6 o'clock A. M., and second Train, Accommodation Express, at 7.45 o'clock A. M., connect at Columbus with Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Lines, via National Road to Wheeling, connecting with Baltimore and Ohio Railroad to Baltimore, Philadelphia, Washington, etc.

Fourth Train—Evening Express, at 5 o'clock P. M. Passengers by this Train sleep at Columbus and resume by Morning Train, via Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Line to Wheeling.

Hillsborough.

Third Train—Leaves Cincinnati at 3 P. M., connecting at Hillsborough with Ohio Stage Co.'s Lines to Chilicothe, Piketon, etc.

FARE.

From Cincinnati to New York via Railroad, either route	$16 00
From Cincinnati to New York via Railroad to Albany, and Hudson river steamer	15 00
From Cincinnati to New York via Lake Steamers to Buffalo, and Railroad to New York	15 00
From Cincinnati to New York via Lake Steamers to Buffalo, Railroad to Albany, and Hudson river steamer to New York	14 00
From Cincinnati to Boston via Lake Shore, New York and Erie, and New York City Roads	20 00
From Cincinnati to Boston via Lake Steamers and New York City and Erie Roads	19 00
From Cincinnati to Boston via Lake Shore, Buffalo, Albany and Western Roads	19 00
From Cincinnati to Boston via Lake Steamer, Buffalo, Albany, and Western Roads	18 00
An additional charge of fifty cents via Niagara Falls and above routes.	
From Cincinnati to Montreal via Lake Shore Road,	18 00
From Cincinnati to Montreal via Lake steamer	17 00
From Cincinnati to Boston via Lake Shore Road and Ogdensburg	18 00
From Cincinnati to Boston via Lake Steamer and Ogdensburg	17 00
From Cincinnati to New York via Lake Shore Road and Ogdensburg	16 75
From Cincinnati to New York via Lake Steamer and Ogdensburg	15 75
From Cincinnati to Buffalo via Lake Shore Road,	9 00
From Cincinnati to Buffalo via Lake Steamer	8 00
From Cincinnati to Philadelphia or Baltimore via Crestline and Pittsburgh	15 00
From Cincinnati to Philadelphia or Baltimore via Cleveland and Pittsburgh	15 50
From Cincinnati to Pittsburgh via Crestline	7 00
From Cincinnati to Pittsburgh via Cleveland	9 00
From Cincinnati to Baltimore via Wheeling	14 00
From Cincinnati to Washington via Wheeling	15 00
From Cincinnati to Philadelphia via Wheeling	15 00
From Cincinnati to Wheeling	7 00
From Cincinnati to Cleveland	6 00
From Cincinnati to Zanesville	4 00
From Cincinnati to Columbus	3 00
From Cincinnati to Springfield	2 00

☞ For all information and Through Tickets, please apply at office, southeast corner of Broadway and Front sts., Cincinnati. W. A. LATHAM, Ticket Agent.

au25 P. W. STRADER, Gen'l Agent.

Cincinnati, Wilmington and Zanesville Railroad.

OPEN TO LANCASTER.—Two daily Trains, (Sundays excepted) between Lancaster and Cincinnati. On and after Monday, June 26th, 1854, until further notice, trains will run as follows:

The morning Train leaves Lancaster at 5.10 A. M., and arrives at Cincinnati at 11 15. Returning leaves Cincinnati at 3.05 P. M. and arrives at Lancaster at 9.30 P. M.

The downward accommodation train leaves Lancaster at 10.05 A. M., and arrives at Cincinnati at 5.40 P. M.

The upward accommodation train leaves Cincinnati at 7.30 A. M., and arrives at Lancaster at 4.00 P. M.

Trains will stop for passengers as follows: At Amanda, Stout's, Circleville, Williamsport, Four Corners, New Holland, Washington, Rattle Snake, Sabina, Cross Roads, Wilmington, Sligo, Clarksville and Morrow; and on the Little Miami Road at Deerfield, Butterworth's, Water Station, Loveland, Miamiville, Milford and Plainville, and on proper signal by flag, or to the Conductor, at Branch Hill and Linwood, at Turnpike.

The downward Trains connect at Morrow with the Trains on the Little Miami Road for Columbus.

Lines of Omnibusses and Packets will run between Circleville and Chillicothe, and Stages and Packets between Lancaster, Logan, Nelsonville, Athens and Pomery; and Stages between Lancaster, Somerset and Zanesville connecting with the morning train from, and evening train to, Cincinnati.

Fare from Cincinnati to			$2 50
" " "	"	Circleville	3 00
" " "	"	Lancaster	3 60
" " "	"	Chillicothe	4 00

For other information and Tickets, apply at Ticket office, corner of Broadway and Front sts, and at the Little Miami Depot, or to the Station Agents on the line.

E. W. WOODWARD,
Engineer and Superintendent.

☞ The Omnibus Line will call for and deliver passengers to and from the trains to any part of the City.

J. HOWELL, Conductor.

☞ The Company will not be responsible for baggage exceeding $50 in value, unless the same be returned to the Conductor or Agent, and freight paid at the rate of a passage for every $500 in value above that amount.

je. 29

COLUMBUS PIQUA, AND INDIANA RAILROAD.

New route from Columbus, West and from Urbana, East.

On and after Monday September 19, 1853, two trains per day, (Sunday excepted) each way, will run on this Road, between COLUMBUS and URBANA. Will leave Columbus at 4.50 a.m., and 3.30 p.m.—arriving at Urbana at 8.12 a.m., and 6.14 p.m. Returning—will leave Urbana, for Columbus, at 9.15 a.m., and 3.00 p.m.—arriving at 12.05 and 6.55 p.m.

The 4.50 a.m. train, from Columbus, will connect with the night Express train from Cleveland and arrive at Urbana in time for the morning train north for Sandusky and intermediate points. Persons arriving by the morning Cleveland and Zanesville trains can have a few hours at Columbus and leave by the 3.30 p.m. train—arriving at Urbana in time to get supper and take the 5.35 p.m. train for Dayton and Cincinnati.

The 9.15 a.m. train from Urbana connects with the morning train from Cincinnati and Dayton that arrives at Urbana 8.40 a.m.—arriving at Columbus at 12.05 p.m in time for the 1 p.m. train for Cleveland, connecting with the Buffalo and Dunkirk boats. The 3.00 p.m. train will leave Urbana on the arrival of the Sandusky train—reaching Urbana at 2.45 p.m.—and arrive in Columbus in time for the various night trains.

A line of Omnibuses will connect with the trains at Urbana for the conveyence of passengers to and from Piqua and Greenville over a good Macadamized road.

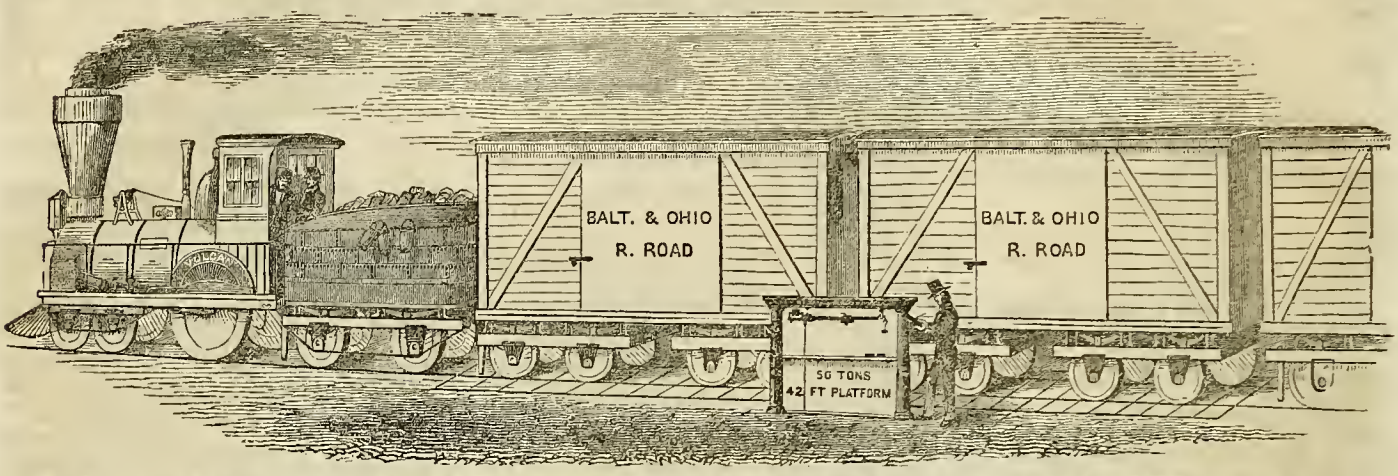
A. G CONOVER, Sup

Piqua, Sept. 13, 1853. s29-tf.

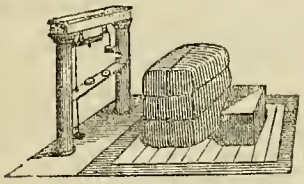
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Railroad Track Scale---50 Tons.



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In use on nearly all the principal Railroads in the United States and Great Britain.

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On Wheels,
For Foundries, Rolling Mills, Iron Houses, &c.,

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MANUFACTURERS

E & T. FAIRBANKS & CO.,

ST JOHNSBURY, VT.

TESTIMONIALS:

OFFICE OF THE G. & C. U. RAILROAD CO.,
CHICAGO, FEB. 20TH, 1854.

MESSRS. E. & T. FAIRBANKS & CO.,

GENTLEMEN:—All of the principal station buildings on this road are furnished with your Depot and Platform Scales, with the exceptions of two scales. Your Scales were adopted after trial with those of other makers, and I take pleasure in now saying, that after more than four years trial, they have given entire satisfaction to us, and the public doing business with the Company.

I am not aware of a dollar's expense being incurred from wear or defect of materials in any part of the scales. The Track Scale, with suspended platform, which you have recently put into our principal depot at this place, judging from present appearance and the use to which it has been put, will, I doubt not, answer the purpose desired, and be equally satisfactory.

JOHN B. TURNER,
Pres't and Sup't.

CENTRAL RAILROAD CO.
SAVANNAH, JAN. 6TH, 1853.

MESSRS. E. & T. FAIRBANKS & CO.,
St. Johnsbury, Vt.

DEAR SIRS:—Your Scales, which we have used for many years, gave so much satisfaction, that we ordered from your House, all the Scales necessary for our large new Warehouse. Your agent has just finished putting up twenty-two of your No. 1 and No. 2 Depot Scales and a large Road Scale, and I am pleased with the manner in which the job has been done. I trust and believe that this work will do credit to your establishment.

Respectfully, your obedient servant,
R. R. CUYLER, Pres't.

PORT RICHMOND, PA. MARCH 2D, 1852.

MESSRS. E. & T. FAIRBANKS & CO.,
St. Johnsbury, Vt.,

GENTLEMEN:—There are now in the Richmond Wharves at the terminus of the Reading Railroad, Twenty-six of your ten ton Track Scales, which have been in constant use for more than six years. The least quantity of Coal weighed annually upon any one wharf has been 400,000 tons. The aggregate quantity weighed upon the twenty-six scales, has been more than one million two hundred thousand tons per annum.

During the time since they have been in use, they have always retained their adjustment without any expense for repairs. They have been tested every year by the Sealer of Weights for the county of Philadelphia, and always found correct, and at the present time their operation is apparently as perfect and as sensitive as when first built.

JOHN E. HOBERT,
Superintendent of Wharves.

STATE OF NEW YORK,
CANAL COMMISSIONERS OFFICE,
ALBANY, JUNE 21, 1852.

MESSRS. E. & T. FAIRBANKS & CO.,

GENTLEMEN:—Your favor of the 10th, asking my views of the Weigh Lock Scales, manufactured by you, and introduced upon the Erie Canal, is received.

I have no hesitation in saying, that they have fully answered your recommendation in every particular. Their capacity for strength is fully equal to sustain the required burthen. They are not liable to get out of adjustment or repair. The arrangement of the Weighing Beam is admirably adapted to obtain rapid results. I know of no Scale superior to them, in this or any other country.

In great haste, Yours truly,
JOHN C. MATHER,
Canal Commissioner.



PORTABLE SCALES.

The following Railroads have been furnished exclusively, or nearly so, with FAIRBANKS' SCALES:

Alabama & Tennessee.	Huron & Oxford.
Allegheny Valley.	Illinois Central.
Androscoggin & Kennebec	Indiana Central.
Ashuelot.	Indianapolis&Bellefontaine
Atlantic & St. Lawrence.	Iron.
Baltimore & Ohio.	Jeffersonville.
Baltimore & Susquehanna.	Kennebec & Portland.
Belvidere, Delaware.	Knightstown & Shelbyville.
Boston, Concord & Montreal	Macon & Western.
Boston & Maine.	Mad River & Lake Erie.
Boston & Providence.	Manchester & Lawrence.
Buffalo, Brantford & Goder'h	Memphis & Charleston.
Buffalo, Corning & N. York.	Michigan & Southern.
Buffalo & New York City.	Milwaukee & Mississippi.
Buffalo & State Line.	Naugatuck.
Canandaigua & Elmira.	New Albany & Salem.
Central, (Ga.)	Newburyport.
Central, (Va.)	New Haven & New London.
Champlain & St. Lawrence.	New Haven & Northampton
Charlotte & South Carolina.	New Jersey Central.
Cheshire.	New York Central.
Cleveland, Columbus & Cincinnati,	New York & Erie.
Cincinnati, Hamilton & Dayton.	New York & New Haven.
Cincinnati, Logansport & Chicago.	Norfolk County.
Cincinnati, Wilmington & Zanesville.	Northern Indiana.
Cleveland & Erie.	Northern, (N. H.)
Cleveland & Pittsburgh,	Northern, (N. Y.)
Cocheco.	Norwich & Worcester.
Columbus, Piqua & Indiana	Old Colony.
Columbus & Xenia.	Orange & Alexandria.
Concord.	Oswego & Syracuse.
Concord & Claremont.	Petersburg.
Connecticut River.	Philadelphia & Readlug.
Conn. & Passumpsic River.	Pittsfield & North Adams.
Dayton & Michigan.	Plattsburg & Montreal.
Eastern.	Portland, Saco & Portsmouth
Essex.	Providence & Worcester.
East Tennessee & Georgia.	Rensselaer & Saratoga.
Evansville & Crawfordsville	Richmond & Danville.
Fitchburgh.	Richmond & Petersburg.
Galena & Chicago Union.	Rome, (Ga.)
Georgia.	Rome & Watertown.
Grand Trunk, (Canada.)	Rutland & Burlington.
Great Western, do.	Rutland & Washington.
Great Western, (Ill.)	Sandusky, Mansfield & Newark.
Greenville & Columbia.	Scioto & Hocking Valley.
Greenville & Miami.	South Reading Branch.
Hartford, Providence & Fishkill.	South Side.
Housatonic.	South Western.
Hudson River.	Springfield, Mt. Vernon Pittsburgh.
Hudson & Berkshire.	St. Charles Branch.
	Steubenville, & Indiana.
	St. Lawrence & Atlantic.
	Stony Brook.

RAILROAD RECORD.

AND

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We have now ready a new and revised edition of our Railroad Map, containing corrections and additions from reliable sources, making it as reliable as it is possible to make such a map.

We are prepared to print maps for Railroad Companies to illustrate their reports, either from the stone as it now is, or make any alterations to suit parties. Railroad Companies will find this much more economical than getting up maps especially for their roads.

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ACCIDENTS UPON RAILWAYS.

Scarcely do we take up an exchange that we do not note some new accident upon some railroad, resulting in the maiming or killing of a greater or less number of persons daily. This ought not to be. Some method should be adopted to prevent, as far as possible, any such contigency. We are fully aware of the difficulty of such an attempt, nor do we expect to have it fully remedied; yet much might be done by judicious legislation upon the matter. The state of Connecticut has adopted a system for the prevention of accidents upon railroads, the particulars of which were given on on pages 260 and 310 of vol. 1 of the Record, which, we should judge from the recent report of the Railroad Commissioners of that state, had resulted in doing much to prevent accidents by its stringent requirements.

The railroad community cannot be made subject to a general law of the United States, as steamboats are; but state authority has full power, and should interpose for the safety of travelers.

Very many plans could be suggested for securing this desideratum. We have received a communication from an experienced engineer upon the subject, in which he gives some very good ideas, though in the main, his plan is about the same as that of the state of Connecticut, with the addition that every engineer should be licensed by Commissioners duly appointed, and that every road shall have a double track. This latter suggestion, if carried out, would obviate very many accidents like collisions, but would not fully meet the case. Though double tracks and a good fence, would render railroads almost free from accidents, especially if there be sober and steady drivers in charge of the engines.

This is an important subject and should receive the attention of the public. We cannot hope that the different companies will *all* adopt the preventive policy to its full extent, though many of them have done so already to a great degree. Yet there is no such security for the exertion of care and due diligence as good laws well enforced.

Dayton & Michigan Railroad.—S. S. L'Hommedieu has resigned the Presidency of this road, which he had accepted *pro tem* only. Daniel Beckel, Esq., of Dayton, has been elected to the office.

Railroads.

LOUISVILLE & NASHVILLE RAILROAD.

As we mentioned in our last issue, a convention of the stockholders of this company was in session some five days, at Louisville, considering the affairs of the company.

Some dissatisfaction had been expressed by some of the stockholders and others interested in the management of the work; and the city of Louisville refusing to order a levy of the Tax to meet the city subscription already voted, caused the session to be a somewhat stormy one.

The contract between the company and the builders of this road has never yet been made public, the parties choosing to keep the same to themselves. A vote was passed ordering that a certain number of copies of this contract and modification of the same, should be plain the hands of certain parties for the use of stockholders *only*, and not for publication.

In view of the dissatisfaction, the President and Board of Directors tendered their resignations, which were not immediately acted upon. In the meantime a committee of the stockholders had a conference with the Council of Louisville.

The result of this conference was that the Council voted the necessary measures for raising the subscription by the city—$1,500,000. The stockholders refused to accept the resignation of the Board, and it was finally decided that the road should be completed to Elizabethtown, with the exception of the tunnel at Muldrow's Hill, which hill is to be crossed by means of a plank road, between the two points of the railroad.

It is to be hoped that this important road will now go on, and be completed at as early a day as possible. It is a link in a vast and very necessary chain of connection with the South, and should not be delayed by any circumstances not absolutely beyond the powers of man.

It is to be regretted that anything of this nature should have occurred, as it tends greatly to the injury of the credit of the company, and militates strongly against its future welfare.

VICKSBURG, SHREVEPORT & TEXAS RAILROAD.

A full meeting of the Board of Directors of this company assembled at their office, in Monroe, Miss., on the 1st ult., and continued in the discharge of their important duties until Monday evening ensuing, when they adjourned after a session of four days.

P. J. Tournadre, C. E., resigned his office, in view of becoming a contractor on the line.

The contracts were awarded as follows:

John B. Ives, from the Mississippi river, opposite Vicksburgh, west to Richmond—20 miles.

Dr. C. G. Young & P. J. Tournadre, from Red river, at Shreveport, west to the Texas line—20 miles.

John T. Simmons & Co., from the Ouachita river at Monroe, west—10 miles.

Mr. Tournadre was, by vote, continued as Engineer-in-Chief until his place could be supplied.

MAYSVILLE & LEXINGTON RAILROAD.

The work upon this road has been some time suspended, and exertions have been made to raise the necessary funds to complete such portions, at least, as are now almost finished. From Lexington to Paris, 16 miles, is completed; from Maysville to Elizaville, 16 miles and from Paris to Millersburg, 8 miles, are nearly completed; while between Elizaville and Millersburg, 25 miles, an immense amount of work has been done, upwards of $550,000 having been expended upon the portion within Nicholas county. The total expenditure upon the line has been $1,500,000. Some $500,000 more will be requisite to complete the road. But the resources of the company are exhausted, and there must be either an abandonment of the road, entailing a total loss of what has already been expended, or the road must be disposed of to other parties at heavy sacrifice, or the necessary means for completion must be raised at home, for not one cent can be raised upon the credit of the company in the way of bonds or otherwise.

The resources of the company were deemed amply sufficient when the work was commenced; but many causes have combined to render further means necessary. The board of management have done as well as any other board could have done—circumstances beyond their control have rendered the further prosecution of the work impossible, without additional means.

Maysville is deeply interested in the completion of the line; the portion already in operation is an injury to her, unless, and until completed throughout. She has already subscribed liberally, and must, in self-protection, do still more or lose what she has already paid.

We are pleased to see that proper committees are still striving to decide upon some means of preserving the road, at least, if not of completing it. We trust they may be successful.

Ohio Scale Works.—We take great pleasin calling the attention of railroad companies and others, to the advertisement of Messrs. Rigdon, Ryland & Co., as found iu our columns. Mr. Huddart, one of the firm, has been long known as a manufacturer of scales, etc., in our city, and has the necessary experience to enable the firm to give ample satisfaction in any orders entrusted to their care. We commend them to the community as worthy of patronage.

HENDERSON & NASHVILLE RAILROAD.

We take the following items from the report of the President, E. G. Debree, Esq., to the stockholders:

On the 16th of August last, the road was put under contract to Messrs. Van Bergen, Ward & Co., to be completed ready for rolling stock, by November, 1855, to be paid for, one-third in cash, one-third in stock, and the balance in bonds of the company, at 30 years, bearing 7 per cent. Charles Seymour, Esq., is Chief Engineer, a most competent man for the station.

The estimated cost of the road is $2,000,000. To meet which there is individual stock $300,000 and upward, which is being daily increased, in addition to the Contractors' portion.

The company has the power to issue bonds to the amount of $1,500,000.

The work done upon the road reaches $74,860 79. Expenditures, $44,000 00.

The report of the Engineer in Chief which we have not received, enters more fully into the particulars.

Though the Directory have been somewhat straitened for means, yet everything now bids fair for an early completion of the road.

NEW ALBANY & SALEM RAILROAD COMPLETED.

The last rail upon this extended line was laid on Saturday evening, June 24th, thus completing the connection between the Ohio River at New Albany and Lake Michigan, a distance of 288 miles. The first through train passed over the road on Tuesday 27th ult.

The construction of this line has been an ardous undertaking, and harrassing in the extreme to the principal managers. Mr. Brooks, the President, and Mr. Wilson, the Engineer in charge, deserve great credit for the manner in which they have acquitted themselves in the discharge of their several duties.

The road has labored under very many disadvantages as to means. It was commenced, relyiug upon local means entirely for support, throughout the line, the consequence of which has been to depress the value of the stock in the market, and render the procuring of means almost impossible. Uuder these circumstances we feel that a great feat has been accomplished in its completion. The country through which the road passes is great in all the elements of wealth, and will furnish an abundant and profitable traffic for the road.

The completion of this road will be made the subject of a "celebration" on the 4th inst., at New Albany.

Ohio & Mississippi Road, the Western Division.—This end of this road is completed and in operation for forty miles east of St. Louis, and will reach the Illinois Central by the 1st proximo.

Communications.

IRON-SUSPENSION BRIDGES.

The failure of one or two of these structures within some few months past, has called forth several articles upon the subject of the fitness of *Iron* for the purpose of Suspension Railroad Bridges. In a recent number we gave an extract from the Buffalo Democracy upon the subject, for the purpose of calling out a reply; in this we have succeeded.—The following, from the pen of E. W. Serrell, Esq., advocates the efficiency of iron for such purposes when properly used, and proves the same by many examples of long standing.—But we leave him to speak for himself, as he is abundantly able to do.

EDITOR RAILROAD RECORD:

Dear Sir:—The recent unfortunate accident which occurred to the Suspension Bridge at Wheeling has attracted the attention of the public to this class of structures, and has elicited various comments in the general newspapers and scientific journals on their durability.

Some have taken the broad grounds that vibrations and pulsations necessarily render the texture of iron *granular* under all circumstances, and that consequently, if a structure is built so as to be subject to vibration it will sooner or later be so much impared in strength, as to be unsafe for the purposes for which it is intended.

Others have supposed that magnetism has its influence on suspended rods—some argue that iron is most affected in a horrizontal position, others assert that a vertical piece is more readily magnetized—while east and west, north and south are spoken of as conditions by which different results are produced in the texture of metals. Up to this period we are certainly only in a vale of speculation on the matter of magnetism, (so far as strength is concerned.) Let us look at *experience* on the opposite side of the question:

While building the bridge across the Niagara river from Lewiston to Queenston, (which is the largest span yet constructed in the world,) and the bridge over the St. John River, New Brunswick, I investigated this subject. I have since carried on the inquiry and some of these researches may be found in my report to the Common Council of Quebec on the subject of bridging the St. Lawrence, at that city, for Railroad purposes, where it is contemplated to construct a bridge of two spans of eight hundred feet each, and one central span of *sixteen hundred and ten feet.*

In Kircher's "China Illustrated," translated by Mr. Fordham, (Drewry,) there is a description of an ancient suspension bridge in these words—"In the province of Junuan, over a valley of great depth, and through which a torrent of water runs with great rapidity, a bridge is to be seen said to have been built by the Emperor Mingus, of the family of the Hamae, in the year of *Christ, sixty-five,* it is of chains of iron put together. * * *" The platform is on the chains. "The span is three hundred palms," or 330 feet. The bridge of Chonka is so ancient that the inhabitants are ignorant of the date of its erection, and attribute to it a fabulous origin. Mr. Navier says, in the department des Basses Alpes, there is a chain stretched between two hills, six hundred and fifty-six feet long. It is supposed to have been erected by the Knights of Rhodes, and is known to have hung *suspended for over six hundred years.*—It is of three quarter inch round iron in rods.

Thus we have direct evidence that iron in the same form in which it is used in suspension bridges of the present day—subject to pulsations, vibrations, loads, expansion and contraction by heat and cold, magnetism, &c., has stood the test of ages unimpared. Does it uncessarily follow that because some structures have, in consequence of defective plans, accident, or from being used in a manner they were never intended by their designers to be used, failed, that all similar ones should fail likewise? One newspaser article makes the assertion "that there is *an inherent and latent* DEFECT *in iron* that will forever make it an unreliable material for bridge structures, etc. How absurd! A latent *defect* in a *natural* production—a metal; one might as well say there was an inherent defect in water because it will not freeze in mid-summer sunshine, when somebody wants it to, as to say that iron is inherently defective, because it is not applicable at all times to all circumstances—this is, however, the course of reasoning pursued by those who condemn iron bridges.

Now as to its applicability, we know of it having been in use under strain and vibration for centuries; and we know moreover, *that all the failures that have occurred, have been due to causes that might have been guarded against.*

The Brighton suspension pier which was partially destroyed in 1833, was built in 1823, by Capt. Sir Samuel Brown, and was the second structure of the kind built in England.—It was only 12 feet wide and near the water level. The sea rose during a great storm and the wind and waves together tore the wooden roadway from the suspending rods breaking some of them. The main cables were uninjured.

The Menai Bridge had a portion of the roadway carried away during a storm, but this was due to the fact that the main cables were hung in parallel lines, by which the bridge became subject to lateral motion.—None of the iron appeared defective on examination, and the main cables were uninjured. It has now stood for twenty-eight years.

Four suspension bridges have been injured by the passage of troops on a march, as they naturally would be. The tramp of soldiers marching to a given cadence is the same as if a corresponding weight was *thrown* upon upon the bridge. What structure, unless purposely designed for it, can stand such shocks? Our best wooden trussed bridges have broken under similar loads. The wooden arched bridge over the Schuylkill at Philadelphia was broken down by a company of soldiers marching.

As to the Wheeling bridge, the causes of the failure of this beautiful structure are now undergoing investigation. I hazard the opinion, however, from what I have heard of the the sad accident, that it was partially, if not altogether, owing to the *extreme flexibility of of the suspending rods,* which allowed the roadway to be *lifted* by a gust of wind without lifting the cables—so letting the entire platform fall again with accumulated momentum and thus destroyed the structure.

As to opinions, the views of the most learned men in the world on these subjects might be cited in opposition to those who argue for the "inherent defects of iron.". Sir I. Brunel before a parliamentary committee and a Royal Commission, gave it as his experience that vibrations did not impair the strength of wrought iron—others differ with him; I do, also, but there are such facts as these in favor of his position. The Commissioners referred to bent cast iron bars, *one hundred thousand times* successively, each bend being equal to one-third of what would have broken the bars, and yet they were uninjured as was afterwards proved by breaking them in the ordinary way; rolling loads were also passed over bars ninety-six thousand times bending them one half of what would have caused fracture, without injury.

Wrought iron bars were bent ten thousand times periodically, through one half of the space that would have caused a permanent bend, and yet were uninjured. The greatest bend that can occur in a wire cable in use in a bridge, is not equal to the two hundredth part of what will cause a permanent flexure.

To sum up the matter, it is no proof that everything will fail because one thing has—all ships are not lost because one has sunk—all boilers do not burst, though some have—all buildings do not fall, and there are now in use more than twenty times as many good and substantial suspension bridges, long tried and ready to be tried again, as those that have proved treacherous, all put together since the record of such events has been kept by men.

Very respectfully,

Yours, &c.,

EDWARD W. SERRELL,
Civil Engineer.

TERRE HAUTE & ST. LOUIS RAILROAD.—Messrs. Sawyer, Camp & Co., the original contractors upon this line, have disposed of the contract to a Boston company. The work is being pushed vigorously through.

NEW PROCESS OF TAKING FAC-SIMILIES OF BANK NOTES, &c.

The New York Tribune has the following article, translated from a Swedish paper, by which it would seem that bank bills can be counterfeited beyond all possibility of detection. Count P. A. Sparre has invented a machine by which he can counterfeit any bank bill exactly; and what is still more curious, he can at the same time execute a bank bill that cannot be counterfeited. The extract says :

"When one sees Count Sparre with his simple machinery, which any one may manage with the greatest ease and facility, prepare in a few minutes the bank paper in use, which is made of three different laminæ, and in this give, without the slightest difficulty or even exertion of artistic skill, the finest water marks in perfection, and then follows the preparation of the paper by a simple and merely momentary process, but which gives again the printing and engraving absolutely perfect—he feels a strange sensation at the thought of being participator in the secrets of the art which, in less conscientious hands, might ruin all our banks and produce utter and inextricable confusion in our credit system.

"Count Sparre, in his memorial states that his process, if it does not render counterfeiting utterly impossible, at all events increases its difficulty to almost that degree, and offers to furnish the Bank with all its notes for the sum of 25,000 thalers, ($1800) per annum, which is about one half its present expense for paper. The Commissioners have referred the question to a committee of scientific men. In the mean time, Count Sparre is to visit England and other countries to bring his inventions to the notice of the mercantile public."

CHICAGO & MISSISSIPPI RAILROAD—ELECTION OF DIRECTORS.

The annual meeting of the stockholders in the Chicago and Mississippi Railroad Company, for the election of Directors, was held in Springfield, Ills., on the 19th inst. The election resulted in the choice of the following gentlemen, viz:

George Bliss, Springfield, Mass.
Henry Hotchkiss, New Haven, Conn.
Jas. Wright, Owego, New York.
Henry Dwight, Jr., New York City.
Charles Gould, New York City.

It will be seen that two of those who composed the former Board, Messrs. Cleveland and Litchfield, were left out, and their places filled by James Wright and Henry Dwight, Jr. Proxies representing 23,159 shares of stock were present, and the entire vote was cast for each of the above gentlemen, with the exception of Mr. Dwight, who fell five hundred short; that number having been thrown for John Stryker of Rome, New York.

North Missouri Railroad.—We learn that this road is under contract as far as St. Charles, with some 500 hands vigorously at work. It is expected to be completed thus far within a year. Messrs. Sawyer, Camp & Co., are the original contractors.

NEWPORT AND COVINGTON SUSPENSION BRIDGE.

To the President and Directors of the Newport and Covington Suspension Bridge:

Gentlemen:—The entire weight of the bridge, including cables. (between towers,) is nearly 350,000 lbs. This is reduced by the 24 wire guys at the ends to about 300,000 lbs. or 150 tons. The number of strands contained in the 8 cables is 2,515, and the united strength of these is about 3,018,000 lbs. or 1,500 tons.

We have the weight of the bridge and are desirous to know the ratio of tension to the width. The span is 550 feet; deflection of cables 30 feet; and by the established rules for the determination of tension, we find that for every ton of weight suspended, we have 2,366⅔ tons of tension. Hence if we multiply each quantity in this expression by the whole weight of the bridge, we have—

Weight of bridge supported by cables	150 tons
And tension produced by weight	350 do
Thus we see the constant strain is	350 do
Suppose we load the bridge with	100 do
Making weight of bridge and load	250 do
The tension resulting from this weight would be	584 do

This is more than will probably ever be upon the bridge at one time. This would require a multitude of 1200 persons, or at least 50 head of the heaviest cattle.

From the above calculations and facts, the bridge may be considered entirely safe with a weight equal to 100 tons; and with such a load upon the bridge the strain on each square inch of anchor chains would be 8,985 lbs—a small tax upon the strength of good iron. But to tax the bridge with a load of 50 tons, will require no less than seven hundred persons, taken indiscriminately, about which number have been upon the bridge, at one time since its completion. Not more than 700 to 800 persons can walk on the floor at one time, with any degree of convenience; and with the load of 50 tons or 700 people the tension is increased to the entire amount of 467 tons on the chains and cables.

The guys are so disposed about the bridge as to hold it very nearly at repose, both laterally and vertically. It will be necessary to have the render guys, (which are to prevent vibration vertically,) let out by the screws, in cold weather, so that the floor may rise freely, by the contraction of the main cables.

Respectfully submitted,
J. GRAY, C. E.

Covington, June 5th, 1854.

Land Bills in Congress.—The passage of the Minnesota Land Bill is indicative of the success of the whole batch of proposed grants for railroad purposes, reported by the Committee on Public Lands. This bill grants alternate sections for six miles on each side of the line, for a road from the state line of Illinois to Lake Superior, a distance of 250 miles.—The quantity of land donated is about 290,000 acres, estimated to be worth for the construction of the road two and a half million of dollars. The projects endorsed by the Committee on Public Lands will absorb about twenty millions of acres.—*Sandusky Reg.*

The New York Courier and Enquirer, has the following description of the cylinder for the Steamer Metropolis.

A Novel Dining Room.—Messrs. Stillman & Allen are known far and wide as iron men. They have long worked in iron, and fattened on iron, and recently they have taken to feasting in iron. On Friday last, these gentlemen invited a party to dine, and received them in an iron house. It was not a large house, for only twenty-two sat down to table, and the house was filled: nor was it a snug house, for both ends were open to the breeze. But it was a wonderful house, if not a handsome and spacious one, and the guests had no fault to find with the mansion or its garnishing. Fitted up with a temporary floor, table and benches, partially lined with canvas, and draped and mounted with the star-spangled banner, the cylinder—for after all it was but a steamer's cylinder—was the most singular dining-hall that the ingenious mechanism of man has ever constructed.

After the company was seated—numbering more than one famous in kindred pursuits—Mr. Allen arose and made a graceful and appropriate address. The circular wall of that iron cylinder, which will hereafter resound with the struggles of pent-up steam, was filled with sounds of mirth and merriment; and at the close of the repast, loud cheers were given for that great triumph of mechanic art. The tables and benches were then removed—a passage-way planked at each end of the cylinder—a pony was harnessed into a high-topped buggy, and one by one the guests of the day were driven rapidly backwards and forwards through the iron circle, amid the cheers of the admiring spectators.

And now another experiment is tried. A bar is placed across one end of the cylinder, and the numerous spectators who had collected about the spot thronged into the broad-mouthed tube. But more were wanted; and from every nook and corner near by, the brawny workmen of the foundries swarm in until the space is nearly full, and no more men can be found. Then, as they step forth, one hundred and one are counted, who had stood erect within the iron cylinder, and the space had not been filled.

The cylinder of which we are speaking was cast for the new steamer, *Metropolis*, of the Fall River line. It is more than one-third larger than the cylinders of the Collins steamships, which are the largest ever cast in this country. It is one hundred and five inches, or nearly nine feet in diameter, and has twelve feet stroke of piston. Its immense size will give great power with steam of low pressure, thereby promoting the safety and durability of the engine and boilers, and economy in producing an equal amount of power with less consumption of coal.

Chicago & Rock Island Railroad Excursion.—The expense of the Chicago and Rock Island excursion has been estimated at $50,000, of which it is said, Messrs. Sheffield & Farnum, the contractors, bear one half, and the railroad companies the balance.

The road will pass into the hands of the Company on the 10th inst.; but all will be pleased to know that Mr. Farnum will probably continue to superintendent its management. His name is synonimous with success.

IRON HOUSES.

We attended yesterday evening an informal meeting of business men, at the Auction Rooms of M. N. Croft, Court street, Brooklyn, at which Mr. Sexton, the inventor of a new plan of iron buildings, explained his system. He constructs the frame-work of his buildings entirely of cast iron, in sections, which are made to interlock by very close fitting and ingenous joints, secured by keys. This method of building avoids the labor of drilling and bolting, which has been a great inconvenience of iron buildings. It also allows the house to be taken down in sections, and removed at a very little expense. He covers the frame work on the outside with plates of iron, by a similar system of interlocking, without any bolts or other fastenings, the joints being packed with gutta-percha, so as to exclude water under hydraulic pressure. To finish the dove-tailing of the joints, he has invented a machine that can perform the work of forty men. The walls are made hollow and the enclosed space is filled in with a non-conducting composition of beach sand and other substances, so that, as Mr. S. observed, his house becomes, when finished, a perfect fire-proof safe.

The roofs and floors are made of cast iron frames, resembling heavy window sashes, the interstices being occupied, as in the case of windows, with *plates of glass*, of any required thickness and transparency. The glass used is not our common glass, but is in itself a new and valuable invention, being called *malleable* glass, from its wonderful property of toughness allowing it to bend freely without breaking. It can be drawn out into threads of any fineness, and so strong and flexible that they are said to be commencing the manufacture of piano and violin strings from this material. Mr. S. handed round a piece of this glass string for inspection. It was as small as the E string of a violin, and could be bent around the finger, or tied in a knot apparently like catgut.

Plates of this glass being let into the frame work of the floors, the whole is then covered over with a peculiar transparent cement of Mr. S.'s invention, which makes the whole floor look like one solid plate of glass. The cost of roofing with this material, is 75 cents per square foot. The walls inside can be covered with plaster, or finished with iron or glass, at the option of the builder. All the interior ornamentation, such as mantel-pieces, panels, etc., may be of malleable glass.

The advantages claimed for this style of building are, first, its great cheapness, and the rapidity with which it allows in construction. It effects a saving of one-third its cost, and three-fourths in labor, over every other method. Mr. S. stated that he could complete an ordinary dwelling house in forty days.—Second, the variety of style and finish that can be obtained at small cost, by different combinations of the same pattern. The inventor remarked that in the construction of the whole Crystal Palace, but six different patterns were required. Third, the facility which such a building can be taken down and removed.—Fourth, its security from damage by fire or lightning—thus saving all the expeuse of insurance. Other incidental advantages are, its durability, freedom from vermin, etc.—*N. Y. Leader.*

Buffalo & N. Y. City Railroad.—At a meeting of the Directors of the Buffalo and New York City Railroad Company on the 22d inst., Aaron D. Patchin was unanimously re-elected President, and John Wilkenson, Vice President.

RAILWAYS TWENTY YEARS SINCE.

The Philadelphia Bulletin has an extract from a number of the London Couricr of June 9th, 1829, in which was the following:

"More than half a column is occupied with an extract from the Birmingham Gazette, describing the opening of "Shutt End Railway." This work, which was then regarded as extraordinary, ran from Kingswinford to the Straffordshire and Worcestershire Canal, and was of the enormous length of *three miles and one-eighth!* A locomotive engine, then a marvel of art, drew a train of eight cars, carrying 360 passengers, from the foot of the first inclined plane to the head of the second, and returned, being a distance of 3¾ miles, in half an hour, or at the *rate of 7½ miles per hour!* Subsequently, it drew a train of coal and passenger cars, the whole train weighing 131 tons, a distance of 1 7-8 miles, in thirty minutes, being at the *rate of nearly 3½ miles per hour.* Afterwards the engine, with only the tender and twenty passengers, ran a mile on the road at the rate of eleven miles per hour! All these exploits were witnessed by an immense crowd, who were amazed at them; and his lordship, the Earl of Bradford, graciously 'expressed himself much pleased with the extraordinary powers of the engine.' It should be remembered that it is only twenty-five years, or within the age of most of our readers, that these wretchedly slow performances, which would not be tolerated on the meanest railroad now in existence, were regarded as almost miraculous in England."

WABASH VALLEY RAILROAD.

The Marshall Illinoisian, of a recent date contained the following relative to the present condition and prospects of this road:

For the Valley Road the prospects are of the most flattering character. The quotas of stock to be furnished in the counties of Clark and Crawford are already raised, or nearly so; strong exertions are being made in Lawrence to secure the amount required from that county, and we are informed, with such prospects as make final success certain; and the subscriptions alotted to Vincennes, we are assured, can be made up in an hour after the balance of the line up to this point is taken.—Edgar, we are very sorry to learn, is still behind hand in this enterprise; as soon, however, as the southern subscriptions are filled, the construction of the Road will be commenced up to this point, leaving the final extension to Paris contingent upon the citizens of Edgar county coming to the scratch in due season.

City Railroads.—Judge Hoffman, of the Superior Court of New York, has made an important decision involving the legality of the railroads in New York City. The Court were of the opinion that the Common Council holds the fee of the streets in trust for the people; and, while liable as trustees for the faithful, legal and honest discharge of their duty, they might establish railroads in the streets; and that this power was held by them without the aid of any statute, though probably subject to such restriction, as might be imposed upon them by express legislative enactment.

Montgomery & Pensacola Railroad.—The annual meeting of the above railroad company, was held on the 5th inst., at Montgomery, when the following gentlemen were elected Directors for the ensuing year:

T. J. Judge, C. T. Pollard, Abner McGehee, Wm. Taylor, T. M. Cowles, Geo. Goldthwaite, Fleming Freeman, B. S. Bibb, and Geo. W. Matthews.

The following resolution was adopted—

Resolved that in the opinion of the stockholders, it is important that the road be finally located, and as much of it placed under contract as the means and credit of the company will warrant; and the Board of Directors are requested to adopt the most vigorous and prompt means to secure the completion of the road at the earliest practicable period.

☞ Milwaukee will soon have six railways branching from it. The Lake Shore Railway, southward to Chicago (85 miles;) the Milwaukee and Misisippi, through Southern Wisconsin, to Dubuque; the Milwaukee and La Crosse, and the Milwaukee and Berlin, and Milwaukee, Fond du Lac and Oskosh to the Mississippi, Lake Superior and Lake Winnebago. At present, it has but a single railway in operation.

Memphis & Little Rock Railroad.—We learn that this road has been put under contract by its President, Col. James W. Williamson. The contractors are Messrs. John H. Bradley & Co., of Indiana. By the terms of the contract, the first 40 miles, to St. Francis, are to be completed within two years; the remainder to Little Rock, in four years. Some $220,000 will be needed, to complete the portion between St. Francis and Little Rock.

Alton & Terre Haute Railroad.—It is expected that this line will be completed between Alton and the intersection of the Illinois Central, by October next; thus opening two routes thence to Chicago. Every exertion is being made to complete the Alton Extension of the Illinoistown and Belleville road by the same time, giving a railroad route all the way from St. Louis to New York.

Peoria and Oquawka Railroad.—The annual meeting of the stockholders of this road was held at Knoxville. The following gentlemen were elected directors for the ensuing year:

Fitzhenry Warren, of Burlington:
W. S. Phelps, of Elmwood;
G. C. Bestor, R. Rouse, P. Sweat, W. Kellogg, J. Frink, of Peoria;
A. H. Danforth, of Washington;
J. Thomas, of Middleport.

ILLINOIS CENTRAL RAILROAD.

This road, it is stated, will be completed next spring. Its career presents an unexampled instance of good fortune and astute financial management. According to the New York Tribune its resources were originally 2,600,000 acres of land, which were put into the hands of a company of gentlemen, who had subscribed to the capital of the company $17,000,000. The land was estimated to be worth $27,000,000. Thus the means of the company were $39,000 to start with. The last estimates made the entire cost of the road completed $17,000,000. It was determined to issue this amount of bonds, secured on the land, in such manner that the land could not be sold without canceling the bonds. The first thing done was to buy the iron for the whole road, at $45 per ton for bonds at *par*. In six months after the purchase the value of iron doubled, by which the Company saved $1,500,000. The high character of the Company and the rapid progress of the road commanded confidence, so that the Company was enabled to sell the whole of the $17,000,000 at *par*, with the exception of the February issue. The sales were made payable in installments which will be complete in July next. As these have fallen due the money market has tightened, and those who took more than it was convenient to carry have sold to meet installments, and the price has fallen to 75. In the meantime the Company has gone on uninterruptedly until the road approaches completion. The tightness in the market generally by stopping other railroads increased the supply of laborers at lower wages. In the meantime the failure of the harvests abroad have excited the markets for breadstuffs, made farming lucrative, and caused a great demand for Illinois lands. At this juncture the Company advertised its lands, and in a week had applications for 60,000 acres, which at the *minimum* price of $8 will give $480,000, for which bonds must be canceled, and this at the moment when the bonds are at the lowest.

Thus the Company bought iron at the lowest price; rising speculation enabled it to sell all its bonds at par; re-action gave it labor at reduced prices; excitement in farm produce sells its lands at the best rates at the moment when the bonds can be got back on the best terms with the proceeds of land sales. The $17,000,000 of bonds thus negotiated will, it is believed, suffice, without borrowing in any other shape or issuing any other paper, to complete the road 670 miles, and probably close the construction account.—*Baltimore American.*

CENTRAL MILITARY TRACT RAILROAD.—We learn from the Galesburg Democrat, that a meeting of the stockholders of the Central Military Tract Railroad Company was held in Galesburg, on the 12th ult., for the election of directors for the ensuing year. The following gentlemen were chosen.

J. W. Brooks, James F. Joy, Henry Ledyard, and G. V. W. Lathrop, of Detroit; C. G. Hammond, I. H. Burch, J. H. Kinzie, of Chicago; Silas Willard, G. W. Gale, C. S. Colton, Wm. J. Sheldon, Jas. Bruce and Enos M'Euler, of Galesburg.

At a meeting of the new directors, held the same day, J. W. Brooks, of Detroit, was elected president of the board, and David Sanborn, of Galesburgh, secretary.

UNDER CONTRACT—PACIFIC RAILROAD, WEST OF JEFFERSON CITY.—The Jefferson *Inquirer*, of the 17th ult., says the contract for the construction of the Pacific Railroad from that city to Kansas, on the western boundary of the State, has been awarded to Messrs. John Warner & Co., at present contractors on several sections of the road east of that city. We understand from Gen. G. R. Smith, a few days since, that the work will be pushed forward as rapidly as the funds can be procured on the route. The third division embraces the country from Jefferson City to Georgetown, or to a point some few miles west, to which place the road has been finally located. The fourth division embraces the country from the end of the third division to the terminus of the road in Jackson county. The fourth division has not yet been surveyed but we are pleased to learn a corps of engineers are now on the line, having commenced at Kansas, for the purpose of surveying the road cast to the termination of the third division, where Mr. Brown ended his survey.

NEW YORK AND NEW HAVEN RAILROAD.—The Annual Report of the New York and New Haven Road has been published for the business year, ending April 1, 1854:

Cost of Road including N. Y. Property		$3,131,948
Represented by		
Capital Stock	$3,000,000	
Funded Debt	1,991,000	
Floating Debt	140,948	
Gross business of the year		$961,227
From Passengers	$776,250	
Freight and Miscellaneous	185,627	
Operating Expenses and Repairs		467,654
Balance		$493,622
Less paid Harlem Railroad		74,026
Net earrings		$419,596
Last year's surplus, &c		26,677
Total		$446,273
Approriated to		
Damages by Norwalk Tragedy	$252,311	
Interest on loans	183,939	$436,250
Surplus		$10,623

MADISON, INDIANAPOLIS, AND PERU RAILROAD.—The stockholders of this company, met in Madison, and elected the following directors unanimously:

W. M. Dunn, Philo Hurd, Nathan Powell, C. S. Shrewsbury, J. G. Marshall, Madison; E W. H. Ellis, E. J. Peck, J. P. Drake, Allen May, Indianapolis; W. J. Jackson, Tipton; Geo. L. Dart, Peru; V. Worthington, Cincinnati; A. L. Dennis, New York.

The vote cast was 24,630, representing stock to the amount of $1,231,500.—*Madison Banner.*

CINCINNATI AND LOUISVILLE UNITED BY RAILROAD.—The completion of the Ohio and Mississippi Railroad to Seymour, on the Jeffersonville road, has opened a route by railroad between this city and Louisville. The event was duly celebrated on Thursday 29th ult. Regular through trains were started on Monday last.

NEW YORK & ERIE RAILROAD.—The recent strike among the engine drivers upon this road, in consequence of a disagreement between them and the Superintendent has been settled, and the drivers resumed their places. The number that atopped work was 120, which caused much pecuniary loss, as well as irritating delay to the company.

MUCATINE AND OSKALOOSA RAILROAD.—This road was let to contracters on the 1st. ult., in sections of two miles each, as far as the Iowa river, a distance of 24 miles. We get the above from the Burlington *Telegraph*, but find no names or prices.

BELLEVILLE AND ILLINOIS RAILROAD.—This road has been graded and ready for the raila for some time past. The rails have been bought and paid for, and the whole line will probably be completed within the ensuing sixty days.

☞ A railway from Vincennes to Worthington, Greene county, Indiana, is to be put under contract on the 1st proximo. The Worthington *Advertiser* says the grading, &c., ready for the track, can be made for $6,000 per mile.

EXTENSION OF TRACKS ON THE CINCINNATI, HAMILTON AND DAYTON ROAD.—A meeting of the C. H. & D. road was held at the company's depot, yesterday.

The object of the meeting was to receive the report of the Board of Directors, in relation to the extension of the track of the company to the corner of Pearl and Race streets.

The President submitted to the stockholders an estimate of the cost of right of way, depot and grounds, together with cost of construction, which, after full consideration were referred to the next regular meeting, in May, 1855.

ACKNOWLEDGMENTS.

The following periodicals have been duly received for the current month, viz:

THE WEST AMERICAN MONTHLY, late the Parlor Magazine. This periodical is much improved and illustrated with cuts. It is a valuable visitant to the family circle.

THE ODD FELLOWS' CASKET.—This is not, as its name would seem to imply, entirely devoted the interests of the Order, but is an interesting and instructive magazine for the family. Its contributions are well selected and surely cannot but inform the mind.

THE WESTERN JOURNAL AND CIVILIAN, being No. 2 of Vol. XII., devoted to the statistics of the growing West; and containing a great variety of useful and valuable information upon subjects appertaining to the business of this section of the Union.

JOURNAL OF FRANKLIN INSTITUTE OF PA.: A record of scientific discoveries, and replete with valuable contributions to science, etc.

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

CORRECTED TO WEONESDAY OF EACH WEEK.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'n.	ASK'n.
Alabama and Tennessee	1st mortgage, convertible till 1872	7	1872		96
Baltimore and Ohio	Transferable. Taxed	6	1885	83	83½
Do do	Coupons. Not Taxed	6	1875	88	89
Do do	" "	6	1880	84	87
Do do	"	7	1860		87
Do do		6	1885	83	85
Bellefontaioe and Indiana	1st mortgago, convertiblo	6	1866	103	104
Buffalo and Penn. State Line	1st mortgage, not convertiblo	7	1866	100	101
Chicago and Rock Island	1st mortgage, convertible	7	1870	95	96
Chicago and Mississippi	1st " "	7	1862	90	92
Do do	2d " "	7	1874	75	77
Chicago and Aurora	1st " "	7	1866	90	92½
Cincinnati and Fort Wayne			....		
Cleveland, Columbus, and Cincinnati	1st mortgage, convertible	7	1859	128	130
Do do do	No mortgage, convertible	7	1855	124	127
Cleveland and Mahoning			....		
Cleveland, Painesville and Ashtabula	1st mortgage	7	1861	95	96
Do do	2d " not convertible	7	1861	99	100
Cleveland and Pittsburgh	1st " convertible	7	1860	95	96
do do		7	1873	85	90
Cleveland, Zanesville, and Cincinnati			....		
Cincinnati, Hamilton and Dayton	1st mortgage " till 1855	7	1861		95
do do do	2d mortgage	7	1868		95
do do do	3d mortgage	7	1880		90
Cincinnati, New Castlo and Michigau	1st mortgage, real estate, convertible	10	5 & 10 y's	96	100
Cincinnati Western	1st " " " "	10	5 & 10 y's	90	98
Cincinnati, Wilmington and Zanesville	1st "	7	1862	94	95
Cincinnati, Indianapolis and Cbicago			....		
Columbus and Lake Erie			....		
Columbus, Piqua and Indiana	1st mortgage, convertiblo	7	1862	84	86
Do do do	2d "		1852	80	83
Columbus and Xenia	1st mortgage, convertible	7	1859	118	120
Covington and Lexington	1st " " till 1862	7	1883	90	95
Do do	2d " "	6	1862	85	87½
Daytou and Michigan	1st " "	7	1867	94	97
Dayton and Western	1st " "	7	1862	90	97
Dayton, Xenia and Belpre			....		
Eatoo and Hamilton	1st mortgage	7	1862	84	87
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.	7	1862	93	96
Evansville and Illinois	1st Mortgage, convertible 1857	7	1862	85	87
Frankfort aad Lexington	1st " "	6	....		
Franklin and Warren			....		
Galena and Chicago Union	Pledge of 2d section, convertible	10	1853-6	125	130
Do do do	1st mort., 2d " not convertible	7	1862	89	90
Illinois Central	1st mortgage, not convertible	6	1875	78	79
Illinois and Wisconsin		10	....		
Indiana Central	1st mortgage, convertible	7	1866	95	97
Do do	" "	10	1857	99	100
Indianapolis and Bellefontaine	1st " "	7	1860-1		97½
Indianapolis and Lafayette	" "	7	1861	95	100
Jeffersonville	1st " not "	7	1861	90	94
Junction (Ohio)	1st " "	7	1867	106	108
Do do	2d " "	7	....	104	106
Lawrenceburg and Upper Mississippi	1st mortgage, convertiblo	7	1866		95
Lexington and Big Sandy			....		
Little Miami	No mortgage, convertible 1852-4	7	1858-61	114	116
Do	" " till 1855	7	1861	117	120
Louisville and Nashville			....		
Lyons', Iowa, Central	1st mortgage, convertiblo	7	1873	8	
Mad River and Lake Erie	1st mortgage, convertible till 1855	7	1855-6	97½	100
Do do	2d " "	7	1866	87	90
Do do	Dividend	7	1860	78	83
Madison and Indianapolis	1st olortgage, convertible after 1853	6	1861	100	103
Marietta and Cincinnati	1st " convertible	7	1868		87½
Maysville and Big Sandy			....		
Maysville and Lexington	1st mortgage, convertible	6	1873	51½	70
Memphis and Charleston			....		
Michigan Central	No mortgage, convertible	8	1860	103½	
Do do	" "	8	1855-6	100	102
Do do	" not "	8	1857-8		101
Michigan Southern	1st " "	7	1860		95
Milwaukie and Mississippi	1st " " 1857	8	1862	100	101
Mobile and Ohio	1st mortgage 6s. 1884		....		
Nashville and Chattanooga			....	83	93
New Albany and Salem	mortgage on 1st section	10	1858-62	109	111
Do do	1st " on other sections, convert.	8	1864-75		90
New Castlo and Richmond	1st " convertiblo	6	1873	87	90
New Orleans and Ohio, Ky	Guar. of McCracken Co		....	86	93
New York and Erie	1st mortgage, not convertible	7	1867	115	116
Do do	2d " convertible	7	1859	100	101
Do do	Income, not convertible	7	1855	97	98
Do do	Convertible till 1861	7	1871	83	85
Do do	" " 1862	7	1862	84	88
Northern Indiana	1st mortgage, not convertible	7	1860	95	96
Do do	2d "	7	1863	82	85
Do do	1st mortgage Goshen line		....	92	95
Do do	Construction Bonds		....	102	105
Ohio Central	1st mortgage, convertible, west section.	7	1861		
Do	1st " " east "	7	1864	94½	97
Ohio and Indiana	1st " "	7	1867	97	100
Ohio and Pennsylvania	" "	7	1865-6	102	104½
Do do	Income. No mortgage, convertible	7	1872	92	95
Pacific, Mo			....		
Panama	1st mortgage, convertible	7	1866	106	107
Parkersburgh (or Northwestern Va.)	" Guar. City of Baltimore	7	1873	94	96
Pennsylvania	1st mortgage, convertible till 1860	6	1880	100	101
Peru and Indianapolis	1st " convertible	7	....	78	83
Rock River Valley Union	1st " coovertible	7	1872	98	100
Sandusky and Mansfield	1st "	7	1860	71	75
Do do	2d "	10	1853-7	102	104
Scioto and Hocking Valley	1st " conv. coupons	7	1961	87	90
Southwestern, Tennessee			....		
Springfield and Columbus			....		
Steubenville and Indiaoa	1st mortgage, convertible	7	1865		94½
Terre Haute and Altoa	1st " convertible		1862-72		92
Do do	2d " do	8	1865		
Terre Haute aod Richmood	1st mortgage, convertible	6	1866	100½	103
Toledo, Norwalk and Cleveland	1st "	7	1863	87¾	90
Do do do	2d "		....	90	95
Do do do	" Guar of C. C. & C.		1883	90	95

TABLES OF RAILROAD SHARES.

☞ The followiog quotations are not PER SHARE, bu upon tho HUNDRED DOLLARS.

	shares.	off'd.	ask'd.
Baltimore and Ohio	100	56	58
Bellefontaine and Delaware	50	40	50
Bellefontaine and Indiana	50	80	90
Belleville and Illinoistown			
Buffalo and Pennsylvania State Line		125	130
Central Military Tract			
Central Ohio	50	77½	90
Chicago and Rock Island		94	96
Chicago & Miss., (Alton & Springf'd,)			
Cincinnati, Cambridge and Chicago		28	35
Cinciunati and Fort Wayne			
Cincinnati Hamilton and Dayton	100	94	100
Cincinnati, Indianapolis and Chicago			
Cincinnati, Logansport and Chicago	50		90
Cincinnati Western	50	28	35
Cin. Wilmington and Zanesville	50	65	80
Cleveland, Columbus and Cin	100	115	118
Cleveland, Medina and Tuscarawas			
Cleveland, Painesville and Ashtabula	100	110	111
Cleveland and Pittsburgh	50	71	75
Cleveland and Mahoning			
Cleveland and Toledo	50	87	90
Cleveland, Zanesville, and Cincinnatt.			
ClintonLine			
Columbus and Lake Erie	50	50	70
Columbus, Piqua and Indiana	50	50	65
Columbus and Xenia	50	100	105
Covington and Lexington	50	55	60
Covington and Ohio, Va			
Dayton and Michigan	50	60	65
Dayton and Western	50	65	80
Dayton Short Line	50		
Dayton, Xenia and Belpre			
Detroit and Pontiac			
Eaton and Hamilton	25	50	60
Eaton and Piqua			
Erie and Northeast		110	112
Erie and Kalamazoo		05	100
Evansville and Crawfordsville			
Fort Wayne and Mississippi	50		
Fort Wayne and Southern	25		
Franklin and Warren			
Galena and Chicago Union	100	123	125
Greenville and Miami	50	70	75
Hannibal and St. Joseph			
Hempfield			
Henderson and Nashville			
Hillsboro' and Cincinnati	50	50	55
Illinois Central	100	118	120
Illinois and Wisconsin			
Indiana Central	50	73	85
Do do 10 per cent	50	73	85
Indianapolis and Bellefontaine	25	78	95
Indianapolis and Cincinnati	50	65	75
Indianapolis and Lafayette	50	76	80
Jeffersonville and Indianapolis	50	72	78
Junction (Ohio)	50	90	95
La Crosse and Milwaukie	100		
Lake Erie, Wabash and St. Louis			
Lawrenceburg and Upper Mississippi	50	60	75
Lexington aod Frankfort			
Lexington and Danville			
Little Miami	50	160	110
Logansport and Pacific			
Logansport and Marion			
Louisville and Frankfort	50	62	70
Louisville and Nashville	100		
Macon, Georgia	10	105	110
Mad River and Lake Erie	50	65	80
Madison and Indianapolis	50	40	50
Madison, Indianapolis and Peru	50	55	60
Marietta and Cincinnati	50	48	65
Marion and Mississinewa Valley			
Maysville and Lexington	50	50	60
Maysville and Big Sandy			
Memphis and Charleston			
Michigan Central		95½	100
Michigan Southern		115	120
Milwaukie and Mississippi		77	82
Mobile and Ohio			
Nashville and Chattanooga			
New Albany and Salem	50	40	50
New Orleans and Ohio			
New York Central		99	101
New York and Erie	100	63	65
Northern Indiana		115	120
Ohio and Indiana		76	80
Ohio and Mississippi	50	80	90
Ohio and Pennsylvania	50	90	91
Ohio River and Wabash			
Owl Creek Valley			
Pacific, Mo			
Panama		105	107
Parkersburg, or Northwestern Va			
Pennsylvania	50	90	92
Peru and Indianapolis	25	68½	75
Sandusky and Mansfield	50	55	60
Sandusky, Mansfield, and Newark	50		
Sangamon & Morgan, or Great West'o,			
Scioto aod Hocking Valley	50	55	60
Southwestern Indiana			
Southwestern, Teon			
Springfiled Mt. Vernoo and Pittsb'gh	50	65	80
Springfield and Columbus			
Steubeoville aod Indiaoa			
Terre Haute and Alton			
Terre Haute and Richmood		100	102
Toledo and Illinois			
Toledo, Norwalk and Cleveland	50	95	100

STOCK TABLE.

CORRECTED WEEKLY.

Government Securities.

	INT.	DUE.	OFF'D.	ASK'D.
U. S. Loan	6	1856	105	100
Do	6	1862	114	118
Do	6	1867	120	120
Do	6	1868	120	121
Do (int. ceased July 1).	5	1853	101¾	102
Do Coupons		1862	117½	118
Do "	6	1868	122	123
Do "		1853	100	101

State.

Alabama	5	....	00	95
Do	6	....	102	104
Arkansas	6	....	95	100
Georgia	6	....	107	108
Do	7	....		
Illinois Canal Bonds		1860	96	98
Do do registered		1860	110	110½
Do do		1847	92	05
Do do registered		1847	90	96
Do do Internal Impt.		1847	80	95
Do Interest do		....	60	64
Indiana	5	....	98	100
Do	2½	....	56	60
Do Canal Loan	6	....	93	94
Do do preferred	5	....	54	55
Do do deferred	5	....	30	32
Do special preferred	5	....	24	25
Do do deferred.	5	....	10	11
Kentucky, 30 years	6	1871	101	102
Do 15 years	6	....	107	108
Do large bonds	0	0869-72	106	108
Do	5	....	92½	93½
Michigan	6	....	94½	96
Ohio	6	1856	102	103
Do	6	1860	107	108
Do	6	1870	108	113
Do	6	1873	108	
Do	5	1853	102	105
Do	5	1804	104	106
Pennsylvania	6	....	103	105
Do	5	1870	86	87
Tennessee, new loan	6	1890	105	106
Do Coupons	5	....		90
Virginia Coupons	6	1886	106	107

City Securities.

Albany	6	1867-9	106	107
Allegheny	6	1873	75	76
Baltimore	6	1870-90	99½	101
Do	5	1865	87	89
Boston Bonds	4½	1860	101	102
Chicago	6	1876-7	99	100
Covington	6	1881	93	95
Cincinnati	6	1860	97	100
Do	6	1897	97	100
Do	5	1884	86	87
Do W. W	6	1865	102	103
Jeffersonville, Indiana	7	1872-82	85	88
Lawrenceburgh, Ia	7	....	80	90
Louisville	6	1880	82	85
Memphis	6	1882	90	92
New York	7	1857	101	103
Do	5	1858-60	97	98
Do	5	1870-5	102	103
Do	5	1890	105	107
Philadelphia	6	1876-90	98	90
Pittsburgh	6	1869-71	92	98
Do coupons	6	1883		87
Richmond	6	1882	93	94
St. Louis	6	1870	89	90
Wheeling	6	1872	105	106

County Bonds.

Bourbon, Ky	6	1881	89½	90
Darke, O	7	....	92	95
Fairfield, O	7	1862	90	92
Fayette, Ky	6	1881-2	80	84
Guernsey, O	7	1862	97	99
Mason, Ky	6	1881	80	84
McCraken co. Ky., endorsed by New Orleans and Ohio R.R.			86	93
St. Louis	6	1866	83	85
Do	7	1871	107	108

Banks.

OHIO.

Ohio Life Inaurance and Trust Co	93	95
Lafayette, Cincinnati, (closing)	113	115
Franklin do		
Commercial dc		
Mech. & Traders do		
State Branches		

KENTUCKY.

Bank of Kentucky and Branches	107	108
Northern, and Branches	115	116
Southern, and Branches	103	106
Bank of Louisville	111	112
Kentucky Trust Co	99	100
Farmers' Bank of Kentucky	107	110
Newport Safety Fund Bank	98	100
Commercial Bank of Kentucky		

INDIANA.

State Bank and Branches		

TENNESSEE.

State Bank and Branches		
Union	94	100
Planters'	97¾	100

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g
On New York	Sight	1	1¼ prem.
Boston	Sight	1	1¼ prem.
Philadelphia	Sight	1	1¼ prem.
Baltimore	Sight	1	1¼ prem.
New Orleans	Sight		prem.
England		110½	112½

SPECIE.

GOLD.

California, ₱ oz	$17 50	@	$17 65
Spanish Doubloons	16 50	@	16 60
Patriot Doubloons	15 60	@	15 80
Sovereigns	4 85	@	4 88
Guineas	5 00	@	5 00
American, new	1 00½	@	1 01
American, old	1 04	@	1 06
Portuguese	1 00	@	1 01

SILVER.

American Dollars	1 02	@	1 04
American, halves	1 02	@	1 04
Spanish Dollars	1 05	@	1 07
Spanish Quarters	1 02	@	1 03
Mexican Dollars	1 03	@	1 04
Five Frane pieces	95	@	96

LAND WARRANTS.

	Off'd.	Ask'd
160 acre warrants	$185	$190
80 acre warrants	95	98
40 acre warrants	46½	47¾

Reported for the Railroad Record.

CINCINNATI STOCK SALES.

AT THE STOCK BOARD,

MERCHANTS' EXCHANGE

And at Private Sale.

BY HEWSON & HOLMES,

For the week ending Wednesday, July 5, 1854

THE SALES WERE AS FOLLOWS:

20	Shares	Little Miami	Railroad.	100	00
7	"	" "	"	100	00
40	"	Cin., Ham. and Dayton	"	93	00
20	"	" " "	"	93	00
10	"	" " "	"	93	00
30	"	New Albany and Salem	"	42	50
60	"	Cin. and Chicago	"	20	50
50	"	Ind. and Cin.	"	58	00
20	"	Col. and Xenia	"	97	00
16	"	Cov. and Lex.	"	55	00
30	"	Eaton and Ham.	"	48	00
3	"	Peach Or. Coal Co.	"	65	00

MONETARY.

We have no change to note in the rates of interest for money at the East, though the market has been somewhat easier. There will not be much of a change for the better for some time to come yet, nor, on the other hand, need we fear any heavier stringency.

The Stock Market is very heavy. The sales at the Stock Board, as well as by the stock auctioneers, are quite limited, while prices are very low. This is attributed in a measure, to the season, very many of the merchants being out of the City.

Sales by A. H. Nicolay, June 26th—

$5,000	Williamsp. & Elmira RR. 1st mor. 7s, '73	85	25
5,000	" " " " "	85	00
10,000	Lyons. Iowa Cen. RR. 1st mort. 7s '73..	5	00
10	Shares Third Avenue RR. Co	46	50

By the same, June 29th—

$20,000	Tol. Nor. & Cleveland, 1st mor. 7s, '63..	88	00
100	Shares Atlantic & Pacific RR. Co. (shares $1,000 each), $1 per share paid in	78	00

The ratification of the Gadsden Treaty by Congress, and the draft upon the Treasurer of New York for $7,000,000 has somewhat lessened the heavy balance which has so long been hoarded up there.

Foreign Exchange remains at our last quotations.

At the West business is quite stagnant. Money remains active; the supply not equaling the demand, rates are consequently fully as high as at our last quotations.

In the Stock Market we quote but few sales, and those at low figures; the exceeding warm weather has driven all who could leave to the country, nor can we hope for any improvement until cooler weather at least.

The following DIVIDENDS have been declared—

Michigan Southern and Northern Indiana Railroad Company has declared a semi-annual dividend of 5 per cent. on the full stock, payable in cash on the 5th of July. Also an extra dividend from the surplus earnings, of one share of construction stock for every three shares of old stock held. Said stock is to be issued August 1st, with 20 per cent. paid endorsed thereon, and the remaining 80 per cent. paid by installments of 15 per cent., on the first of August, September, October, and November, and 20 per cent. on the 1st of December. The semi-annual payment of 4 per cent. interest on the construction stock will be made on the 1st of July.

Bellefontaine & Indianapolis and Indianapolis & Bellefontaine Railroad Companies have each declared cash dividends of 4 per cent. for the last six months.

In our advertising columns to day will be found the business card of ISAAC OSBORN DAVIS, ESQ., who has recently withdrawn from the house of Hewson & Holmes, and opened a Financial Agency at 38 west Third Street, (Masonic Hall) for the purchase and sale of business papes, railroad securities etc., etc., for foreign or domestic account, and for the negotiation of loans, all strictly upon Commission.

Mr. Davis is an active, thorough business man, and has had a lengthy experience in the buying and selling of stocks, etc., in this market. We can commend him highly to all who may need the services of a Financial Agent in the Queen City, feeling confident that his prompt business habits will give satisfaction to all.

FINANCIAL AGENCY.

ISAAC OSBORN DAVIS,
No. 38 West Third Street,
CINCINNATI, OHIO.

Buys, Sells and Negotiates Loans on Business Paper, and all kinds of Railroad Securities, on commission.

Wabash Valley Railroad Company.



NOTICE TO CONTRACTORS.

SEALED proposals will be received at the office of Allen, McGrady & Co., Vincennes, Ind., until the 25th of July, 1854, for the grading, bridging, masonry, furnishing cross-ties, and laying the track of the entire line of the Wabash Valley Railroad, extending from Vincennes, Ind., to Paris, Ill., a distance of sixty-six miles.

Plans, profiles and specifications are ready at the office of Allen, McGrady & Co., Vincennes, and also at the office of the Company, Marshall, Ill.

The line passes through a densely populated and highly cultivated country, affording every facility for obtaining supplies, and conveniences for carrying on the work.

The work is of an exceedingly favorable character and well worthy the attention of experienced contractors.

Contractors are especially rsquested to give the work personal examination before submitting their propositions.

The work will be divided into sections of about one mile each for the convenience of contractors, and bids will be received for the whole or any portion of the work, reserving the right to reject any or all propositions if deemed unreasonable.

Bids will also be considered for the payment of the work to be either all cash or part cash and part stock.

A. T ELLIS. President.
CHAS. SUMMERS, C. E.
jy. 6-3t. ALLEN, McGRADY & Co.

Mathematical Instruments.



T. F. RANDOLPH & BRO.,
N. W. Corner Fifth and Walnut sts.,
No. 1, 2D STORY APOLLO BUILDING,
CINCINNATI, O.
MANUFACTURERS OF
Surveyors' and Engineers' Instruments, Theodolites, Transits, Levels, &c.
REPAIRING AND ADJUSTING INSTRUMENTS DONE TO ORDER.
Orders promptly attended to.

ALBERT H. NICOLAY,

AUCTIONEER.

Holds his regular auction sales of Stocks, Bonds and other securities, every Monday and Thursday, at 12½ o'clock, at the Merchants' Exchange. First class Stocks and Bonds, at private sale.

Office No. 4 Broad street, New York.

OFFICE CINCINNATI WESTERN RR. Co.
Cincinnati, June 13, 1854.

THE Stockholders of the Cincinnati Western Railroad Co., are hereby notified that the third instalment of five dollars per share, due the 20th July next, and the fourth instalment of five dollars per share, due the 20th August next, are called for, payable at the office of the Company, No. 33 west Third street.

By order of the Board. CALEB B. SMITH,
je21 President.

Pittsburg, Philadelphia, Baltimore and New York!

FARE REDUCED! New route opened to New York, all the way by Railroad, via Cincinnati, Hamilton and Dayton Railroad!

Dangers and annoyances of the Lake Shore route at Erie and Harbor Creek avoided.

The quickest, cheapest and most pleasant route to Pittsburg, Philadelphia, Baltimore and New York. Depot in the west end of the city.

Only route via Pittsburg and Philadelphia by which through tickets can be obtained from Cincinnati to New York.

One less change of cars than any other route.

Passengers leaving Cincinnati on 6 o'clock Morning Train of Cincinnati, Hamilton and Dayton Railroad, go through to Crestline without change of cars, and after having thirty minutes for dinner, proceed by Ohio and Pennsylvania Railroad, arriving in Pittsburg at 8 o'clock P. M. Leave Pittsburg via Pennsylvania Central Railroad, at 9 o'clock P. M., and arrive in Baltimore and Philadelphia at 12 o'clock and 30 minutes (noon) next day; and from thence via Kensington and Jersey City, or Camden and Amboy Railroads, arriving in New York at 4 P.M.

Second Train—Leaves Cincinnati, Hamilton and Dayton Railroad at 8 o'clock and 20 minutes every morning; arrive at Orestline at 4.20 P. M., and Pittsburg at 12 o'clock and 30 minutes, midnight; and after a comfortable night's rest, resume by 7 o'clock A. M. Train, arriving in Philadelphia and Baltimore at 12 o'clock and 30 minues, midnight.

The only offices in Cincinnati at which through tickets can be purchased from Cincinnati to New York via Pittsburg and Philadelphia, are under the Spencer House, and one door below the Gibson House on Walnut street,

FARE.

From Cincinnati to Pittsburg, first class			$ 8 00
do	do	do front car,	5 00
do	do	Philadelphia	14 00
do	do	Baltimore	14 00
do	do	New York via Pittsburg and Philadelphia—all the way by railroad	16 00

For through tickets and information, please apply at Cincinnati, Hamilton and Dayton Railroad Office, north west corner of Broadway and Front streets, under the Spencer House, or to J. W. SHIPLEY, at Railroad Office on Walnut street, between Fourth and Fifth streets, one door south of the Gibson House, or at Sixth street Depot.

H. O. AMES, Superintendent.
W. A. LATHAM, Agent.

The Omnibus Line will call for passengers by leaving their orders at the offices.

jl5-tf WM. H. SMITH, Conductor.

HEWSON & HOLMES

HAVE Auction Sales of Stocks, Bonds, and other Securities every WEDNESDAY and SATURDAY, at 12 o'clock, at the

Merchants' Exchange,

Al respectfully tender their services in effecting private sales of the same, and in the negotiating of loans.

Offices, Nos. 83 and 85 Walnut Street,
CINCINNATI, OHIO.

Cincinnati, Lebanon & Xenia Railroad.

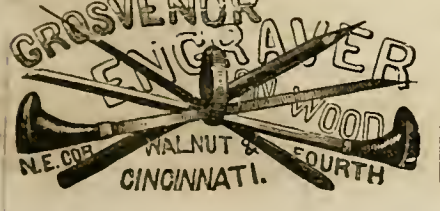
OFFICE
No. 106 West Fourth street, west of Vine street.
CINCINNATI, O.

P. Gilchrist.....President.

Ittsburgh, Maysville & Cincinnati Railroad Company.

OFFICE AT
McCONNELSVILLE, O.

W. Peacock, Pres't.....Rob't McLeod, C. E



BANK NOTE ENGRAVING.

DANFORTH, WRIGHT & Co.,
No. 25 West Third Street, Cincinnati.
Bank Notes, Drafts, Bills of Exchange,
RAILROAD BONDS, & CERTIFICATES
†mr3] Engraved in a style unsurpassed.

Rawdon, Wright, Hatch & Edson,

Bank Note Engravers and Printers.

Also, engraved in a style corresponding in excellence with that of Bank Notes—

RAIL ROAD, STATE, AND COUNTY BONDS,
BILLS OF EXCHANGE, CHECKS,
Drafts, Certificates of Stock and Deposit, Promissory Notes, Bill and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, &c., &c.

Constantly on hand, Bank Note Paper, made to order of a superior quality.

The above office is under the supervision of
GEORGE T. JONES,
South-East corner of Main and Fourth Sts., Cin.
mr3

To Railroad Contractors, Quarry Men, &c.

THE attention of those interested is called to ASH'S IMPROVED HORSE POWER ROCK DRILL, for Railroad Excavation, Stone Quarrying, Well Boring &c.

This Drill is worked by HORSE POWER, requiring but one horse and one man, to keep it constantly at work, with great ease and velocity, performing 60 strokes per minute. It is cheap of construction and repair. The AUGER weights from 300 to 500 pounds, will drill a perpendicular or inclined hole FOUR INCHES IN DIAMETER, at the rate of from 6 to 16 feet per day in ordinary lime stone. It has drilled 2 feet in one hour.

For rights to use for Counties or States, apply to the Patentee. WILLIAM F. ASH,
May 20, 3* Springfield, Ohio.

Baltimore & Ohio Rail.ad.

380 MILES BETWEEN WHEELING AND BALTIMORE.

THIS Road was opened to the Ohio River in the spring of 1853, and has already established a high character with the business community of the West. Its facilities for the transportation of freights are already superior to those of any other great through line—while the attractions of the country through which it runs, and its many admirable provisions for the expedition, comfort and safety of travelers, it has received such favor as a passenger road, (with its present connections,) as to show that it will become the preferred route for all portions of the West and South-West as soon as its further connections are formed by the completion of the Central Ohio, North-Western Virginia and other Railroads now rapidly finishing.

FOR PASSENGERS BY THIS ROUTE,
Through Tickets from all Parts of the West,
ARE NOW SOLD IN

Cincinnati, Louisville, Madison, Indianapolis, St. Louis, Chicago, Toledo, Detroit, Cleveland, Columbus, Zanesville and other Cities.

AT ALL OF WHICH ARRANGEMENTS HAVE BEEN EFFECTED

For Sending Travelers Direct to WASHINGTON, BALTIMORE, PHILADELPHIA, NEW YORK, and other ATLANTIC CITIES.

FOR FREIGHTS IN EITHER DIRECTION

The fullest accommodations are provided. In motive power and Cars, the company has abundant resources, which are being further extended to meet the demands of Western Trade. In the dispatch and regularity of transport, and in the careful landing of property, this road challenges a comparison with its rivals. At Baltimore, the road connects directly in the streets and at the wharves with the

PHILADELPHIA AND NEW YORK RAILROADS,

The numerous Steamers of the Parkor Vein Line to New York and Boston, the Ericsson Steamers by Canal to Philadelphia and New York, And various other Lines of Steamers and Sailing Vessels to the Eastern Ports, and to Richmond, Norfolk, Charleston, Savannah, etc.

J. B. FORD is the Company's Receiving Agent at Wheeling.

WM. G. HARRISON, President. *JOHN H. DONE*, Mast. of Transportation, Baltimore.
je.8†

Cincinnati & Cleveland Short Line Railroad.

OFFICE
No. 106 west Fourth street, west of Vine street.
CINCINNATI, O.

Hon. Thos. Corwin.....President.

OFFICE OF THE AGENCY OF THE

Indianapolis and Cincinnati Junction Railroad Company.

No. 23 West Sixth Street, bet. Main and Walnut Sts.,
CINCINNATI.

THE following Directors of the above company, re-elected on the 20th inst., at Connersville, Ia., to serve for one year, viz:

JOHN WOODS, President.
John D. Jones, Cincinnati.
Jonathan M. Ridenour, College Corner.
Samuel W. Parker, Connersville.
George Hibbon, Rushville.
James Blake, Indianapolis.
Wm. M. Smith, Connersville.

This road connects with the Cincinnati, Hamilton and Dayton Railroad at Hamilton, thence to Oxford, College Corner, Liberty, Brownsville, Connersville Rushville, Burlington, Morristown, Palestine and Indianapolis, passing through five of the best counties in the state of Indiana, viz: Union, Fayette, Rush Hancock and Marion.

M. JONES, Ag't,
Junction Railroad Co.
January 7th, 1854. jan. 12-tf.

BANKERS AND BROKERS.

ADRIAN H. MULLER & CO.,

AUCTIONEERS
Of the City of New York.

Hold their regular Auction Sales of Stocks, Bonds and other Securities every Wednesday at 12½ o'clock, at the Merchants' Exchange. They would respectfully tender their services in the negotiation of the same, either at private or public sale.

Office, No. 2, Pine Street, corner of Broadway, Metropolitan Bank Building.

REFERENCES BY PERMISSION:

Moses Taylor, Esq.; W. W. DeForest, Esq.; Geo. S. Robins, Esq.; Dow D. Williamson, Esq., Pres. Farmers' Loan and Trust Co.; Wm. F. Hayemeyer, Esq., Pres. Bank North America; Edward Whitehouse, Esq.; Messrs. Camman & Co.; Messrs. Carpenter & Vermilye; Messrs. Fisher, Denny & Co.; Messrs. Wm. & Jno. O'Brien; Messrs. Week, & Co. mh9 6*

OFFICE OF THE

Cincinnati & Portsmouth Railroad Co.

Felicity, Clermont County.

Communications addressed to T. H. WHETSTONE President, and left with Messrs. JOHN F. DAIR & Co. Cincinnati, will receive prompt attention. a29-tf

Office Cincinnati & Chicago RR. Co.
(late Cincinnati Western RR.Co.)
CINCINNATI, June 26, 1854

NOTICE is hereby given that by a Decree of the Court of Common Pleas of Hamilton County, Ohio, the corporate name of the (late) Cincinnati Western Railroad Company, has been changed to the "Cincinnati and Chicago Railroad Company," by which name the business of the said Company will hereafter be transacted. CALEB B. SMITH,
je.29 President.

JAMES W. HOOKER,

Commission Merchant,
AGRICULTURAL WAREHOUSE,
—AND—
MACHINERY DEPOT,
35 Lloyd Street,
BUFFALO, N. Y.

Commission Dealer in Portable and Stationary Engines Iron Planers, Lathes, Universal Checks, Belting, Oils, Rubber Packing and Hose, Scales, Safes, Mill Stones and Machinery generally. Post Paid Letters will receive prompt attention,
je. 1-tf.

"GARDNER'S ROCK DRILL."



DESIGNED for Mining, Tunneling, Quarry Use, and Rock Excavations of all descriptions, by use of which a saving of 50 to 75 per cent, is made. This drill can be operated by hand, horse or steam power A Machine is now in operation at the Crystal Palace.

Applications for Territorial Rights and Machines must be made to the Patentee.

G. ARTHUR GARDNER,
nov.17† Trinity Building, New York

BAILEY'S PATENT DUMPING CAR.

Fig. 1.

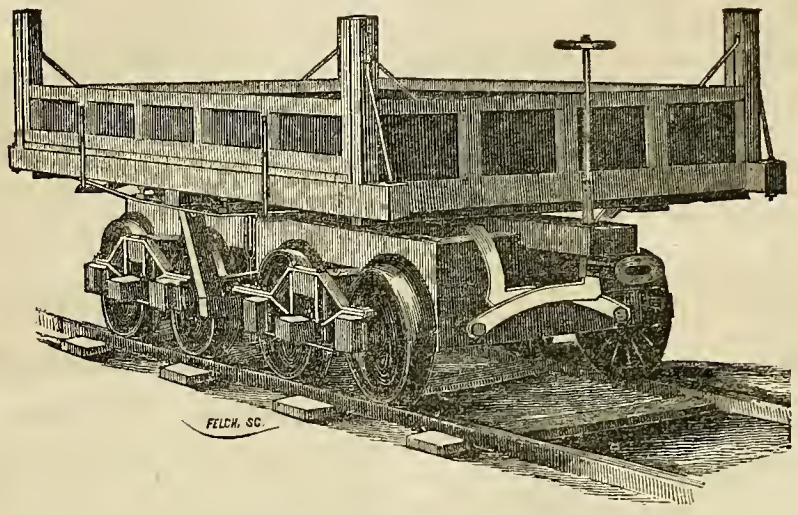
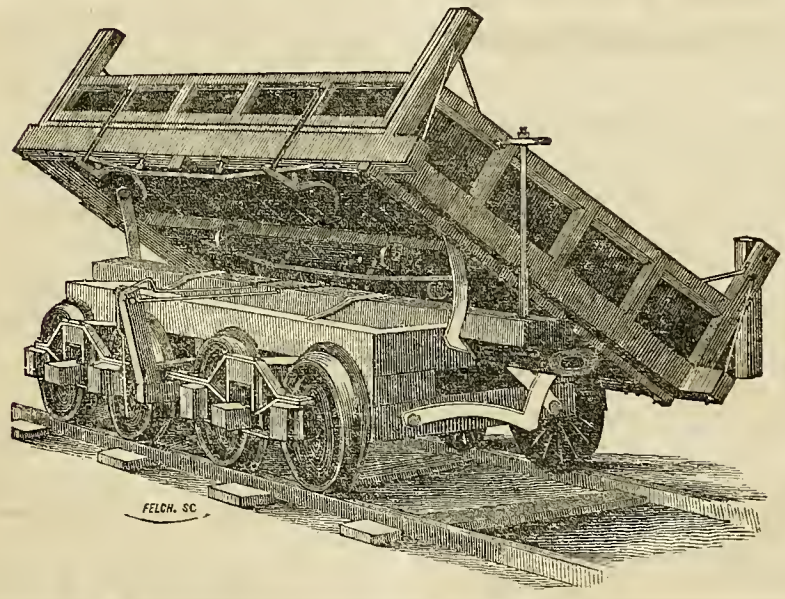


Fig 2.



The above engravings are views of a most important improvement in Railroad Dumping Cars. A patent was granted to C. P. Bailey for the improvement, January 24th, 1854.

Fig. 1 is a view of the car ready to receive the load.

Fig. 2 when dumped, or the load discharged.

This improvement has been in use on the Central Ohio Railroad for several months; also, on the Cincinnati, Hamilton & Dayton; Cleveland, Zanesville & Cincinnati; Cleveland & Columbus; and other Railroads in this state. Also upon the Illinois Central, in Illinois.

The improvement consists mainly, in the adoption of the Wrought Iron Transverse Bars, instead of the Cast Iron Rockers, generally in use. There are, however, other details of importance.

The box or body of the car rests on the ends of the Transverse Bars, whose other and lower ends are attached to the frame of the truck; two of the (wrought iron) bars are used at each end of the cars, to support and operate as guides in dumping the car. This improvement can be applied equally as well to the four-wheeled as to the eight-wheeled car.

One man will dump this car with ease when loaded, in less time than ten men can dump the rocker car, (the long or eight wheeled car is alluded to.) Contractors who have been using it, state that in graveling roads, **it is a saving of two cents per yard,** over the rocker car—that it is a much safer and easier car to manage, preferring it to any other car now in use for similar purposes.

Its liability to get out of repair is not one-tenth that of the Rocker Car. It is also well calculated for carrying and unloading Coal, Lime, Plaster, and all such materials as are carried in Dumping Cars—giving greater inclination in dumping, and discharging the load with greater facility than any other car.

The attention of Railroad Companies wanting Gravel Cars, as well as Coal Cars, is respectfully solicited to this improvement. The cost of this car does not exceed that of the Rocker Car,

To Railroad Companies and Car Builders who wish to purchase Rights, or wish information on the subject, letters addressed to me at Columbus, Ohio, will receive immediate attention.

GEO. L. CHASE.

Columbus, Ohio, June, 1854. Sole Agent for the United States.

TESTIMONIALS.

Engineer's Office, C.O. R. R.
Zanesville, Ohio, Nov. 21st, 1853.

Charles P. Bailey, Esq.,

Dear Sir:—At your request, some two months since, I caused to be placed on this road two of your newly invented Gravel or Dumping Cars. From what I have seen of their work I am clearly of the opinion that they will soon supercede all others of the kind now in use.

We have had the long car filled to its utmost capacity with the various kinds of excavation, and placed it in every position, and one man would dump it with ease in ten seconds, whereas, with the ordinary Rocker Car, it takes ten men one minute to perform the same labor.

The Car is simple in construction—not liable to get out of repair, as there is but little cast-iron about it. It tips to a greater angle than the ordinary car, therefore leaving its load in a better shape. I have no hesitation in saying that when more cars of the kind are wanted on this road they will be built after your model.

Wishing you every success in your undertaking, I remain, with great respect,

Yours. &c.,
GEO. T. CLARKE,
Chief Engineer.

I have purchased for the use of this company, two Gravel Cars, built after the plan of Mr. Bailey, and fully agree to the opinion above expressed.

HENRY O. AMES,
Sup't Cin., Ham. & Dayton Railroad.

I fully agree in the statement made by the gentlemen in this letter, and may also state that they are the best Gravel Cars ever built, in my opinion.

DANIEL McLAREN.
Mast. Machinist Cin., Ham. & Dayton Railroad.

Zanesville, Dec. 21 1853.

Charles P. Bailey, Esq.,

Dear Sir:—From an experence in using your Improved Dumping Car, we have no hesitation in saying that two cents per yard is saved, (in labor and time) by using your car instead of the present Rocker Car.

That the repairs incidental to your car are not one-tenth of what they are on the Rocker Car.

That it is much the most profitable car for contactors as well as the salest one for laborers to use, being easier to handle.

We consider it superior, in every reapect, to a other cars of the kind now in use.

Yours, truly,
E. NEWCOJB,
C. BARRET.
Cont'rs for grav. East. Div. C. O. Railbad.

I have seen the car above referred to at work upon the Eastern Division Central Ohio Railroad, and fully concur with the opinion of Messrs. Newcomb & arret

E. B. DUVA,
Mast. Machinist. Central Ohio Railiad.
Zanesville, December 21, 1853.

Zanesville, Dec. 22, '53.

Mr. C. P. Bailey,

Dear Sir:—As you desire my opinion of your Improved Dump or Gravel Car, that has been in use for the last three months on the Central Ohio Railroad I do not hesitate to recommend it as being the best plan for a Gravel or Dump Car I have ever seen. The bills of repairing Dump Cars, such as are now in general usit is well known, constitute a serious item of expense On this account alone, your plan deserves a prefereucecover all others, as there is but little liability about your c to any such accidents as are constantly occurring to thothers. It dumps to a greater angle, and one or twomen can dump it in less time, and with greater ease tha the ordinary Rucker is dumped by ten or twelve men.

It will give me pleasure to recommend it as superr to any improvement of the kind in use.

ROBERT MACLEOJ
Chief Engineer, P. M. & C. RR.

At a meeting of the Ohio Association of Railroa Superintendents, held at Cincinnati, March 8, 1854, the committee appointed to examine Bailey's Patent During Car,

REPORT,

That they have examined the Car, and consider t'improvement a valuable one; and would recommd to any members of the Association who may need Gvel Cars, to examine and test this Car, before purcking elsewhere.

W. H. CLEMEN'
For the Commite.

Clev Col. & Cin. and Clev. & Erie R. R
Supt.'s Office, Cleveland, O., Apr. 24, 1854.

Mr. Charles P. Bailey,

Dear Sir:—Two of your Patent Imp. ing Gravel Cars have been used on the Cleveland, Cimbus & Cincinnati Railroad for several weeks, and am so well satisfied that they are better than any other that I have just ordered thirty more of the same sort,

Respectfully,
L TILTO?
Supe·

ENGINEERING!!

The undersigned is prepared to furnish
SPECIFICATIONS, ESTIMATES, AND PLANS,
in general or detail of all kinds of
Steam Vessels, Engines, Boilers, Mill Work, &c.
Particular attention given to the superintending of
LOCOMOTIVES, TENDERS, CARS,
And Railway Machinery of every Description,
While under construction.

AGENT FOR THE PURCHASE of, on commission, all articles required for Railroads, Steam Vessels, Locomotives, Engines, Boilers, Machinery, &c.

General Agent for
ASHCROFT'S STEAM GAUGE, ALLEN AND NOYES' METALIC SELF ADJUSTING CONICAL PACKING, DUDGEON'S HYDRAULIC JACK.

Also, of Water Gauges, Indicators, Steam Whistles, &c., &c.
CHAS. W. COPELAND,
Consulting Engineer,
64 Broadway, N. Y.
v5-tf

TOPPAN, CARPENTER, CASILEAR & Co.,
Bank Note Engravers & Printers.

Also, of Drafts, Notes, Certificates of Stock and Deposit; Bonds for U. S. Government, State Governments, Railroad and other Corporations, &c., New York, Philadelphia, Boston and Cincinnati.

All the best securities against counterfeiting and alterations are combined in the Notes and other instruments executed by this establishment for every State in the Union, and for the General Government; for Canada and other countries. Their means of supplying the demands of business with *new Designs* and Ornamental Die-work are unsurpassed.

Bank Note Paper of a superior quality, manufactured with particular regards to strength and durability, constantly on hand.

Cincinnati Office, corner of Third and Walnut Streets [†mr3] CHAS. A. JEWETT, Ag't.

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EGGERS & CO.,
WHOLESALE DEALERS IN
PAPER & STATIONERY,
Since first January,
No. 127 Walnut St., bet. Third and Fourth.
CINCINNATI,

Keep the most complete stock in the West of every thing used by Engineers. On application, a catalogue with prices will be forwarded. jy21†

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RAILROAD BONDS,
CERTIFICATES AND MAPS,
BUSINESS AND SHOW CARDS,
Views of Buildings, Diplomas, and Portraits,
And all kinds of
Lithographic Engraving,
DESIGNING AND PRINTING,
Executed in the finest style.
MIDDLETON & WALLACE.
No. 115 Walnut Street, Odd Fellow's Building,
†mr3 Cincinnati, Ohio.

To Draughtsmen.

A FINE ASSORTMENT OF
DRAWING INSTRUMENTS
JUST RECEIVED, OF THE VERY BEST
SWISS, FRENCH, AND ENGLISH MAKE,

Either in cases of every size, or in the single piece, Draughtsmen in want of a fine instrument, will find among the stock, Accurate Scales of various materials, Ivory, Glass, Box, Paper, and Horn; Beam Compasses of different capacities, Bow Do., Pocket Do., Curves, Squares, Dividers, in German Silver and Brass, &c., &c.

For sale by E. MENDENHALL,
At his MAP ESTABLISHMENT,
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Railroad Car Findings.

BRIDGES & BROTHER,
64 Courtlandt Street, New York.
Wheels & Axles, Jaws, Boxes, and Castings Fitted
Wrought Nuts, Bolts, & Washers,
Engine and Car Screw Bolts, all sizes; Coach Lag and Telegraph Screws,
LOCOMOTIVE ENGINE LANTERNS,
From the best Manufacturers, and at their prices. Car Hand, and Signal Lanterns.
Cotton Duck for Car Covering,
Of any required width to 124 inches.
ENAMELLED HEAD LININGS,
Plush and Curled Hair.

Hand Cars and Baggage Barrows. Passenger, Freight-Car, and Switch Locks, Door Knobs and Butts. Brass and Iron Wood Screws. Brass and Silver Plated Trimmings for Windows and Seats. Varnish, Coach Japan, and Glue; Paints, Varnish and Glue Brushes. Silver Plated and White Metal Letters. Engine and Signal Bells, anti-friction or Babbitt Metal.

Portable Forges and Jack Screws.

Hemp Packing, American, Russia, and Italian. Conductors' Badges and Baggage Checks. Iron, Bronzed and Brass Hat Hooks. Ventilators and White Metal Rings. And all other Articles pertaining to Cars.

ALBERT BRIDGES,
Late Davenport & Bridges, Car Manufacturers, Cambridgeport, Mass.
ALFRED BRIDGES,
Late Davenport, Bridges & Co., Fitchburg, Mass.
†oc6

WASON'S
CAR MANUFACTORY,

Near the Pittsburgh R. R. Shops,
CLEVELAND, OHIO.
Passenger, Baggage, Freight, Dumpers, Hand Cars, &c.,

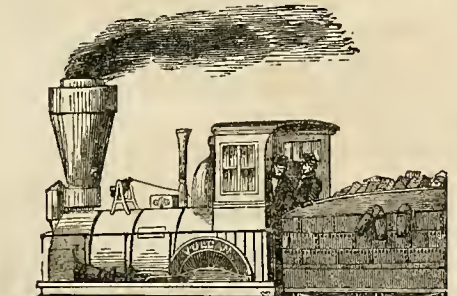
Of the best quality in all respects, style, workmanship, and material, made to order with promptness.

Orders respectfully solicited, with the assurance that no pains will be spared to give entire satisfaction in all cases.

CHARLES WASON,
Late of the firm of T. & E. Wason, Springfield,
†oc20 Massachusetts.

S. C. THOMSON & CO.,
MANUFACTURERS OF
PATENT PAD LOCKS,
For Railroad Switches, Merchandise Cars, Stores, Cemeteries, Iron Safes, &c.,
Cor. Railroad Avenue and Market st.,
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Cincinnati Locomotive Works!



THE undersigned are prepared to furnish Locomotives equal in efficiency and durability to the best Eastern manufacture. Also, Shaping and Slotting Machines suitable for railroad shops. Also, all kinds of heavy forging and casting done at short notice. Also, bolts for bridges cut with dispatch.

ap. 20 MOORE & RICHARDSON.

To Railroad Companies.

A GOOD Second-Hand Lathe for sale, suitable for railroad repair shops, for turning driving wheels, etc.; will swing eight feet. Also, two new Locomotives of the following dimensions: Cylinder, 15 in box, 20 in stroke; four drivers, 5½ ft. diameter; Boiler, 44 in diameter, with 137 1⅞ in flues; Fire Box, 52 inches, in the clear; gauge, 4 feet 10 inches, built in the latest style and in the most substantial manner.

Apply to COOPERS & CLARKE,
Mt. Vernon, Ohio.
Or to S. G. ODIORNE,
May 25-1* Cincinnati.

TYLER DAVIDSON & CO.,
Agents for the
BOSTON BELTING COMPANY!

India Rubber Machine Belting in any quantity, from 2 to 20 inches.

India Rubber Steam Packing;
Mixed do do 1-32 to ¼ inch thick.
Plain do do 1-32 to 1 inch thick.
Pure do do
Pipe and Manhole Rings, all sizes;
Square or Rope Packing, do.

HOSE.

India Rubber, Hydrant, Conducting, Fire Engine, and Locomotive, of all sizes, manufactured from the best of Vulcanized Rubber, and for sale only by the agents.

Car Springs, and all other kinds of Vulcanized India Rubber used for Mechanical and Manufacturing purposes.

The undersigned, having been appointed Agents of the Boston Belting Company, beg leave to advise Dealers and Consumers that they are now prepared to supply the above goods in any quantities, on the most favorable terms. On hand and for sale,

50,000 Feet Vulcanized India Rubber Machine Beltings, from 2 inch to 20 inches, 3 and 4 ply.

TO STEAMBOATS AND RAILROADS.

India Rubber Hose, for Pavements, Streets, Gardens, Locomotives, Engines, etc.

40,000 feet Hose, 3, 4, 5, 6, and 7 plys, suitable for pavements, streets, gardens, locomotives, fire engines, etc., 1 to 3 inch, warranted extra quality. Also,

THE vulcanized India Rubber Break Springs now in use by all the Eastern Railroads, and posessing decided advantage over the Steel Springs now in use, for the following reasons:

1st, They are much easier put on.
2d, They are a great deal cheaper.
3d, They are much more durable than steel, and no time lost in making them, the weather having no effect on them.

ALSO—Large 6 inch hose for water stations.—This is a new and important invention. The coldest weather will have no effect on them whatever They are warranted to remain as pliable, in the COLDEST of weather, as they are in 150 Fahrenheit heat.

Armitage Anvils,—10 casks, assorted weights now in store.

Allen's Revolvers and Self-Cocking Pistols.—Now in store, a large assortment of the above, 3, 4, and 5 inch Revolvers; 3, 4, 5, and 6 inch Pocket Pistols. Also, Dueling Pistols.

Leland's Superior C. S. Car and Auger Bitts.—All sizes.

Brass Kettles, and Sheet Brass, &c.—Brass Kettles, assorted from 6 to 30; Sheet Brass assorted from No. 0 to 30; Brass Wire, do do do.

Star Breast Chains.—Four casks of those superior double-linked Chains, just received.

Walker's Trace Chains.—70 casks of those superior goods, warranted full length and sizes, 8 to 20 links, straight and twisted, now in store.

American Anvils.—Eagle brand, faced with with east steel, and warranted by the manufacturers equal to Armitage's Mousehole.

Plated Spoons.—Plain, tipped, and threaded heavy plate, on best quality of German Silver.

Premium Gimlet Screws.—10,000 gross just received.

Mill Saws. Hoe & Co.'s C. S. Wm. Rowland's, and W. H. Rowland's 6, 6½, 7, 7½, and 8 ft

Cross Cut Saws.—Hoe & Co.'s C. S., Jno ockerell's C. S. and G. S., Wm. Rowland's and W. & H. Rowland's 5, 5½, 6, 6½, 7, 7½, and 8 feet Also, 4 and 4½ feet Tennon Saws.

Axes.—1000 doz. Axes, assorted Yankee and Kentucky patterns, first, second, and third quality

Nails.—4000 kegs Shoenberger's and Wheeling Nails, now in store.

For sale by TYLER DAVIDSON & CO.,
mr 3 140 and 142 Main street

RAILROAD COMPANIES, ENGINEERS AND OTHERS,

Are respectfully requested to note the following as FACTS, and to remember that the facilities of the establishment for manufactnring are UNSURPASSED.

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BLANK BOOKS,

OF THE

First Qualities made to Order;

AND

STATIONERY

OF ALL KINDS SOLD LOW BY

MOORE, ANDERSON, WILSTACH & KEYS,

Corner of Main and Fourth Streets,

CINCINNATI jau 12-†

J. DAVENPORT. . . . M. D. WELLMAN. . . . C. M RUSSELL

DAVENPORT, RUSSEL & CO.,

Railway Car Manufacturers,

MASSILON, OHIO.

THE subscriber, late of the firm of Davenport Bridges & Co., Fitchburg, Mass, having associated himself with Messrs. Wellman and Russell, under the above name, would respectfully solicit calls for any kind of Passenger, Baggage, Post Office, Freight, Coal, Gravel, or Hand Cars.

Having had fifteen years experience in the business and having secured the best of workmen from the Car Factory in Cambridge, Mass., I feel confident, that perfect satisfaction can be given in all work entrusted to our care

We have now on hand the best of dry White-Oak with which we think we can build Cars as cheap and as well as any other establishment in the States. JOSEPH DAVENPORT.

Feb. 16†*

ENGINEERS' & SURVEYORS' INSTRUMENTS!

JAMES FOSTER, Jr.,

MATHEMATICAL AND PHILOSOPHICAL

INSTRUMENT MAKER!

HAVING removed from his old stand to south-west corner of Fifth and Race street, and increased his facilities for making instruments, is now ready to supply Levels, Transits, Theodolites, the Dumpy or Gravatt Level, Circular Protractors of Troughton & Simms model, Surveyors Compasses, Pocket Compasses with and without sights, in great variety. All kinds of Land Chains; Ivory and Box wood Scales of all kinds and graduation; Drawing instruments of all kinds, brass and German silver. Measuring tapes of all kinds, Magnets, Magnifyers, Barometers, Spy Glasses, &c., &c. Repairing promptly attended to. ap.6-6*.

NOTICE.—The Subscriber having become proprietor of MYERS' PATENT CYLINDER CAR, for a considerable portion of Western territory, including the State of Ohio, offers the same to Rail Road Companies on favorable terms. The public will be furnished within a short time with complete explanations of its operation, together with the results of actual experiments testing its applicability to all the uses for which it is recommended. W. CLOUGH,

South-western Car Works.

Madison, Indiana. May 11.

NOTICE TO CONTRACTORS.

PROPOSALS for the entire Construction and Equipment, or the graduation, bridging and masonry separately, either in whole or in part, of the Mississippi and Tennessee Railroad, (extending from Memphis to Grenada Mississippi, about 97 miles,) will be received at the office of the company in Memphis, till the 20th of July next. Proposals for the entire construction and equipment, and otherwise as favorable, will have preference. Profiles and estimates of the first 60 miles may be seen on application at the Engineer's office in Memphis. Bidders must furnish satisfactry evidence of their ability to complete the work.

MINOR MERIWETHER,

May 20, 1854.tt Chief Engineer.

Office Dayton & Cincinnati RR. Co.
Cincinnati, June 3d, 1854.

NOTICE is hereby given to the stockholders of this company, that the ninth instalment of five dollars per share is required to be paid in, on or before the 3d day of July next.

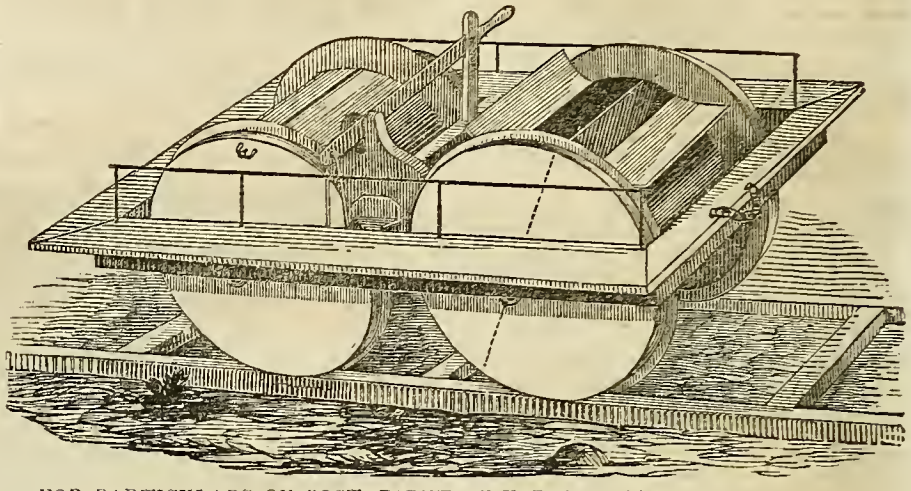
By order of the Board of Directors.

JOHN C. THORPE,

e.8-tt Secretary

MYERS' PATENT CAR,

FOR COAL, GRAIN, &c., &c.



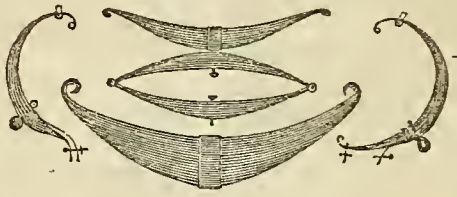
FOR PARTICULARS OF COST, RIGHT OF USE, &c., ADDRESS,

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LOCO-MOTIVE  AND CAR SPRING

MANUFACTURERS, WILMINGTON, DEL.

Locomotive and Car Springs of all descriptions manufactured on the most reasonable terms, made of the best STEEL, which we have manufactured to order from the BEST SWEDE IRON. Orders from any part of the United States will be thankfully received and promptly attended to.

McDANEL & HORNER.

All Springs ordered from a distance will be delivered on shipboard at *Philadelphia* free of charge

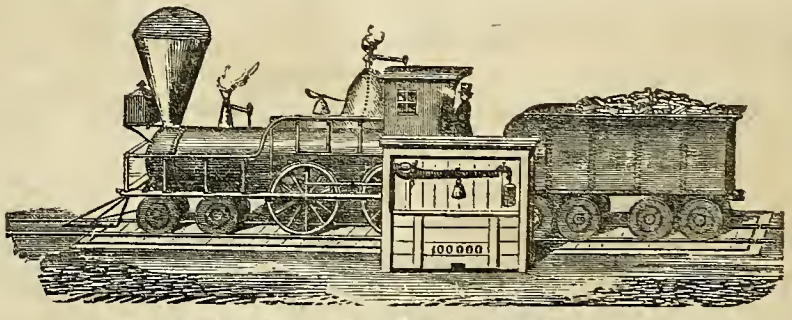
References.

NORRIS BROTHERS, Locomotive Builders, Philad.
A. C. GRAY, Pres't New Castle Manuf. Co.
U. WELLS, R. R. Car Manuf. Petersburg, Va.
I. R. TRIMBLE, Supt. Philad. R. R. Co.
M. B. MILLEN, Gen. Supt. C. R. R. Savannah, Ga.
EMERSON FOOTE, Supt. M. & W. R. R. Macon, Ga
THOMAS DOUGHERTY, Master Mach. do.
THOS. SHARP, Supt. R. F. & P. R. R. Richmond, Va

†May 19.

ISAAC RIGDON. EDWARD C. RYLAND. WM. HUDDART.

OHIO SCALE WORKS.



Rigdon, Ryland & Co.,

No. 39 Vine Street, between Front and Columbia Streets,

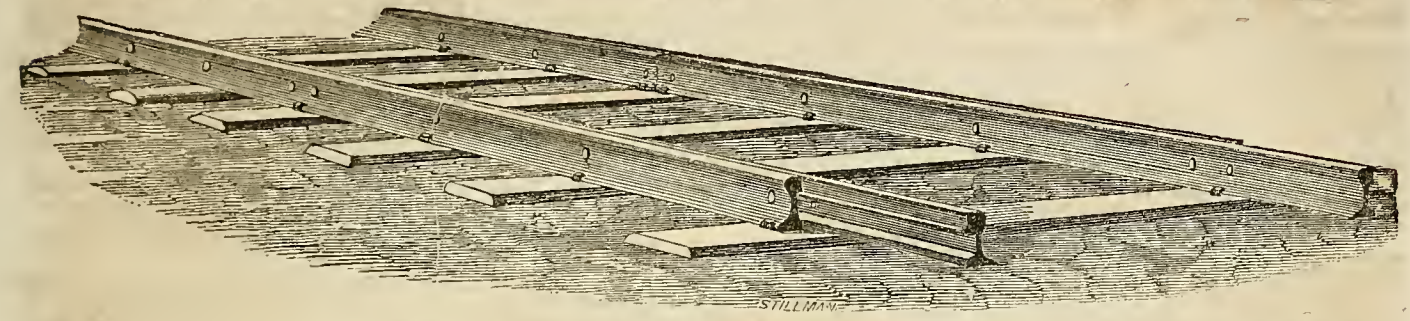
CINCINNATI.

WE are now prepared to furnish **Railroad Track and Depot Scales** of all sizes, which we warrant in every respect equal to any manufactured in the United States.

Being practical workmen ourselves, we feel confident that we can furnish the West and South with as good an article and cheaper than can be bought East.

Cincinnati, June 29, 1854.

WINSLOW'S
PATENT COMPOUND RAIL.



THIS RAIL, which is represented by the above, has now been in use on several Roads for upwards of three years; during which time it has become established among Railroad Managers as realizing the advantages of a

THEORETICALLY PERFECT RAIL.

Its advantages over the common form of "T" Rail are—a saving in the wear and tear of Machinery—it saves, to a great extent, in the repairs of track—it secures a high rate of speed with the same power, and what is certainly of equal importance, complete protection against some of the accidents to which roads are liable. Being practically a continuous Rail for the entire length of the road, without break at the ends of bars, the jarring motion communicated thereby in passing over the common "T" Rail is avoided, as is also its effects upon Cars and Machinery. The comfort of travelers must of course be greatly increased.

This Rail is now manufactured at Hanging Rock Iron Works, upon the Ohio River, and at Mt. Savage Iron Works, Maryland. Specimens of the Rail and patterns of the same will be gladly shown, as well as information in relation thereto, given by application to

A. S. WINSLOW, Nos. 9 & 11 West Second Street, bet. Main and Walnut Sts., CINCINNATI.

J. F. WINSLOW, Troy, New York.
ERASTUS CORNING & CO., Albany, N. Y.

ap.7 tf

WHEELBARROWS!



ON hand, Wheelbarrows, of my own manufacture, suitable for Railroad, Turnpike, Canaling, &c., in lots, to suit purchasers. Orders filled for any reasonable amount

HENRY ROCKEY,
No. 21 East Front street

CAR MANUFACTORY,
Dayton, Ohio.

E. THRESHER & Co., having enlarged their shops, are prepared to contract on favorable terms, for building every variety of Railroad Cars, in any quantity and at short notice, made of the best materials, and of the most approved workmanship.

They are prepared also to furnish jaws and boxes; the Washburn wheel, thirty and thirty-three inch, adapted to inside or outside bearing; cast iron frogs steel plated; and switches of the most approved patterns.

They also manufacture blacksmith tuyeres, Harris' patent; portable bolt forges; bolt heading and bolt cutting machines; upright drills, wheel presses; wood planers; tenoning and mortising machines; &c.

They respectfully invite the attention of railroad directors and superintendents to their establishment.

Dayton, January 24th, 1853. jan 25-†

GUNPOWDER,
MANUFACTURED BY
The Hazard Powder Company.
HAZARDVILLE, CONN.
H. G. HAZARD, President.
A. E. DOUGLASS, Secretary.

The undersigned are always prepared to furnish Mining and Blasting Powder to any extent, delivered at any point on the lines of railroads, or other places of public improvements in the West or South, at the very lowest rates. Also, SAFETY FUSE of the best Eastern manufacture.

We would respectfully urge all contractors and consumers to call upon or correspond with either of us before arranging for their supplies elsewhere.

To the trade generally we would offer all the brands of Sporting and Rifle Powder manfactured by the above concern.

M. D. W LOOMIS,
Southeast corner Main and Second Sts., Cincinnati, O.
S. H. LOOMIS,
Nashville, Tenn.

August 16, 1853.—an18†

TO RAILROAD COMPANIES.

THE subscriber, manufacturer and agent for manufacturers of railroad materials, would solicit from railroad managers in the West their orders for

RAILROAD SPIKES, CAR AXLES, RUBBER SPRINGS, RUBBER HOSE, LOCOMOTIVE TIRES, SPRING STEEL, CAST STEEL, NUTS AND WASHERS, LOCOMOTIVE LANTERNS, ETC.

A. S. WINSLOW,
9 and 11 West Second St.,
Between Main and Walnut St., Cincinnati

†mr24

Locomotive Tires and Car Axles.

THE undersigned is prepared to supply Railroad Companies and Builders with Tires and Axles of superior quality and finish, made from faggoted charcoal Iron, formed and finished entirely under the hammer For the character of the manufacture he refers to builders and companies who have used them in the West.

A. S. WINSLOW,
†mr24 9 and 11 West Second St., Cincinnati

Norris' Locomotive Works,
PHILADELPHIA.

ENGAGED for many years in manufacturing Locomotives, offer to Railroad Companies to construct of any plan or size,

LOCOMOTIVES OF SUPERIOR QUALITY.

Our facilities for doing work have been largely increased this year, and orders can be executed with despatch.

Jy7 RICHARD NORRIS & SON.

ASHCROFT'S METALIC STEAM GAUGE.
(BOURDEN'S PATENT.)

THE subscribers offer for sale this valuable Steam Gauge. It is adapted to Locomotive and other steam boilers, indicating with accuracy the continual variations of steam within the boiler, enabling the engineer to maintain a uniform and safe pressure. Any of the Eastern Railroads may be referred to for proof of its importance and value.

BRIDGES & BROTHER,
sep15tf 64 Courtlandt Street, New York.

KENTUCKY LOCOMOTIVE WORKS.
CORNER OF KENTUCKY AND TENTH STS.
LOUISVILLE, KY.

THE Proprietors of the Kentucky Locomotive Works would respectfully inform Railroad Companies and the public generally that, having completed their establishment, they are now prepared to receive and execute orders with fidelity and dispatch.

They will contract for

Locomotives, Passenger, Baggage, Freight, Gravel and Hand Cars,

Of every style and pattern, as well as all kinds of Stock and Machinery required for railroads.

Particular attention will be paid to repairing, for which they have every facility.

They are also prepared to contract on favorable terms for building all kinds of Machine Tools, such as Turning Engines, Lathes, Planers, Drills, Slotting, Splining, and Shaping Machines, of every variety of pattern.

Having also a large FOUNDRY connected with the establishment, orders for Castings are solicited, and will be filled with promptness.

Car Wheels of any pattern can be furnished in short notice. Double and single plate and Spoke Wheels of all sizes constantly on hand.

☞ Communications or orders must be addressed to
OLMSTED, TENNYS & PECK,
je.8-tf Louisville, Ky.

Indianapolis and Cincinnati Railroad, via Lawrenceburgh.

Through to Chicago in 15 Hours!

Shortest line to Indianapolis, Terre Haute, Lafayette, and Chicago.

Through from Cincinnati to Indianapolis in six hours. and to Chicago in 15 hours!

TWO TRAINS DAILY, Boat or Cars, each way, (Sundays excepted,) Passengers who prefer taking Steamboat for the first twenty miles, will go by the Steamor **Forest Queen**, foot of Main street, at 12 M.

Those who prefer the Cars for the whole distance, will go by the regular passenger trains of the

OHIO & MISSISSIPPI RAILROAD,

Which leave Cincinnati at 6.30 A. M. and 3.45 P. M.—The train which leaves Cincinnati at 6.30 A. M. connects at Lawrenceburgh with the Indianapolis and Cincinnati Railroad train for Indianapolis, Lafayette, Terre Haute, Michigan City and Chicago.

Baggage checked through and a Baggage Master accompanies the same.

Fare from Cincinnati to Indianapolis.....$3 00
Do do Lafayette..... 5 00
Do do Chicago..... 9 00

At Shelbyville passengers may take the Jefferson, Rushville, Kingstown or Columbus Cars.

GEO. HAVEN, Sup't.

Through tickets may be procured on board the boat, or at the Office of the Ohio and Mississippi Railroad, Fourth street, near Vine, or of

C. S. RUSSELL Ag't.
Ind. and Cin. R R. Office, corner of Main and Water streets, Cincinnati.

☞ Omnibusses will call for passengers, by leaving their names at either of the above offices.

Cincinnati, June 1f.

Cincinnati, Logansport & Chicago Railroad.

TO CHICAGO IN 15 HOURS.
ALL THE WAY BY RAILROAD.

TWO daily trains, at 6 A. M. and 3 30 P. M. Cincinnati, Hamilton and Dayton Railroad.

BAGGAGE CHECKED THROUGH.

FARE:

rom Cincinnati to Indianapolis.....$3 00
do do Lafayette..... 5 00
do do Chicago..... 9 00

For information and through tickets, please apply at the General Railroad Ticket Office, No. 169 Walnut st., next door below the Gibson House, or at the Sixth street Depot.

JOHN W. SHIPLEY, Agent.

The Hamilton and Dayton Railroad Omnibus Line will call for passengers in any part of the city by leaving directions at the Ticket Office.

W. H. SMITH, Conductor.

Trains run by Columbus time, seven minutes faster han Cincinnati.

Change of Time on Cincinnati, Hamilton, Eaton & Richmond Railroad.

ON and after TUESDAY, April 4th, 1854, the Morning Train for Richmond and Indianapolis, will leave Depot, foot of Sixth street, at 6.10 o'clock, A. M.

Passengers by this Train connect at Indianapolis with the 1 o'clock, P. M. Train on Lafayette and Indianapolis Railroad for Lafayette and Chicago; arriving at Chicago by 9 o'clock, P. M., of same day, being 9 hours less time than by any other railroad route leaving Cincinnati.

Also, connect at Indianapolis with 1.15 P. M. Train for Terre Haute.

Trains for St. Louis leave Chicago at 11 o'clock P. M., after the arrival of 1 P. M. Train from Indianapolis in the morning, making this the quickest route by far between Cincinnati and St. Louis.

Evening Train will leave as usual, at 3.30 P. M. connecting at Richmond with 7 P. M. Train for Indianapolis; arriving at Indianapolis at 10.30 P. M.

Chicago and Lafayette passengers, by this Train, sleep at Indianapolis, and resume at 6, A. M. next morning,

FARE—Cincinnati to Richmond.....$1 75
Cincinnati to Indianapolis..... 3 00
Cincinnati to Chicago..... 9 00

ap. 6 D. M. MORROW, Sup't.

James' Railroad & Route Book

NEW EDITION:

Containing a list of all the Western and Southern Roads, with distances, fares, connections, etc., etc. Price, 15 cents.

J. A. & U. P. JAMES,
Publishers, 167, Walnut st., Cincinnati, O.

THE SHORTEST ROUTE TO CHICAGO.

Ohio & Mississippi Railroad

THREE regular passenger Trains daily, (except Sundays.) On Monday, April 17th, and until further notice,

Leave Cincinnati at 6.15 A. M., 2.15 P. M., and 4.40 P. M. Connecting at Lawrenceburg, at 7.30 A. M., and 3.30 P. M. with the Train for Indianapolis, Terre Haute, Lafayette and Chicago.

AND RETURNING,

Leave Aurora at 6.40 A. M., 4.20 P. M., and 8.20 P. M. connecting at Lawrenceburgh, at 4.30 P. M. and at 8.30 P. M. with the Trains that leave Indianapolis at 12 A. M. and 4 P. M., uniting at that point with all the Trains from the North and West.

☞ Tickets may be procured at the office on Fourth street, near Vine.

☞ Omnibusses will run to and from the cars in the customary manner.

S. S. POST,
Chief Engineer and Superintendent.

Cincinnati, April 14, 1854.

Marietta & Cincinnati Railroad.

OPEN between CHILLICOTHE and GREENFIELD, Connected by Stage at Hillsborough, with Hillsborough and Cincinnati, and Little Miami Railroad Trains, forming a through daily line each way.

On and after Monday, the 8th of May, passenger trains will run as follows, viz:

Leave Chillicothe at 9 00 A. M.
Returning do Greenfield at 5 30 P. M.

Passengers from Cincinnati leave by Little Miami Railroad, at 7 40 A. M., dine at Hillsborough and reach Chillicothe the same Evening.

Fare from Cincinnati to Chillicothe, $3 45.

J. W. STOWELL,
Cbillicothe, May 6th, '54— Sup't.

MUSKINGUM WORKS,

ZANESVILLE, OHIO.

DOUGLASS, SMITH & CO.

WOULD respectfully call the attention of Railroad Companies to their establishment at Zanesville They are prepared to execute orders, on short notice, for

Passenger Cars of the most superior description,

Second Class Passenger, Mail Express, and Baggage Cars; Freight, Cattle, four or eight wheeled Gravel Cars. We manufacture a superior

CAR WHEEL,

Over 2500 of which are now running on the Central Ohio Railroad, and many of these have been in use on the road over two years, having in that time only three to crack, and two to be renewed in consequence of the wearing of the Chill. We have also commenced the manufacture of the celebrated

WASHBURN WHEEL,

And are prepared to furnish this wheel. with or without axles. Also, castings for Cars fitted to order at the shortest notice.

BOLLMAN'S PATENT IRON & WOOD BRIDGE.

We are also agents and builders of the above celebrated Bridge. Are now placing upon the piers an iron bridge on this plan over the Muskingum river at Zanesville. We are ready to contract with companies for the construction of this Bridge. All orders addressed

DOUGLASS, SMITH & CO.,
au4tf. Muskingum Works, Zanesville, O.

Lightner's Patent Axle Boxes for Railroad Cars.

THE attention of Railroad Managers and others is called to this valuable improvement in

AXLE BOXES.

The first cost and "fitting up" of these boxes is 20 to 25 per cent below that of most boxes in use. They will save about 75 per cent in consumption of oil. The construction is simple; they are not liable to become loose, nor "heated" by severe service. The Reservoir is held close to the shaft, and the oil journals, are secure from dust yet easy of access; the brasses may be removed from the journals, while under the car, in a few minutes. Cars furnished with these boxes run from 4 to 5 weeks without replenishing the oil, and are not detained from the road for repairs ONE TENTH part of the time which is necessary when other boxes are used.

The business of a railroad can be done with a much less number of cars, with these boxes than if any other kind are used.

The first railroad men in the country have certified that Lightner's improvements in AXLE BOXES are among the first of the times.

Models and Testimony of the above Boxes, may be examined, and arrangements may be made for the right to use the same, with the subscriber.

WILLIAM SHERBURNE,
PRINCIPAL AGENT,
May 18.6* Office, No. 167 Broadway, New York.

Covington and Lexington Railroad Open to Falmouth.

ON and after Monday, the 7th of Nov., and until further notice, Cars will leave Covington daily (except Sundays) at 7 o'clock. A. M., for Falmouth,—stopping at DeCoursey, Culbertson, Grant's Bend, New Philadelphia, Canton Beuton, Morning Side, Demossville, Butler and Irving.

Returning, will leave Falmouth at 1 P. M., stopping at all of the above stations.

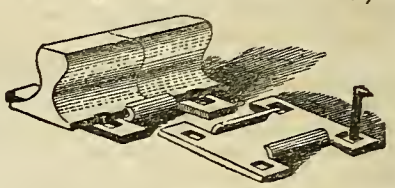
☞ For freight and passage apply to C. CARPENTER, Freight Agent, Covington Depot.

R. M. SHOEMAKER Superintendent.

Office Cov. and Lex. R. R. Co., Nov. 5th.

dc 2

RAILROAD SPIKES,



WROUGHT IRON

Chairs and Fastenings.

THE subscriber continues to manufacture with increased facilities, **Hook and Flat Head Railroad Spikes, and Wrought Iron Chairs of any pattern,** either punched or plain. The best quality of Iron is used, and the articles are guaranteed to give satisfaction in every respect. We are prepared to fill orders for any quantity with despatch, and at the lowest market prices.

Also, Boat Spikes, Bolts, and Boiler Rivets, superior quality.

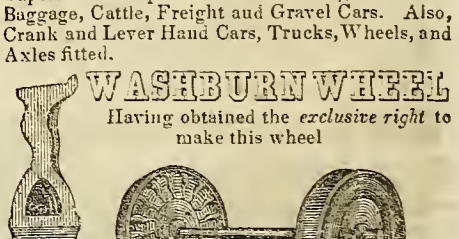
All communications addressed to us will meet withprompt attention.

SMITH & TYSON,
No. 25 South Charles Street, Baltimore

FULTON CAR WORKS,

CINCINNATI, OHIO.

THE Proprietors of this establishment would respectfully call the attention of Railroad Companies in the West and South to their establishment at Cincinnati. Their facilities for manufacturing are extensive, and the means of transportation to different points speedy and economical.—They are prepared to execute to order, on short notice, eight-wheeled Passenger Cars of the most superior description. Four or eight-wheeled Baggage, Cattle, Freight and Gravel Cars. Also, Crank and Lever Hand Cars, Trucks, Wheels, and Axles fitted.



WASHBURN WHEEL

Having obtained the *exclusive right* to make this wheel

in Cincinnati, Covington, and Newport, they are now prepared to furnish Railroad Companies with that celebrated Wheel, with or without Axles.—Also, Journal Oil Boxes of any pattern, and Castings for Cars fitted to order at the shortest notice.

Address KECK & HUBBARD,
Fulton Car Works, Cincinnati, Ohio.
ap.14. Office 62 East Second street

Railroad Line.



Cincinnati, Hamilton & Dayton Railroad.

Summer Arrangement.

COMMENCING WEDNESDAY, JUNE 20th, 1854.

TRAINS will run by standard time, which is seven minutes fastor than that of Cincinnati.

First Train

At 6 o'clock, A. M., Lightning Express for Dayton, Crostline, Pittshurgh, Philadelphia and Baltimore.

Second Train

At 6.10 A. M., for Hamilton, Richmond, Indianapolis, Terro Haute, Lafayette and Chicago, direct.

Third Train

At 8.20 A. M., for Dayton, Sandusky, Toledo, Detroit, Chicago. Cleveland, Buffalo, New York, Boston, Pittshurgh, Philadelphia, Baltimore and Washington.

Fourth Train

At 2 P. M. for Dayton, Greenville and Union.

Fifth Train

At 3.30 P. M., for Hamilton, Richmond, Indianapolis, Terre Haute, Lafayette and Chicago.

Sixth Train

At 5 P. M., for Daytou, Troy and Piqua, and intermediate stations.

Seventh Train

At 6.30 P. M., for Hamilton and intermediate stations.

The 1st Train, Express,

Will stop only at Hamilton and Middletown.

2d, 3d, 4th, 5th and 6th Trains,

Will stop at all regular stations.

The Seventh Train

Will stop at all way and flag stations.

The 1st Train

Will connect at Crestline at 12.30 P. M., with the Ohio & Pennsylvania Train for Pittsburgh, Philadelphia, Baltimore, etc., forming a direct and continuous line for each of these cities. Cars run through to Crestline without change. Baggage checked to Pittsbugh.

2d Train

Will connect at Richmond at 9.05 A. M., with Train of Indiana Central Road for Indianapolis; arrive at that place at 12 M., thence to Terro Haute, Lafayette, or Chicago without detention. Time as short as by any other route.

3d Train

Will connect at Dayton at 10.45 A. M., with Mad River Train, and arrive at Sandusdy at 4 P. M., and go immediately on board the splendid steamers **St. Lawrence** and **Mississippi**, to Buffalo; thence at7.30 A. M., with Buffalo and N. Y. City Road, to New York; arriving at that place at 10 P. M.,also at Crestline 4.20 P. M., with Ohio and Penna. Train for Pittshurgh, Philadelphia, Baltimore and Washington.

The Same Train

Will also connect at Clyde with Cleveland and Toledo Train to Toledo, Chicago and intermediate points; and at Sandusky at 5 P. M., with steamer **Bay City**, for Detroit. Also, with Dayton and Michigan Railroad to Troy and Piqua, and at Piqua with Doyle & Co's Canal Packet Line to all points on Wabash and Miami Canals.

Fourth Train

Will connect at Dayton with Dayton and Greenville Railroad to Greenville, Union, and all points on Bellefontaine add Indianapolis Railroad.

Fifth Train

Will connect at Richmond at 6.40 P. M., with Indiana Central Train for Indianapolis, Terre Haute, Lafayette.

Passengers will bear in mind that the following rates of fare, via Lake Steamers, include both Meals and Staterooms, and that the fare to Philadelphia and Baltimore is One Dollar cheaper, and one less change of cars than by the Columbus route.

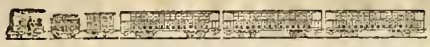
FARE:

From Cincinnati	to	Hamilton	$ 60
Do	do	Eaton	1 35
Do	do	Richmond	1 75
Do	do	Indianapolis	3 00
Do	do	Terre Haute	5 00
Do	do	Lafayette	5 00
Do	do	Chicago	9 00
Do	do	Dayton	1 50
Do	do	Troy	2 10
Do	do	Piqua	2 35
Do	do	Springfield	2 10
Do	do	Sandusky	5 00
Do	do	Toledo	5 75
Do	do	Cleveland	6 00
Do	do	Buffalo, via Lake steamers.	4 00
Do	do	New York, RR. from Buffalo	11 50
Do	do	New York, via steamers	10 50
Do	do	Montreal, via Lake Ontario	11 00
Do	do	Boston	14 00
Do	do	Pittsburgh, first class	7 00
Do	do	do front car	6 00
Do	do	Philadelphia	14 00
Do	do	Baltimore	14 00
Do	do	New York, via Pittsburgh and Philadelphia, (Railroad all the way)	16 00

For further information or tickets apply to W. A. LATHAM, General Agent, at the office, corner Broadway and Front streets, under Spencer House, or at the Office on Walnut street, next door to the Gibson House, or at the Sixth street Depot.

HENRY O. AMES,
Cincinnati, Juno 21 '54.—jo8† Sup't.

Railroad Line.



CINCIN'I, COLUMBUS & CLEVELAND ROUTE.

To New York, via Railway, in	30	hours.
To N. Y., hy Lake Steamers via Clevelaud	39	"
To Pittshurgh in	14	"
To Boston in	34½	"
To Philadelphia in	38	"
To Baltimore in	38	"
To Wheeling in	18	"

VIA LITTLE MIAMI RAILWAY.

FOUR DAILY TRAINS.

First Train—Lightning Express—at ...6 o'clock, A. M.
Second Train—Accommodation Ex....7.45 " "
Third Train—Hillsborough Train.....3.10 " P. M
Fourth Train—Even'g Accommoda...5 " "

The roads of this route are laid throughout with heavy T rail.

New York, Boston, and Montreal.

First Train—Lightning Express leaves Cincinnati at 6 o'clock A. M., connecting at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo; connecting at Dunkirk with New York and Erie Railroad, and at Buffalo with Buffalo and Albany Railroad to New York and Boston.

Second Train—Accommodation Express, at 7.45 o'clock, A. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad, at Buffalo with Buffalo and Albany and New York City Railroads, and at Buffalo with Niagara Falls Railroad, to New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

—ALSO—

Connects at Cleveland with the new and magnificent low pressure steamers QUEEN OF THE WEST, Capt. McBride; CRESCENT CITY, Capt. Pease; connecting at Buffalo with the Buffalo and Albany, New York City, and Niagara Falls Railroads, for New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

Fourth Train—Evening Express, at 5 o'clock P. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad; connecting at Buffalo with New York City, Buffalo and Albany, and Niagara Falls Railroads, to New York, Boston, and Niagara Falls.

Pittsburgh, Philadelphia, and Baltimore.

First Train—Lightning Express, leaves Cincinnati at 6 o'clock A. M., connecting at Crestline with Ohio and Pennsylvania Railroad to Pittsburgh, connecting with Pennsylvania Railroad to Philadelphia and Baltimore.

Through from Cincinnati to Philadelphia and Baltimore direct.

Zanesville, Wheeling, Baltimore, &c.

First Train—Lightning Express, at 6 o'clock A. M., and second Train, Accommodation Express, at 7.45 o'clock A. M., connect at Columbus with Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Lines, via National road to Wheeling, connecting with Baltimore and Ohio Railroad to Baltimore, Philadelphia, Washington, etc.

Fourth Train — Evening Express, at 5 o'clock P. M. Passengers by this Train sleep at Columbus and resume by Morning Train, via Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Line to Wheeling.

Hillsborough.

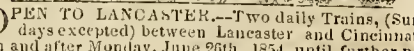
Third Train—Leaves Cincinnati at 3 P. M., connecting at Hillshorough with Ohio Stage Co.'s Lines to Chilicothe, Piketon, etc.

FARE.

From Cincinnati to New York via Railroad, either route	$16 00
From Cincinnati to New York via Railroad to Albany, and Hudson river steamer	15 00
From Cincinnati to New York via Lake Steamers to Buffalo, and Railroad to New York	15 00
From Cincinnati to New York via Lake Steamers to Buffalo, Railroad to Albany, and Hudson river steamer to New York	14 00
From Cincinnati to Boston via Lake Shore, New York and Erie, and New York City Roads	20 00
From Cincinnati to Boston via Lake Steamers and New York City and Erio Roads	19 00
From Cincinnati to Boston via Lake Shore, Buffalo, Albany and Western Roads	19 00
From Cincinnati to Boston via Lake Steamer, Buffalo, Albany, and Western Rouds. An additional charge of fifty cents via Niagara Falls and above routes.	18 00
From Cincinnati to Montreal via Lake Shore Road,	18 00
From Cincinnati to Montreal via Lake steamer	17 00
From Cincinnati to Boston via Lake Shore Road and Ogdensburg	18 00
From Cincinnati to Boston via Lake Steamer and Ogdenshurg	17 00
From Cincinnati to New York via Lake Shore Road and Ogdensburg	16 75
From Cincinnati to New York via Lake Steamer and Ogdensburg	15 75
From Cincinnati to Buffalo via Lake Shore Road,	9 00
From Cincinnati to Buffalo via Lake Steamer	8 00
From Cincinnati to Philadelphia or Baltimore via Crestline and Pittsburgh	15 00
From Cincinnati to Philadelphia or Baltimore via Cleveland and Pittsburgh	15 50
From Cincinnati to Pittsburgh via Crestline	7 00
From Cincinnati to Pittsburgh via Cleveland	9 00
From Cincinnati to Baltimore via Wheeling	14 00
From Cincinnati to Washington via Wheeling	15 00
From Cincinnati to Philadelphia via Wheeling	15 00
From Cincinnati to Wheeling	7 00
From Cincinnati to Cleveland	6 00
From Cincinnati to Zanesville	4 00
From Cincinnati to Columbus	3 00
From Cincinnati to Springfield	2 00

☞ For all information and Through Tickets, please apply at office, southeast corner of Broadway and Front sts., Cincinnati. W. A. LATHAM, Ticket Agent.
an25 P. W. STRADER, Gen'l Agent.

Cincinnati, Wilmington and Zanesville Railroad.



OPEN TO LANCASTER.—Two daily Trains, (Sundays excepted) between Lancaster and Cincinnati. On and after Monday, June 26th, 1854, until further notice, trains will run as follows:

The morning Train leaves Lancaster at 5.10 A. M., and arrives at Cincinnati at 11 15. Returning leaves Cincinnati at 3.05 P. M. and arrives at Lancaster at 9.30 P. M.

The downward accommodation train leaves Lancas- at 10.05 A. M., and arrives at Cincinnati at 5.40 P. M.

The upward accommodation train leaves Cincinnati at 7.30 A. M., and arrives at Lancaster at 4.00 P. M.

Trains will stop for passengers as follows: At Amanda, Stout's, Circleville, Williamsport, Four Corners, New Holland, Washington, Rattle Snake, Sabina, Cross Roads. Wilmington, Sligo, Clarksville and Morrow; and on the Little Miami Road at Deerfield, Butterworth's, Water Station, Loveland, Miamiville, Milford and Plainville, and on proper signal by flag, or to the Conductor, at Branch Hill and Linwood, at Turnpike.

The downward Trains connect at Morrow with the Trains on the Little Miami Road for Columbus.

Lines of Omnibusses and Packets will run between Circleville and Chillicothe, and Stages and Packets between Lancaster, Logan, Nelsonville, Athens and Pomery; and Stages between Lancaster, Somerset and Zanesville connecting with the morning train from, and evening train to, Cincinnati.

Fare from Cincinnati	to	Washington		$2 50
"	"	"	" Circleville	3 00
"	"	"	" Lancaster	3 60
"	"	"	" Chillicothe	4 00

For other information and Tickets, apply at Ticket office, corner of Broadway and Front sts, and at the Little Miami Depot, or to the Station Agents on the line.

E. W. WOODWARD,
Engineer and Superintendent.

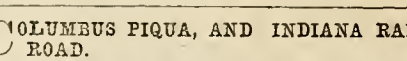
☞ The Omnibus Line will call for and deliver passengers to and from the trains to any part of the City.

J. HOWELL, Conductor.

☞ The Company will not be responsible for baggage exceeding $50 in value, unless the same be returned to the Conductor or Agent, and freight paid at the rate of a passage for every $500 in value above that amount.

je.29

COLUMBUS PIQUA, AND INDIANA RAILROAD.



New route from Columbus, West and from Urbana, East.

On and after Monday September 19, 1853, two trains per day, (Sunday excepted) each way, will run on this Road, between COLUMBUS and URBANA. Will leave Columbus at 4.50 a.m., and 3.30 p.m.—arriving at Urbana at 8.12 a.m., and 6.14 p.m. Returning—will leave Urbana, for Columbus, at 9.15 a.m., and 3.00 p.m.—arriving at 12.05 and 6.55 p.m.

The 4.50 a.m. train, from Columbus, will connect with the night Express train from Cleveland and arrive at Urbana in time for the morning train north for Sandusky and intermediate points. Persons arriving by the morning Cleveland and Zanesville trains can have a few hours at Columbus and leave by the 3.30 p.m. train—arriving at Urbana in time to get supper and take the 5.35 p.m. train for Dayton and Cincinnati.

The 9.15 a.m. train from Urbana connects with the morning train from Cincinnati and Dayton that arrives at Urbana 8.40 a.m.—arriving at Columbus at 12.05 p.m in time for the 1 p.m. train for Cleveland, connecting with the Buffalo and Dunkirk boats. The 3.00 p.m. train will leave Urbana on the arrival of the Sandusky train—reaching Urbana at 2.45 p.m.—and arrive in Columbus in time for the various night trains.

A line of Omnibuses will connect with the trains at Urbana for the conveyence of passengers to and from Piqua and Greenville over a good Macadamized road.

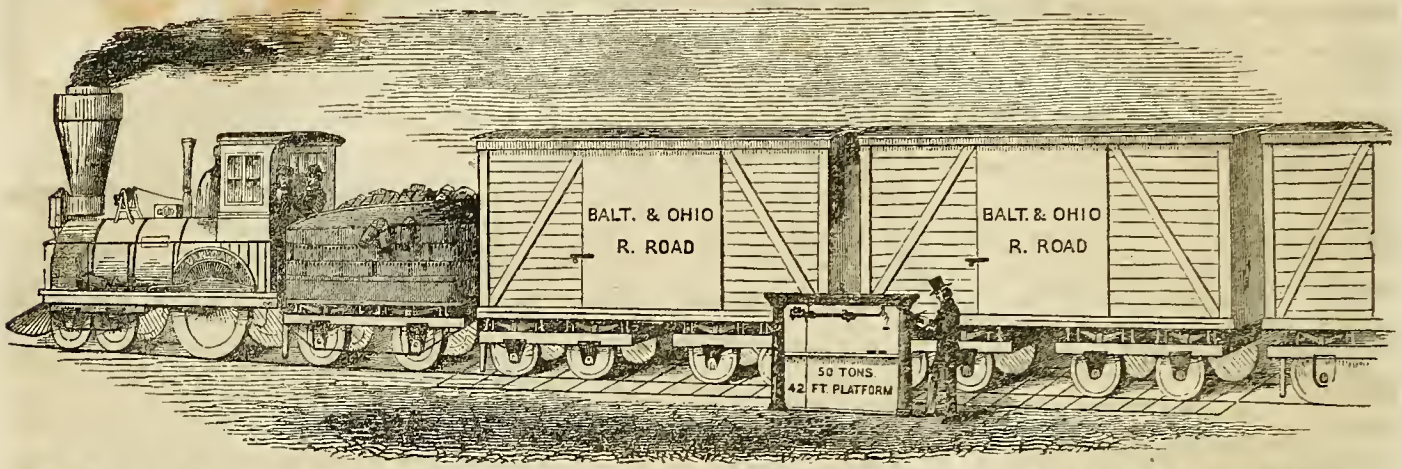
A. G CONOVER, Sup

Piqua, Sept. 13, 1853. s29-tf.

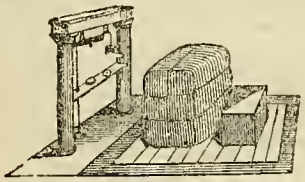
RAILROAD IRON, LIGHT WEIGHT.

470 TONS, 47 lbs. per yard, good quality and pattern, now lying at New Orleans. For terms, apply to VOSE, PERKINS & CO.,
ap27-tf New York.

FAIRBANKS' SCALES.



Railroad Track Scale---50 Tons.



DEPOT SCALES 12,000 LBS.

FAIRBANKS & CO'S

PLATFORM SCALES,

Long known—Severely tested—Always right—The acknowledged standard—Adapted to every required operation of weighing, as

Railroad Track and Depot Scales,

In use on nearly all the principal Railroads in the United States and Great Britain.

WAREHOUSE SCALES,

Dormant and Portable.

HEAVY PLATFORM TABLE SCALES,

On Wheels,

For Foundries, Rolling Mills, Iron Houses, &c.,

STORE SCALES,

Various Modifications.

COUNTER SCALES, &c.,

HAY & COAL DEALERS' SCALES,

Made entirely of Iron and Steel.

GENERAL AGENTS:

FAIRBANKS & CO., 89 Water Street, New York.
TRABER & AUBERY, Cincinnati.
L. F. BURGESS, Cleveland.
BROWNING & MAYER, Indianapolis.
C. L. HARMON, & CO., 197 South Water St. Chicago.
S. M. EDGELL & CO., 20 Pine St., St. Louis.
W. B. BELKNAP & CO., Louisville.
M. P. HUTCHINS, Detroit.
J. & F. DAWSON, Charleston, S, C.
GEO. C. EWING, 21 South Charles St., Baltimore.

MANUFACTURERS

E & T. FAIRBANKS & CO.,

ST JOHNSBURY, VT.

TESTIMONIALS:

OFFICE OF THE G. & C. U. RAILROAD CO.,
CHICAGO, FEB. 20TH, 1854.

MESSRS. E. & T. FAIRBANKS & CO.,

GENTLEMEN:—All of the principal station buildings on this road are furnished with your Depot and Platform Scales, with tho exceptions of two scales. Your Scales were adopted after trial with those of other makers, and I take pleasure in now saying, that after more than four years trial, they have given entire satisfaction to us, and the public doing business with the Company.

I am not aware of a dollar's expense being incurred from wear or defect of materials in any part of the scales. The Track Scale, with suspended platform, which you have recently put into our principal depot at this place, judging from present appearance and the use to which it has been put, will, I doubt not, answer the purpose desired, and be equally satisfactory.

JOHN B. TURNER,
Pres't and Sup't.

CENTRAL RAILROAD CO.
SAVANNAH, JAN. 6TH, 1853.

MESSRS. E. & T. FAIRBANKS & CO.,
St. Johnsbury, Vt.

DEAR SIRS:—Your Scales, which we have used for many years, gave so much satisfaction, that we ordered from your House, all the Scales necessary for our large new Warehouse. Your agent has just finished putting up twenty-two of your No. 1 and No. 2 Depot Scales and a large Road Scale, and I am pleased with the manner in which the job has been done. I trust and believe that this work will do credit to your establishment.

Respectfully, your obedient servant,
R. R. CUYLER, Pres't.

PORT RICHMOND, PA. MARCH 2n, 1852.

MESSRS. E. & T. FAIRBANKS & CO.,
St. Johnsbury, Vt.,

GENTLEMEN:—There are now in the Richmond Wharves at the terminns of the Reading Railroad, Twenty-six of your ten ton Track Scales, which have been in coustant use for more tnan six years. The least quantity of Coal weighed annually upon any one wharf has been 400,000 tons. Tbe aggregate quantity weigbed upon the twenty-six scales, has been more thau one million two huudred thousand tons per annum.

During the time since they have been in use, they have always retained their adjustment without any expense for repairs. They have been tested every year by the Sealer of Weights for tbe county of Philadelphia, and always found correct, and at the present time their operation is apparently as perfect and as sensitive as when first built.

JOHN E. HOBERT,
Superintendent of Wharves.

STATE OF NEW YORK,
CANAL COMMISSIONERS OFFICE,
ALBANY, JUNE 21, 1852.

MESSRS. E. & T. FAIRBANKS & CO.,

GENTLEMEN:—Your favor of the 10th, asking my views of tho Weigh Lock Scales, manufactured by you, and introduced upon the Erie Canal, is received.

I have no hesitation in saying, that they have fully answered your recommendation in every particular. Their capacity for strength is fully equal to sustain the required burthen. They are not liable to get out of adjustment or repair. The arrangement of the Weighing Beam is admirably adapted to obtain rapid results. I know of no Scale superior to them, in this or any other country.

In great haste, Yours truly,
JOHN C. MATHER,
Canal Commissioner.



PORTABLE SCALES.

The following Railroads have been furnished exclusively, or nearly so, with FAIRBANKS' SCALES:

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Allegheny Valley.	Illinois Central.
Androscoggin & Kennebec	Indiana Central.
Ashuelot.	Indianapolis & Bellefontaine
Atlantic & St. Lawrence.	Iron.
Baltimore & Ohio.	Jeffersonville.
Baltimore & Susquebanna.	Kennebec & Portland.
Belvidere, Delaware.	Knightstown & Shelbyville.
Boston, Concord & Montreal	Macon & Western.
Boston & Maine.	Mad River & Lake Erie.
Boston & Providence.	Manchester & Lawrence.
Buffalo, Brantford & Goder'h	Memphis & Charleston.
Buffalo, Corning & N. York.	Michigan & Southern.
Buffalo & New York City.	Milwaukee & Mississippi.
Buffalo & State Line.	Naugatuck.
Canandaigua & Elmira.	New Albany & Salem.
Central. (Ga.)	Newburyport.
Central. (Va.)	New Haven & New London.
Champlain & St. Lawrence.	New Haven & Northampton
Charlotte & South Carolina.	New Jersey Central.
Cheshire.	New York Central.
Cleveland, Columbus & Cincinnati,	New York & Erie.
	New York & New Haven.
Cincinnati, Hamilton & Dayton.	Norfolk County.
	Northern Indiana.
Cincinnati, Logausport & Chicago.	Northern, (N. H.)
	Northern, (N. Y.)
Cincinnati, Wilmington & Zanesville.	Norwich & Worcester.
	Old Colony.
Cleveland & Erie.	Orange & Alexandria.
Cleveland & Pittsburgh,	Oswego & Syracuse.
Cocheco.	Petersburg.
Columbus, Piqua & Indiana	Philadelphia & Reading.
Columbus & Xenia.	Pittsfield & North Adams.
Concord,	Plattsburg & Montreal.
Concord & Clarement.	Portland, Saco & Portsmouth
Connecticut River.	Providence & Worcester.
Conn. & Passumpsic River.	Renssalaer & Saratoga.
Dayton & Michigan.	Richmond & Danville.
Eastern.	Richmond & Petersburg.
Essex.	Rome. (Ga.)
East Tennessee & Georgia.	Rome & Watertown.
Evansville & Crawfordsville	Rutland & Burlington.
Fitchburgh.	Rutland & Washington.
Galena & Chicago Union.	Sandusky, Mansfield & Newark.
Georgia.	
Grand Trunk. (Canada.)	Scioto & Hocking Valley.
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Great Western, (Ill.)	South Side.
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Greenville & Miami.	Springfield, Mt. Vernon
Hartford, Providence & Fishkill.	Pittsburgh.
	St. Charles Branch.
Housatonic.	Steubenville, & Indiana.
Hudson River.	St. Lawrence & Atlantic.
Hudson & Berkshire.	Stony Brook.

RAILROAD RECORD.

AND

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INFLUENCE OF RAILROADS ON THE INCREASE OF CAPITAL AND THE VALUE OF PRODUCTION.

We see in newspapers, which should be well informed, and hear from men who should have some intelligence, that railways have absorbed too much capital, and that we must stop making railways in order to get money! A more absurd idea than this never was conceived; and if we have no other hope of making money abundant, than to stop railways, we are poor indeed. We shall be bankrupt in the midst of gold mines, and starved in the midst of harvests. Stopping railways is just the same as stopping the California gold mines, or stopping the reaper in the field. In one word, *it is killing the goose that lays the golden egg.* This fact is entirely demonstrable, and our readers will pardon us in a brief exposition of the principles of political economy, applicable to this question. We must premise, however, two or three observations, by way of abundant caution.

First, then, any business may be overdone, and so, therefore, may railways. Too many steamboats, too many stores, in fine, there may be *relatively* too much of any thing. But are there too many railways? East of the Rocky Mountains, there are *thirty* states, containing about 1,200,000 square miles. There are now about 20,000 miles of railway, which gives a mile of railway to every 60 square miles. Now, railway experience proves, beyond a doubt, that averaging the whole country, a mile of railway to 20 square miles is not more than enough to supply the wants of the country. We may have 60,000 miles of railway and not have too much. The country needs that amount to make the products of land available.

Secondly, it is not the *mode* in which money is invested, which makes money scarce; but whether we are investing or *wasting* it?—Whether we are *living beyond our income?*—Whoever *invests* money, if he has it, *saves* it and grows rich. Whoever lives extravagantly, or beyond his income, grows poor. This is the only principle upon which either individuals or nations grow rich, or poor. What is the state of fact in this country? Extravagance, luxury, and overtrading are visible to all eyes. They are all around us. What is the consequence? The balance of trade against us, and a continual shipment of our gold to Europe. The reality and the effect o f

this has been hammered into the heads of bankers and merchants by such hard knocks that they can no longer deny either the facts or the principle upon which they depend. If every railway enterprise were arrested, and all investments in stocks cease, the difficulty would only be greater. So long as we import of foreign wares, and products, from two hundred and fifty to three hundred millions per annum, (more than half of which is utterly useless and a mere waste) so long shall we hear of cramp and spasms in the money market. If we ceasc to send railway stocks and bonds, we must send gold; and if we send gold, we cramp credit; and if we cramp credit, we cramp the merchants. The demand for for railway loans is diminished, by at least three fourths—is the demand for money diminished? Not at all. It has increased.—Every ship from New York carries gold to Europe, and diminishes the solid basis of credits. They must now send gold where they formerly sent railroad bonds. For one year, railway demands have been constantly diminishing, and the country prosperous beyond all precedent. Yet the financial pressure is increased, and cannot end till the importers of foreign goods are made to feel, (as they soon will be) that the losses of the interior merchant must soon fall on them. But our preface is too long. Let us proceed to the real influence of railways on capital and production:

1st. The investment of capital in railways *increases the available capital* of the country, far beyond the investment, and thus adds to, (not diminishes) the commercial capital in use. Let us see.

$2,000,000 in capital is expended in making 100 miles of railway in Indiana. This is raised in stocks and bonds. The *mode* is not material, for both stocks and bonds are ultimately distributed among individuals, who take them for investment, and both are marketable articles. Now let us trace this money from the beginning to the end. We will take a common case of a medium railway, which will pay 8 per cent., the cost of which is raised partly by domestic subscriptions and partly by the issue of bonds. *First*—where does the money *come from?* No matter whether it is subscribed by a farmer, or a Rothschild, the money ultimately comes *from those who have saved surplus means from their business* or *their property*. This may be in very small sums; but they soon accumulate to an immense aggregate. There are 200,000 farmers in Ohio. Suppose these averaged a subscription to a railway of $500 each, only, (and they *can* do it,) it would amount to the enormous sum of *one hundred millions of dollars!*—a sum double the entire cost of all the railways in the state! Yes, if the farmers of Ohio chose to advance one hundred million of dollars to railways, in a single year,—they can do it and defy all bankers, speculators, financiers, bears and bulls of the world to prevent, or oppose the operation. If they have not the money in hand, they have that for which the world must give them money. It is from the *earnings of the people*, that the money comes. The bankers who subscribe to loans and stocks are but agents for the great public, among whom they must distribute it. Now where does the money *go?* and what does it *do?* Why it is *paid out to laborers, citizens, farmers, engineers and machinists* who again pay to merchants and manufacturers. Now, just compare for one moment, the expenditure of $1,000 in *this* way, and the expenditure of $1,000 in silks, or in Government Stocks. In silks it is paid to a foreign workman, then rots on the back. It is gone, and the money is gone with it forever. In Government Stock, it is paid to soldiers, or office-holders, neither of whom return any value to the country, but are mere public paupers. The *ultimate* is a piece of paper bearing 6 per cent. interest; but which is *dead* capital, neither doing work nor accumulating profit. *All the uses* of railway money are profitable to all classes of people. But at last what does the capital *do?* 1st, It sets in operation a machine which is precisely like a manufacturer, *creating* business by the labor it performs and the facilities it affords. 2d, It *creates a capital at once*, greater than its cost. Thus, it is an indisputable fact, settled by experience in the West, that lands within at least *five miles* of a railway, are increased in value full 50 per cent. on an average, the moment the railway gets in operation. In Indiana, this increased value exceeds $30,000 per mile. By the expenditure of $2,000,000, then, we have added $3,000,000 to the value of property.—This is a *minimum* estimate. Suppose, now, that the railway stock in market, (taking the present average of new roads,) sells for seventy per cent. only. There is then $1,400,000 of the original capital available in market. We have then, this final result, so far as the stock and lands are concerned:

Original value of land	$6,000,000
Original Railway Capital	2,000,000
Aggregate	$8,000,000
Present value of land	$9,000,000
Present value of Stock	1,400,000
Aggregate	$10,400,000

Now, on this *minimum* estimate, (and it certainly is a miuimum,) the construction of railways has *increased the capital* of the country $2,400,000. In other words the advance of $2,000,000 in railway capital, has returned $4,400,000, in positive capital. This capital now is available; for lands were never so marketable as they are now.

But, some one may say, this is not *commercial capital*. It will not pay bank notes and buy goods. We shall come to that and make that equally clear. In another number we shall demonstrate that railways have *created* a real and an enormous capital in this country without which the mercantile interests of this country, would at this moment be crushed.—California and railways alone have saved them.

The question we have here met, relates to the absolute increase of capital, by the railroad influence on property, without discussing the commercial influence they have conferred.—In the last three years full three thousand miles of railway have been constructed and finished. The cost is *seventy-five millions of dollars*, and that capital has returned to the country *one hundred and sixty-five millions*, of which more than fifty millions are in marketable stocks, and more than a hundred millions in marketable lands. What an absurdity then, to talk of railways having absorbed *capital!* They have *created* it, to an extent equal to the gold of California. The *commercial* increase of capital by railways, we shall consider in our next.

Railroads.

LEXINGTON & DANVILLE RAILROAD.

We are now in possession of the reports of the President and Engineer of this company from which we gather some interesting facts. The entire report will be before the public so soon as the printing of the Treasurer's statement is completed. It appears from the Engineer's report, that 14 miles of the road north of the river and 1 mile south of it, are graded, including some heavy rock cuts and all the slope wall. The tunnel, 512 feet long, through solid rock, is completed. The masonry of the Jessamine creek bridge, and the remainder of the material and workmanship contracted for, as also that for bridging over Wall's branch. The engine sheds, passenger and freight houses, repair shops, etc., at Lexington are now being constructed. Cross ties and timber for 20 miles of the road have been delivered; iron rails, chairs and spikes are on hand; two engines built for this road, at the East, are finished, and the cars are under construction at Maysville. The Kentucky river bridge is advancing well. The towers on the north side are completed, and in the best manner; the towers on the south side are being built, and the Engineer seems to have no doubt of the completion of the bridge in good time. Other work on the bridge, relating to the anchorage, is also finished, and a large part of the iron and timber delivered. The road is expected to be completed and in profitable use from Lexington to Nicholasville, if not to the river, sometime before the connection is made through to this place, as neither the bridge, nor the heavy cuts on this side of the river, can possibly be completed at as early a day as the remaining parts of the work. The efforts of the company, therefore, are more particularly directed to the work

north of the Kentucky river. The length of the road has been reduced from 36 to 34 miles, differing but 1½ miles from a straight line.—The Engineer's estimate of the cost of the road, equipped, is $1,314,000, circumstances not altogether unforeseen, having increased the estimate since his last report. The following is an extract from the report of the late President of the company, J. S. Hopkins, Esq.:

We gather that the work has been much delayed by the failure of the sub-contractor for all the line north of the Kentucky river. The stringency in the money market is another cause of the delay. New arrangements have been made by which DeGraff & Co., undertake the work north of Nicholasville to Danville, and take in payment the remaining county bonds and the balance in 7 per cent. bonds of the company. The price is somewhat in advance of the former contract, but as the company had no other means of prosecuting the work, they decided this to be better than to let the work drop.

The original bonds of the company were issued at 6 per cent. These, to the amount of $600,000, will be cancelled, and the same amount issued bearing 7 per cent; this being rendered necessary by the stringent state of the money market, which would not admit of the sale of the 6 per cent. bonds, except at ruinous sacrifices.

The road is now in competent hands, that portion between Nicholasville and Lexington being in charge of King & Miller, and will doubtless be prosecuted to completion with very little delay.

MISSISSIPPI & WABASH RAILROAD.—As true chroniclers of railroad news, we must make mention of this road, some time since proposed, and laid down upon our map. It commences at Greencastle, Ia., thence, via Urbana, Middletown, Mt. Pleasant and Leroy to Bloomington, Ills.

The citizens of Leroy held a meeting on the 12th ult., for the purpose of considering the prospects of this road. A committee was appointed to correspond with and visit the different points upon the proposed line, and adopt such measures as they should deem best to procure information and a speedy survey of the route. A correspondent of the Illinois Central Times, says that a citizen of Cincinnati has pledged himself to furnish $40,000 out of his own funds in aid of this enterprise. Who can it be!

DAYTON, XENIA & BELPRE RAILROAD.—There is a much larger business done on the completed portion of this road, than could have reasonably been expected. The receipts for passengers and freight are increasing rapidly and now average about $200 a day.—This, for a new road only fifteen miles in length, indicates a most favorable position in the railway system.

From the N. Y. Times, 1st.

ATLANTIC & PACIFIC RAILROAD—INTERESTING DISCLOSURES.

We have heard but little of late concerning the movements of the Atlantic and Pacific Railroad company, which was organized something like a year ago under the auspices of Robert J. Walker, Levi S. Chatfield and other distinguished political financeers. We have just received a copy of a pamphlet prepared by Mr. C. G. Peebles, which professes to make sundry startling revelations concerning the recent operations of the leading managers of this important company. Mr. Peebles claims, and we believe with justice, to have begun earlier, and labored harder in the advocacy of a railroad to the Pacific, than any other man living, unless it be Mr. A. Whitney. On this account he has taken a deep interest in the progress of this company, and feels it right that the public should be aware of its movements. Mr. Peebles gives the following as a list of stockholders in the company:

The stockholders of $1,000,000 and over are as follows:

R. J. Walker	$10,000,000
Anson Jones	1,000,000
Sam. Waggoner	2,000,000
Jeptha Fowlkes	5,100,000
S. G. Langdon	1,000,000
T. J. Green	7,000,000
M.— Hunt	5,000,000
Robert Rose	1,000,000
S. E. Church	1,000,000
S. Chamberlain	1,000,000
Stewart Newell	1,000,000
L. S. Chatfield	39,675,000
Total	$74,755,000

In the above subscription there is more humbug and less money than can can be found on any subscription paper on the face of the earth—Walker's Texas Central Railroad excepted. The real and personal estate to uphold nearly $75,000,000 of this stock will not amount to $1,000,000.

The subscribers of $500,000 and over, and less than a million, are—

B. Barker	$500,000	Edgar Conkling	$500,000
Joel J. Sever	500,000	B. H. Cheever	500,000
H. B. Spelman	500,000	E. T. Bridge	500,000
H. E. Storrs	500,000	Caleb S. Woodhull	500,000
J. Van Cleve	500,000	Wm. N. Bilbo	500,000
E. W. Hudson	500,000	W. W. Deland	500,090
O. V. Hallenbeck.	500.000	John S. Du Solla	500,000

These fourteen men represent $7,100,000 of the stock and are possibly worth half a million—all told.

Of over $100,000, and less than $500,000, there are the following subscriptions:

C. C. Walden	$200,000	E. C. Cabell	$200,000
B. T. Smith	200,000	M. G. Hart	200,000
B. G. Shields	200,000	J. M. Comstock	125,000
T. Butler King	300,000	W. T. Ward	200,000
Thos. G. Johnston.	250,000	J. W. Gray	200,000
Robert S. Newton.	200,000	J. W. Sleight	200,000
Wm. Richards	200,000	A. Scott	350,000
John Vernam	200,000	Geo. M. Preston	150,000
E. H. Thompson	250,000	Joseph Rushan	250,000
Cyrus Moore	200,000	Geo. N. Barker	150,000
Geo. W. Weston	200,000	W. Scott Jarvis	150.000
Abraham Moore	200,000	Joseph Hufty	200,000
Isaac E. Holmes	200,000	Clark Bronham	200,000
Richard Tweed, Jr.	200,000	Robert G. Nellis	200,000
Alex. H. Wallis	200,000		
Total			$5,975,000

Of these 29 men it would be difficult to designate one who could be regarded as a capitalist. There may be half a million among them to back up the $5,975,000.

Mr. Peebles says, that of the assessments due up to the 20th of May, which amount to $350,000, not $40,000 has been paid;—and there are probably not over $1,000,000 of *bona fide* subscriptions on the stock, nor over *two* millions of money standing behind the one hundred millions subscribed. And even the few who have subscribed in good faith, Mr. Peebles alleges, have been put completely in the power of Messrs. R. J. Walker, T. Butler King, and Jeptha Fowlkes, who are all members of the Executive Committee.—To show how this has been done, Mr. P. publishes the following resolutions, said to have been adopted by the committee:

Nov. 5, 1853.—Mr. Walker submitted a resolution that all stockholders holding over $300,000 of the stock of the Company, be "respectfully" requested to transfer the excess beyond that amount to the Company, and stated that unless such a resolution was adopted he would retire from the Company. That resolution was amended by inserting $500,000 instead. And, as amended, was adopted. Let us see how far Mr. Walker regarded his resolution and declaration.

Nov. 25.—On motion of Mr. Walker, a committee, consisting of Walker, Woodhull and Bridge, was appointed, with power to accept or reject any proposition for transferring to this company any grants of land or other privileges or rights to build any part of the Atlantic and Pacific Railroad in California, Arkansas, or Mexican Territory.

Dec. 15.—Four members, to wit; Walker, Fowlkes, Woodhull and Bridge, being present, Walker proposed and offered to the Atlantic and Pacific Railroad Company, "all my interest, present or contingent, in any railroad charter or land conceded therewith that may be obtained by me from the Government of Mexico, in the states of Chihuahua or Sonora, assigning only without warranty of any kind, my interest, present or prospective, as above stated, on the following terms:

1. The payment to me of $10,000, cash.

2. The return to me of $500,000 of full paid stock of the Central Railroad of Texas, in case I shall have paid the same for said grant and charter, and not otherwise; or the assignment to me at the option of the company, of $500,000 of full paid stock of the Atlantic and Pacific Railroad Company, to be exercised and carried into execution, on or before the 15th of January, 1855."

Whereupon, it was "Resolved, That the preceding offer of R. J. Walker be accepted.

"Resolved, That the Treasurer of the Company be directed to give R. J. Walker credit on the books of the Company for the said sum of $10,000."

Mr. Peebles says that Mr. Walker took a copy of these resolutions to Mr. Leland, the Secretary, (there being no Treasurer,) and demanded *a receipt of payment* on the first assessment on his $10,000,000 of stock, and, with the aid of Woodhull and Bridge, finally obtained such a receipt.

Dec. 16.—Present, Walker, Fowlkes, King and Woodhull.

Resolved, That Robert J. Walker, T. Butler King, Jeptha Fowlkes, or a majority of them, be, and they are hereby authorized to submit to the Governor of the state of Texas a proposition, on such terms as they may deem best for constructing, equipping and operating the Mississippi and Pacific Railroad, as authorized by the act providing for the construction of said road, passed by the Legislature of the state of Texas, and approved the 21st December, 1853; and that they be also authorized to contract with the Governor of said state for building, equipping and operating said railroad, on such terms as they may deem best, pursuant to the provisions of said act; and that the said Walker, King and Fowlkes, or a majority of them, be further authorized to perform all the acts, and give all the guarantees required by said law; that they, or a majority of them, be also authorized to associate with them in said proposals, contracts and guarantees, such persons as they may select; and that they, or a majority of them, be further authorized to organize the company, under said law, for the building, equipping and operating said road, and electing the Directors thereof."

"Resolved, That all the rights, privileges, benefits and advantages, grants, and donations, accrued or accruing under the act of the state of Texas, entitled an act to provide for the construction of the Mississippi and Pacific Railroad; and the contracts to be made for building, equidping and operating the same, shall inure to and be held for the benefit of the stockholders of the Atlantic and Pacific Railroad, as designated, and to be designated by the Executive Committie of said Company, including all rights already secured by contracts with other persons, companies or associations, as authorized or to be authorized by said Committee, or already ratified or confirmed by them."

Resolved, That Robert J. Walker, T. Butler King and Jeptha Fowlkes, or a majority of them, be, and are hereby authorized to make such arrangements as they, or a majority of them, may deem best for the purpose of securing to this Company the charter of the New Orleans and Texas Railroad Company, and such other charters granted by the state of Texas, as they, or a majority of them, may deem best for the interests of this Company; and if they deem necessary for the organizing of the same, that they, or a majority of them, he, and they are hereby constituted the general agents of the Atlantic and Pacific Railroad Company with full and plenary powers to represent and act and contract for them in all matters and things whatsoever, connected with the rights and interests of this Company.

"Resolved, That Robert J. Walker, Jeptha Fowlkes and T. Butler King, or a majority of them, be, and are hereby authorized and empowered to issue and deliver so much and such portions of the stock of this Company as they, or a majority of them, may deem or find necessary to fulfill the various agreements or contracts, and

carry out the powers conferred on them by the resolutions this day adopted."

Mr. Peebles says that another resolution was adopted authorizing Mr. Walker to settle with all the agents of the company; and still another authorizing Messrs. Green and Woodhull to allow such sum to Mr. Walker as they see fit, and others allowing them a million each to be full paid stock. The effect of these resolutions would seem to be to put the whole company, stock, stockholders, agents, contracts, and general interests, past, present and future, into the hands of Messrs. Walker, King and Fowlkes.

RAILROAD ACCIDENTS.

We are called upon to chronicle another "horrible accident" upon the Susquehanna Railroad. As the particulars have been fully circulated in the daily papers, we will not occupy space by repeating them in our columns.

In the last issue of the RECORD, in a brief article upon the subject of Railroad Accidents we adverted to the Railroad Law of the state of Connecticut. We now give a portion of the report of the Commissioners, appointed under that law, showing the effects of legislation, offering suggestions, and giving the general results of their observation in the discharge of their duties.

We are indebted to the American Railway Times for a copy of the report. The report says:

The Commissioners are further called upon by law to make such suggestions for legislation, in relation to railroads as the public interest shall seem to require. For this purpose they have consulted with the Superintendents of the railroads in this state, and with other gentlemen of experience in such matters; from these sources the Commissioners have received many valuable suggestiuns.

OF BRAKEMEN.—Objections have been urged in a few instances, against that part of the law requiring a Brakeman "to be stationed at the brake of each and every car run, or intended to be run, on any railroad in this state, at a greater rate of speed than thirty miles an hour between stations." The following has been suggested as a substitute for this provision of the law. "There shall be on every Express passenger train of three cars, three brakemen, and for every two additional cars one brakeman." It is claimed that this amendment would save the expense of a brakeman on many occasions, and that the train would be about as completely under the control uf its managers. The Commissioners, however, are of upinion, derived from all that they have seen and heard on this subject, that the law in this particular should remain in force at least another year.

LANTERN.—A Superintendent suggests the passage of a law, requiring that a lantern shall be lighted, and furnished with a reflector of not less than 10 inches in diameter, and placed in front of the engine on all trains running in the night season. The Commissioners recommend a law in accordance with this suggestion.

CONDUETORS, BAGGAGEMEN AND BRAKEMEN.—The passage of a law has been urged, requiring Conductors, Baggagemen and Brakemen. to wear badges while on duty, indicating their office. The Commissioners are of opinion, that a law or regulation of this kind would greatly promote the convenience of the public.

WAY PASSENGER TRAINS.—The Superintendents of two roads have suggested that the third Section of the law, Chapter 74, Acts of 1853, should be so amended as not to require the slow, or way passenger trains, to stop at switches, unless a man stands at these places with a signal. The wrong position of switches has hitherto been the cause of many accidents in this state; not one has occurred from this source the past year, for these reasons the Commissioners are in favor of this law, and do not recommend its alteration.

FENCES.—Some of the railroads are not suitably fenced. On others where the fences are adequate for the protection of the road, the bars at crossings are often left out of place, so that cattle find their way on the railroad. The Commissioners are of the opinion that a law should be enacted to correct this evil; the subject has been often called to their attention by men engaged in operating railroads.

EXCHANGE OF BUSINESS BETWEEN RAILROADS.—Complaints have been made to the Commissioners that some of the railroads in this state do not give at places where they intersect and connect, proper facilities to each other, or to the public, in exchange of merchandize carried for freight, being engaged, as claimed, in efforts to force this business into new channels, by unnecessary detentions, heavy charges, or by other unreasonable means. The general railroad law of this state, chapter 37, section 16, provides that when two roads meet at the same terminus or intersect each other, the Commissioners of said railroad in a joint meeting shall, at the request of the Directors of either of said roads, prescribe such regulations relative to the exchange and receptien of passengers and luggage, as they may deem best. The Commissioners recommend that this law be so amended as to enable the local Commissioners on such railroad, to prescribe in like manner, regulations relative to the reception and exchange of freight, and all other business between said roads; or to pass a law as suggested by men of experience in railroad operations, authorizing a judge of a Superior Court, upon the petition of either party, and upon notice to the other party, to appoint three commissioners, not interested upon either road, who shall upon due notice to the parties interested, proceed to determine and fix such rules and regulations, and such rates of compensation between the parties as they shall deem just and reasonable. A law of this kind would not materially differ from the law of Massachusetts, regulating such matters.

OBSTRUCTION TO SIGHT.—The sight of the track from the engine, for a safe distance in advance of the train, even at moderate speed, is obstructed on curves in several places, on some of the railroads in this state, generally by the interposition of trees, sometimes by the sides of excavations, and sometimes by buildings. These Companies have expressed a desire to remove these obstructions, but claim they have no right to take this property on appraisement, when the owner refuses to sell them at a reasonable rate; and hence, that a law should be made giving them a right to remove such obstacles, when requested by the Commissioners, on paying just and reasonable damages therefor,—this to be ascertained, in case the parties do not agree, by three disinterested persons, appointed by a judge of the Superior Court, to assess the same.

The Commissioners make the following suggestions relative to the general management, in some particulars, of the railroads of the state, without requesting legislation thereon.

HAND CARS.—These should be passed over the roads before trains resume the operations of the day, such is the usual practice. The most serious railroad accident in this state, the past year, would have been prevented if this practic had not been omitted on the morning preceding the accident.

TIME-PIECES.—Conductors and engine-drivers on all of the roads in this state but one (from Stonington to Providence), furnish watches for their own use in running their trains; they are usually required to regulate these by a clock kept for that purpose; it is well known that watches carried on the cars or in engines rapidly deteriorate, and require frequent adjustment and repairs. It can hardly be expected, that men with the moderate compensation usually paid for the discharge of the responsible duties of their stations, should at all times keep their watches in reliable order. A safer practice would be for the corporation to furnish each conductor daily with a watch from the office, known to be right and in order; this he should return to the office for comparison and adjustment, after the duties of the day are performed. This subject, in the opinion of the Commissioners, requires more attention on some of the leading roads of the state, than it has hitherto received.

SWITCHES.—The heel, or pivot end, of the switch rail is secured at some of the switches to the main track, by putting a pin through the rail; this usually extends to the sleeper below; the hole made through the rail for this purpose takes away a large portion of the material in its cross section, and consequently the strength of the rail at this point. The pivot end of all switch rails should be placed into a cast iron chair of suitable form, and thus preserve its strength entire, where most required.

ROLLING STOCK.—The rolling stock on the various roads in this state, is in most excellent order; the passenger cars are provided with all the usual safe-guards, with strong safety chains to the truck frames, and with safety beams to the axles, (with but few exceptions.) The axles and journals have been recently increased in diameter on many of the roads, and more care taken their manufacture. It is the practice on some roads, and should be on all, to remove the trucks, or the wheels and axles, from the passenger to the freight cars once or twice a year, and to substitute new running gear for the passenger trains.

SIGNALS AND REGULATIONS.—The red ball, or flag, is used to denote danger, on all of the roads in this state, and at every place on the same, with some exceptions, at draw-bridges, on one or two roads, where the red signal denotes safety at that particular point only.—Signals denoting either danger ur safety should be positive in their character and all alike on the same road, and denote the same thing wherever they are placed. Greater care should be taken on some of the roads to see that the operatives understand the regulations alike, and as they were intended to be understood by the Superintendent. So much of the law of 1853, chap. 74, as prescribes the duties of engine-men, switch men, and other operatives on railroads, and affixes severe pen-

alties for their violation by these men, is published with the regulations of the New Haven, Hartford and Springfield, and of the Norwalk and Worcester railroads. This example should be followed by the other railroad companies of the state.

Draw-bridges.—There are 17 draw-bridges on the railroads in this state, much the largest portion of them are small and seldom opened; permission has been given for the passenger trains to pass over 12 of these without being first brought to a full stop near these places; trains stop before passing the other 5, as the law requires. The Commissioners are of opinion that before any draw-bridge is opened, the following precautions against accident should be taken in addition to any others now in use. The bridge tender must send a man towards the approaching train at least 100 rods, whose duty it shall be to put thin bars or swing a gate across the track of the railroad at this place, and raise also the signal in use on the road denoting danger, and who shall remain there till the draw is closed; when the gate and signal is seen by the bridge tender in these places, he raises a signal of danger, and then opens the draw; after this is closed and safely secured, the signal at this place is removed, the signal first raised is then lowered and the bars or gate removed from the road.

Inspection of cars.—These receive proper attention and examination on all of the roads, they are frequent and thorough on all roads having a large passenger business.

Examinations relating to the causes of accidents.—All proper inquiries into "the facts and circumstances relating to them," should be made by one or more competent persons, their cause ascertained and a remedy applied to prevent a repetition.

Temperance.—The Commissioners have good reasons to believe that some of the railroad operatives in this state, use intoxicating drinks; this is prohibited in the regulations of only one road—the New Haven and New London. The Commissioners are of opinion that its use should be prohibited by stringent regulations, and banished in practice, by the operatives and officers of all the railroads in this state.

Returns.—The blanks for these were furnished to the offices of the railroad companies early in February, with a request to fill them, so far as their records and accounts would enable them to comply without much inconvenience, and return the same by the first of April. These, although respectfully requested and urged by the Commissioners from time to time, were not returned, except in one or two instances before the 1st of May, some of them from the principal roads not till the 17th. This report has been delayed from this cause, and time has not been allowed to correct small errors in these returns.

Violations of law.—The Commissioners are called upon to report "any violations of law on the part of any railroad corporation, that shall come to their knowledge." It has not been alleged, except in a single instance, that any of these corporations have violated any of the laws of this state. The New York and Boston railroad company brought a petition before the Commissioners on the 10th of April, representing that the Southbridge and Blackstone railroad had been extended from Massachusetts into this state, and was in process of construction therein, on a course and direction not specified by their charter, and on a route not authorized by any charter, to the great prejudice and injury of the petitioners; whereupon they requested the Commissioners to ascertain the facts, and report the same to the Hon. General Assembly.—The Commissioners heard the parties at Pomfret, on the 22d of April, but have not been able since that time, in consequence of the pressing demands of their other duties, to ascertain and arrange the facts essential to determine this question, or to ascertain clearly the extent of their own powers to act in this matter.

Operations of the act of 1853, chapter 74.—That the operation of this law has been highly beneficial to the public as well as to the railroad Corporations of this state, does not admit of a doubt, in the minds of the Commissioners. Its beneficial effect is marked, and readily seen in the daily operation of these roads. The principal managers of many of them have remarked to the Commissioners, that the operatives were more obedient and attentive to duties; that in consequence the the roads were more safely and carefully managed. The various suggestions and recommendations of the Commissioners, made to the Superintendents and officers of these railroads, have been adopted and carried into effect as far as practicable; to these gentlemen the Commissioners are under many obligations, for the facilities extended to them, in the discharge of their duties.

All of which is respectfully submitted.

Z. W. BISSELL,
M. B. HARVEY,
J. N. PALMER,
Gen. RR. Commissioners.

Cincinnati, Hamilton & Dayton Railroad—Earnings for June, 1854.—We are indebted to Mr. Bond for the monthly return of earnings on this line, which we give below. We are pleased to see such an increase notwithstanding the great reduction in the rates of *through* fare. The position of the Cincinnati, Hamilton and Dayton road is such, in its local business, as not to be materially effected in its profits by a reduction of fare on its through business, while its local rates remain unchanged.

The Earnings for June, 1854, were as follows:

Passengers	$24,294 61
Freight	14,660 23
Mail and Express	1,020 31
Total	$39,975 15

June, 1853, as follows—

Passengers	$20,528 08	
Freight	10,905 00	
Mail and Express	869 85	
		32,302 93
Increase about 24 per cent		$7,672 22

Great Western, (Canada,) Railway.—This road was opened on the first of January last, and has, therefore, been in operation nearly six months. For five months and a half, (from January 1st to June 16th,) the number of passengers carried, and the receipts have been as follows:

Number of passengers carried	160,894
Receipts for passengers	$365,093 00
" " freights	108,679 00
" " sundries	19,908 00
Total	$493,680 00

North-Western, (Pa.,) Railroad.—From the Butler Herald we learn that that the North-Western Railroad from New Castle to Blairsville, on the Pennsylvania Central Railroad, in connection with the Cleveland and Mahoning road, was sub-let at Butler to contractors, on the 17th ult.

The work is to be pushed through with all the force and rapidity which can be put upon it. The road is to be completed and put in running order from Blairsville to Freeport, on or before the 1st of October, 1855, and to New Castle on or before the 1st day of May, 1856.

This Company have been largely assisted by the city of Philadelphia, and probably enter upon the construction of their work with a larger amount of good stock subscriptions in proportion to the length of line to be constructed, than almost any road that has been undertaken in the West.

New Albany, Louisville & Sandusky Junction Railroad.—In our issue of the 15th ult., we noticed the fact that this line had been put under contract from New Albany to the Ohio state line, 105 miles, leaving only the small portion of 12 miles, between the state line and Eaton unprovided for. We now learn under date of July 7th, that this portion has been let to the same contractors, Messrs. J. & C. Howard, and will progress at the same time. The Messrs. Howard, of Detroit, are considered very responsible men, and fully able to carry out their engagements; their names, however, do not appear upon the subscription list of the Record, an evidence that they do not keep up with the times.

Wheeling Bridge—Injunction granted against its Re-Construction.

In the United States Circuit Court a petition was presented applying for an injunction to restrain the Wheeling Bridge Company from re-constructing the bridge over the Ohio River at the same elevation as the old one, alleging that it is the intention of the company to raise the two suspended cables left by the storm, and construct a new bridge at the same elevation. The petition alleges that the navigation of the river would be greatly obstructed thereby.

The bill was accompanied by affidavit setting forth these facts, and from its tenor seems to be a bill to execute the former decree of the Supreme Court, with an order to stay the re-construction of the bridge. In the meantime the injunction was granted, with an order for the work to be stayed.

The validity of the act of Congress making the bridge a post route will now come up.

☞ The debt of the city of New York, at last report, was under $14,000,000, and the amount in the hands of the Commissioners of the Sinking Fund, for the redemption thereof, was nearly $4,000,000.

NEW YORK AND NEW HAVEN RAILROAD COMPANY.

The Directors of this Company have issued the following card:

At a meeting of the Board of Directors of this Company, holden this morning, it has been made apparent on a hasty examination of the Stock Books, which have been kept by the late President, Robert Schuyler, as Transfer Agent, in New York—that by means of false entries, erasures, and other similar practices, an issue of illegal and fraudulent Stock has been made within a few months past to the amount, as nearly as can now be ascertained, of nearly twenty thousand shares, or two millions of dollars.

"A rigid examination will be immediately made, by order of the Directors, of the books and papers; and the results when accurately ascertained, will be made public.

"In the meantime the transfer books are closed by order of the Board.

"By order of the Board of Directors.

"W. W. BOARDMAN, President *pro tem.*

"New York, July 5, 1854."

The discovery of the false issues was, we understand, brought about in this wise: Mr. Ketchum, one of the Directors, went to the office of the Company, on Monday, for the purpose of making some inquiry in regard to the late movement in the Stock. In a conversation with the book-keeper, his suspicions were excited, and after further inquiries he ascertained from the book-keeper that about 19,000 shares of the Stock had been transferred by Mr. Schuyler, as Transfer Agent, to R. & G. L. Schuyler, and by them hypothecated for loans.

On the Thursday previous to Mr. Ketchum's inquiries at the office, which led to the discovery, Mr. Sturgess had been looking over the transfer book to see who was selling stock at such low prices, and afterwards asked to see the stock ledger. The book keeper declined to give him access to it, under a general order from Mr. Schuyler not to show the stock ledger to any one. Mr. Sturgess' request was afterwards communicated to Mr. Schuyler, who soon left the office, and has never returned, and it is understood that instead of being dangerously ill at his house, as reported, he had fled from the city.

The system of issuing certificates adopted by this company, requiring only the signature of Mr. Schuyler as transfer agent, has been much commented upon in the street to-day, and universally condemned as throwing open the door for an easy fraud, and placing great temptation in the way of one man.

This, as we have related, had already been discovered the same morning by the examination of the books. The transfer books have been closed, and no transfers were allowed to-day. The stock will probably be called in in order to discover the full extent of the over issue and the disposition of it. It was currently rumored that Com. Vanderbilt had a half a million of this stock as collateral from Mr. Schuyler, but we understand that he has only 1,300 shares, the remainder of his large loan to Mr. S. being secured by other collaterals. The above are the exact facts in regard to this most unfortunate affair, as far as they have been developed.

In regard to the liability of the company for the false stock, there seemed to be but one opinion in the street, that they must assume it. This would give a capital stock of about five millions, instead of three millions fixed by the charter. The Directors have been in session all day, as also those of the Harlem Company, but we heard of no important action excepting the closing of the transfer books of the New Haven Company. The Directors of the New Haven Company have as yet had no interview with Mr. Schuyler.—*N. Y. Tribune.*

THE PROCESS OF COINING GOLD.

An United States mint has been completed in San Francisco, and is probably ere this time in active operation, coining down daily vast treasures of golden ore. It was intended that it should be prepared to coin thirty million dollars yearly. The following description of the system which is about to be established there, will afford a good general idea of the ordinary process of coining gold.

The metal, after being received in the deposit room, is carefully weighed and a receipt given. Each deposit is then melted separately in the melting room and molded into bars. These bars next pass through the hands of the assayer, who with a chisel chips a small fragment from each one. Each chip is then rolled into a thin ribbon, and filed down until it weighs exactly ten grains. It is then melted in a little cup made of calcined bone ashes, and all the base metals, copper, tin, etc., are absorbed by the porous material of the cup, or carried off by oxydation. The gold is then boiled in nitric acid, which dissolves the silver which it contains and leaves the gold pure. It is then weighed and the amount which it has lost gives the exact pro portion of impurity in the original bar, and a certificate of the amount of coin due the depositor is made out accordingly.

After being assayed, the bars are melted with a certain proportion of silver, and being poured into a dilution of nitric acid and water, assumes a granulated form. In this state the gold is thoroughly boiled in nitric acid, and rendered perfectly free from silver or any other baser metals which may happen to cling to it. It is next melted with one-ninth its weight of copper, and thus alloyed, is run into bars, and delivered to the coiner for coinage. The bars are rolled out in a rolling mill until nearly as thin as the coin which is to be made from them. By a process of annealing they are rendered sufficiently ductile to be drawn through a longitudinal orifice in a piece of steel, thus reducing the whole to a regular width and thickness. A cutting machine next punches small round pieces from the bar, about the size of the coin. These pieces are weighed separately by the "adjusters," and if too heavy are filed down—if too light they are re-melted. The pieces which have been adjusted are run through a milling machine, which compresses them to their proper diameter and raises the edge. Two hundred and fifty are milled in a minute by the machine. They are then again softened by the process of annealing, and after a thorough cleaning are placed in a tube connecting with the stamping instrument, and are taken thence one at a time by the machinery and stamped between the dies. They are now finished, and being thrown into a box, are delivered to the Treasurer for circulation.

The machinery, of course, for all these processes, must be of the nicest kind. The weighing scales alone, in the deposit room of the California Mint, cost $1,000.—*Boston Journal.*

An Engineering Establishment Afloat.

It may, perhaps, interest some of our readers to know of a very judicious step which the Admiralty have taken to provide speedy means of affecting repairs of the machinery of any of the engines of the Baltic fleet, by equipping the Volcano, steam-frigate, as a complete Engineers' workshop, to attend to the fleet in the Baltic, and carry the workshop along side of any ship requiring repairs of the machinery, and so effecting such repairs with all promptitude. By the judicious arrangements of the Surveyor of the navy, Sir Baldwin Walker, the deck of the Volcano has been lowered so as to yield a most spacious workshop, 10 feet high from the floor to the roof, 104 feet long by 30 feet wide, in which are placed, in most convenient arrangement, a 12 horse power independent steam engine, two boilers to supply power and motion to the various machines, and tools, forming the equipment of this floating workshop; which tools and machinery consist of one powerful turning lathe, and three others of graduated capabilities, two planing machines, two boiler-plate punching and shearing machines, four drilling and boring machines, two bolt-screwing machines, one steam hammer, with four forges, one cupola capable of executing any casting in brass or iron up to 30 cwt., with its appropriate foundry apparatus and material, a blowing fan to supply blast to the forges and foundry cupola; together with grindstones, anvils, vices, and all the minor implements of a very complete and efficient engineer's establishment, which there can be no doubt, will prove of the utmost value and importance to the service. Mr. James Nasmith, of Patricroft, has been entrusted by the Admiralty with the equipment of the Volcano, the machinery for which is being fitted to the vessel, now lying for that purpose in the Royal-dock yard, Woolwich, and will be ready for sea and service in a few days.—*London Times.*

RAILROAD FROM DALTON TO JACKSONVILLE.—A charter, very liberal in its provisions, was obtained at the last session of the Legislature of Alabama, and also simultaneously from the Georgia Legislature for the portion in that state.

A quorum of Alabama Commissioners opened books of subscription for the $50,000 of stock required previous to the organization of the company. The amount was immediately taken.

As a connecting link between the East Tennessee and Georgia Railroad, and the Alabama and Tennessee Railroad, this line is almost perfectly straight for the distance of about 80 miles, over the very best ground for building a road. When finished it will certainly make Dalton one of the most important places in the South-West, as it will be situated at the crossing nearly centrally of the two most extensive systems of railroads in the Union; and for Jacksonville, we hesitate not to say, that it is the most advantageous and important connection that could be made.

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

CORRECTED TO WEDNESDAY OF EACH WEEK.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'D.	ASK'D.
Alabama and Tennessee	1st mortgage, convertible till 1872	7	1872		96
Baltimore and Ohio	Transferable. Taxed	6	1885	83	83½
Do do	Coupons. Not Taxed	6	1875	88	89
Do do	" "	6	1880	84	87
Do do	"	7	1860		87
Do do		6	1885	83	85
Bellefontaine and Indiana	1st mortgage, convertible	6	1866	103	104
Buffalo and Penn. State Line	1st mortgage, not convertible	7	1866	100	101
Chicago and Rock Island	1st mortgage, convertible	7	1870	95	96
Chicago and Mississippi	1st " "	7	1862	90	92
Do do	2d " "	7	1874	75	77
Cbicngo nnd Aurorn	1st " "	7	1866	90	92½
Cincinnati and Fort Wayne					
Cleveland, Columbus, and Cincinnati	1st mortgage, convertiblo	7	1859	128	130
Do do do	No mortgage, convertible	7	1855	124	127
Cleveland nnd Mnhoning					
Cleveland, Painesville and Ashtabula	1st mortgage	7	1861	95	96
Do do	2d " not convertible	7	1861	99	100
Clevcland and Pittsburgh	1st " convertible	7	1860	95	96
do do		7	1873	85	90
Clevelnnd. Zanesvillo, and Cincinnati					
Cincinnati, Hamilton and Dayton	1st mortgage " till 1855	7	1861		95
do do do	2d mortgage	7	1868		95
do do do	3d mortgage	7	1880		90
Cincinnati, New Castle and Michigan	1st mortgage, real estate, convertible	10	5 & 10 y's	96	100
Cincinnnti Western	1st " " " "	10	5 & 10 y's	90	98
Cincinnnti, Wilmington and Zanesville	1st "	7	1862	94	95
Cincinnati, Indianapolis and Chicago					
Columbus and Lake Erie					
Columbus, Piqua and Indiana	1st mortgage, convertible	7	1862	84	86
Do do do	2d "		1852	80	83
Columbus and Xenia	1st mortgage, convertible	7	1859	118	120
Covington and Lexington	1st " " till 1862	7	1883	90	95
Do do	2d " "	6	1862	85	87½
Dayton and Michigan	1st " "	7	1867	94	97
Dayton and Western	1st " "	7	1862	90	97
Dayton, Xenia and Belpro					
Eaton and Hamilton	1st mortgage	7	1862	84	87
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.	7	1862	93	96
Evansville and Illinois	1st Mortgago, convertible 1857	7	1862	85	87
Frankfort and Lexington	1st " "	6			
Franklin and Warren					
Galena and Chicago Union	Pledge of 2d section, convertible	10	1853-6	125	130
Do do do	1st mort., 2d " not convertible	7	1862	89	90
Illinois Central	1st mortgage, not convertible	6	1875	78	79
Illinois and Wisconsin		10			
Indiana Central	1st mortgage, convertible	7	1866	95	97
Do do	" "	10	1857	99	100
Indianapolis and Bellefontaine	1st " "	7	1860-1		97½
Indianapolis and Lafayette	" "	7	1861	95	100
Jeffersonville	1st " not "	7	1861	90	94
Junction (Ohio)	1st " "	7	1867	106	108
Do do	2d " "	7		104	106
Lawrenceburg and Upper Mississippi	1st mortgage, convertible	7	1866		95
Lexington and Big Saudy					
Little Miami	No mortgage, convertible 1852-4	7	1858-61	114	116
Do	" " till 1855	7	1861	117	120
Louisvillo and Nashville					
Lyons', Iowa, Central	1st mortgage, convertible	7	1873	8	
Mad River and Lake Erie	1st mortgage, convertible till 1855	7	1835-6	97½	100
Do do	2d " "	7	1866	87	90
Do do	Dividend	7	1860	78	83
Madison and Indiauapolis	1st mortgage, convertible after 1853	6	1861	100	103
Marietta and Cincinnati	1st " convertible	7	1868		87½
Maysville nnd Big Sandy					
Maysville nnd Lexington	1st mortgage, convertible	6	1873	51½	70
Memphis nnd Charleston					
Michigan Central	No mortgage, convertible	8	1860	103½	
Do do	" "	8	1855-6	100	102
Do do	" not "	8	1857-8		101
Michigan Southern	1st " " "	7	1860		95
Milwaukie and Mississippi	1st " " 1857	8	1862	100	101
Mobile and Ohio	1st mortgage 6s. 1884				
Nashville and Chattanooga				83	93
New Albany and Salem	mortgage on 1st section	10	1858-62	109	111
Do do	1st " on other sections, convert.	8	1864-75		90
Now Castle nnd Richmond	1st " convertible	6	1873	87	90
New Orleans and Ohio, Ky	Guar. of McCracken Co			86	93
New York and Erie	1st mortgage, not convertible	7	1867	115	116
Do do	2d " convertible	7	1859	100	101
Do do	Income, not convertible	7	1855	97	98
Do do	Convertible till 1861	7	1871	86	85
Do do	" " 1862	7	1862	84	88
Northern Indiana	1st mortgnge, not convertiblo	7	1860	95	96
Dn do	2d "	7	1863	82	85
Do do	1st mortgage Goshen line			92	95
Do do	Construction Bonds			102	105
Ohio Central	1st mortgage, convertible, west section.	7	1861		
Do	1st " " east "	7	1864	94½	97
Ohio and Indiana	1st " "	7	1867	97	100
Ohio and Pennsylvania	" "	7	1865-6	102	104½
Do do	Income. No mortgage, convertible	7	1872	92	95
Pacific, Mo					
Panama	1st mortgage, convertible	7	1866	106	107
Parkersburgh (or Northwestern Va.)	" Guar. City of Baltimore	7	1873	94	96
Pennsylvania	1st mortgage, convertible till 1860	6	1880	100	101
Peru nnd Indianapolis	1st " convertible	7		78	83
Rock River Valley Union	1st " convertible	7	1872	98	100
Sandusky and Mansfield	1st "	7	1860	71	75
Do do	2d "	10	1853-7	102	104
Scioto and Hocking Valley	1st " conv. coupons	7	1861	87	90
Southwestern, Tennessee					
Springfield and Columbus					
Steubenville and Indiana	1st mortgage, convertible	7	1865		94½
Terre Haute and Alton	1st " convertible		1862-72		92
Do do	2d " do	8	1865		
Terre Haute and Richmond	1st mortgage, convertible	6	1866	100½	103
Toledo, Norwalk and Clovelnnd	1st "	7	1863	87¾	90
Do do do	2d "			90	95
Do do do	" Guar of C. C. & C.		1883	90	95

TABLES OF RAILROAD SHARES.

☞ The following quotations are not PER SHARE, bu upon tho HUNDRED DOLLARS.

	shares.	off'd.	ask'd.
Baltimore and Ohio	100	56	58
Bellefontaine and Delaware	50	40	50
Bellefontaine and Indiana	50	80	90
Belleville and Illinoistown			
Buffalo and Pennsylvania State Line		125	130
Central Military Tract			
Central Ohio	50	77½	90
Chicago and Rock Island		94	96
Chicago & Miss., (Alton & Springf'd,)			
Cincinnati, Cambridge and Chicago		28	35
Cincinnati and Fort Wayne			
Cincinnati Hamilton and Dayton	100	94	100
Cincinnati, Indianapolis and Chicago			
Cincinnati, Logansport and Chicago	50		90
Cincinnati Western	50	28	35
Cin. Wilmington and Zanesville	50	65	80
Clevcland, Columbus and Cin	100	115	118
Cleveland, Mediua and Tuscarawas			
Cleveland, Painesville and Ashtabula	100	110	111
Cleveland and Pittsburgh	50	71	75
Clevcland and Mahoning			
Cleveland and Toledo	50	86	90
Clevcland, Zanesville, and Cincinnatt.			
ClintonLinc			
Columbus and Lake Erie	50	50	70
Columbus, Piqua and Indiana	50	50	65
Columbus and Xenia	50	100	105
Covington and Lexington	50	55	66
Covington and Ohio, Va			
Dayton and Michigan	50	60	65
Dayton and Western	50	65	80
Dayton Short Line	50		
Dayton, Xenia and Belpre			
Detroit and Pontiac			
Eaton and Hamilton	25	50	60
Eaton and Piqua			
Erie and Nortbeast		110	112
Erie and Kalamazoo		95	100
Evansville and Crawfordsville			
Fort Wayne and Mississippi	50		
Fort Wayne and Soutbern	25		
Franklin and Warren			
Galena and Chicago Uniou	100	124	125
Greenville and Miami	50	70	75
Hannibal and St. Joseph			
Hempfield			
Henderson and Nashville			
Hillsboro' and Cincinnati	50	50	55
Illinois Central	100	118	120
Illinois and Wisconsin			
Indiana Central	50	73	85
Do do 10 per cent	50	73	85
Indianapolis and Bellefontaine	25	78	95
Indianapolis and Cincinnati	50	65	75
Indianapolis and Lafayette	50	76	80
Jeffersonville and Indianapolis	50	72	78
Junction (Ohio)	50	90	95
La Crosse and Milwaukie	100		
Lake Erie, Wabash and St. Louis			
Lawrenceburg and Upper Mississippi	50	60	75
Lexington and Frankfort			
Lexington and Danvillo			
Little Miami	50	100	110
Logansport and Pacific			
Logansport and Marion			
Louisville and Frankfort	50	62	70
Louisvillo and Nashville	100		
Macon, Georgia	10	105	110
Mad River and Lake Erie	50	65	80
Madison and Indianapolis	50	40	50
Madison, Indiauapolis and Peru	50	55	60
Marietta and Cincinnati	50	48	65
Marion and Mississinewa Valley			
Maysville and Lexington	50	50	60
Maysville and Big Sandy			
Mcmphis and Charleston			
Michigan Central		94½	100
Michigan Southern		98½	100
Milwaukie and Mississippi		77	82
Mobile and Ohio			
Nashville and Chattanooga			
New Albany and Salem	50	40	50
New Orleans and Ohio			
New York Central		100	101
New York and Erie	100	63	65
Northern Indiana		100	101
Ohio and Indiana		76	80
Ohio and Mississippi	50	80	90
Ohio and Pennsylvania	50	90	91
Ohio River and Wabash			
Owl Creek Valley			
Pacific, Mo			
Panama		105	107
Parkersburg, or Northwestern Va			
Pennsylvania	50	89	92
Peru and Indianapolis	25	68½	75
Sandusky and Mansfield	50	55	60
Sandusky, Mansfield, and Newark	50		
Sangamon & Morgan, or Great West'n,			
Scioto and Hocking Valley	50	55	60
Southwestern Indiana			
Southwestern, Tenn			
Springfiled Mt. Vernon and Pittsb'gh.	50	65	80
Springfield and Columbus			
Steubenville and Indiana			
Terre Haute and Alton			
Terre Haute and Richmond		100	102
Toledo and Illinois			
Toledo, Norwalk and Cleveland	50	95	100

STOCK TABLE.

CORRECTED WEEKLY.

Government Securities.

	INT.	DUE.	OFF'N.	ASK'D.
U. S. Loan	6	1856	105	109
Do	6	1862	114	118
Do	6	1867	120	120
Do	6	1868	120	121
Do (int. ceased July 1)	5	1853	101⅜	102
Do Coupons		1862	117½	118
Do "	6	1868	122	123
Do "		1853	100	107

State.

Alabama	5	....	90	95
Do	6	....	102	104
Arkansas	6	....	95	100
Georgia	6	....	107	108
Do	7	....		
Illinois Canal Bonds		1860	96	98
Do do registered		1860	110	110½
Do do		1847	92	95
Do do registered		1847	90	96
Do do Internal Impt.		1847	89	95
Do Interest do		....	60	64
Indiana	5	....	98	100
Do	2½	....	56	60
Do Canal Loan	6	....	93	94
Do do preferred	5	....	54	55
Do do deferred	5	....	30	32
Do special preferred	5	....	24	25
Do do deferred.	5	....	10	11
Kentucky, 30 years	6	1871	101	102
Do 15 years	6	....	107	108
Do large bonds	6	0869-72	106	108
Do	5	....	92½	93½
Michigan	6	....	94½	96
Ohio	6	1856	102	103
Do	6	1860	107	108
Do	6	1870	108	113
Do	6	1873	108	
Do	5	1853	102	105
Do	5	1864	104	106
Pennsylvania	6	....	103	105
Do	5	1870	86	87
Tennessee, new loan	6	1890	105	106
Do Coupons	5	....		90
Virginia Coupons	6	1886	106	107

City Securities.

Albany	6	1867-9	106	107
Allegheny	6	1873	75	76
Baltimore	6	1870-90	99½	101
Do	5	1865	87	89
Boston Bonds	4½	1860	101	102
Chicago	6	1876-7	99	100
Covington	6	1881	93	95
Cincinnati	6	1860	97	100
Do	6	1897	97	100
Do	5	1884	86	87
Do W. W	6	1865	102	103
Jeffersonville, Indiana	7	1872-82	85	88
Lawrenceburgh, Ia	7	....	80	90
Louisville	6	1880	82	85
Memphis	6	1882	90	92
New York	7	1857	101	103
Do	5	1858-60	97	98
Do	5	1870-5	102	103
Do	5	1890	105	107
Philadelphia	6	1876-90	98	99
Pittsburgh	6	1869-71	92	98
Do coupous	6	1883		87
Riebmond	6	1882	93	94
St. Louis	6	1870	89	90
Wheeling	6	1872	105	106

County Bonds.

Bourbon, Ky	6	1881	89½	90
Darke, O	7	....	92	95
Fairfield, O	7	1862	90	92
Fayette, Ky	6	1881-2	80	84
Guernsey, O	7	1862	97	99
Mason, Ky	6	1881	80	84
McCraken co. Ky., endorsed by New Orleans and Ohio R.R.			86	93
St. Louis	6	1866	83	85
Do	7	1871	107	108

Banks.

OHIO.

Ohio Life Insurance and Trust Co	93	95
Lafayette, Cincinnati, (closing)	113	115
Franklin do		
Commercial do		
Mech. & Traders do		
State Branches		

KENTUCKY.

Bank of Kentucky and Branches	107	108
Northern, and Branches	115	116
Southern, and Branches	103	106
Bank of Louisville	111	112
Kentucky Trust Co	99	100
Farmers' Bank of Kentucky	107	110
Newport Safety Fund Bank	98	100
Commercial Bank of Kentucky		

INDIANA.

State Bank and Branches		

TENNESSEE.

State Bank and Branches		
Union	94	100
Planters'	97½	100

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g.
On New York	Sight	1	1¼ prem.
Boston	Sight	1	1¼ prem.
Philadelphia	Sight	1	1¼ prem.
Baltimore	Sight	1	1¼ prem.
New Orleans	Sight		prem.
England		110½	112½

Reported for the Railroad Record.

CINCINNATI STOCK SALES.

AT THE STOCK BOARD,

MERCHANTS' EXCHANGE

And at Private Sale.

BY HEWSON & HOLMES,

For the week ending Wednesday, July 12, 1854

THE SALES WERE AS FOLLOWS:

60	Shares Covington & Lexington	Railroad	$50	00
20	" " "	"	50	00
26	" " "	"	52	00
71	" Dayton and Western	"	52	00
30	" Cin., Ham. and Dayton	"	92	00
12	" Col. & Xenia,	"	95	00
20	" Little Miami	"	100	00
Bond	$500 Mad Riv. & L. E.	"	60	00
"	1000 Maysville & Lex.	"	50	00
2	" 1000 Col., Piqua & Ind.	"	50	00
20	Shares Cin. Gazette Co		50	00

MONETARY.

At the East we have no change to note in Monetary affairs, except an increased feeling of distrust among capitalists, caused by the recent startling developments of fraudulent transactions in the Stock market by Mr. Schuyler, the particulars of which, as far as known, are given elsewhere in our columns. This distrust will continue until the full extent of the fraud perpetrated shall have been satisfactorily ascertained; new developments are being made daily, and enough has been already discovered to amount to $2,500,000. Mr. Schuyler has disappeared, it is not yet certainly known in what direction, though Canada is supposed to be his present abode. The great confidence heretofore reposed in Mr. Schuyler, and the respectability of his family and connexions, have made these developments the more startling. In our next we will give the particulars more fully, as by that time rumors will have given place to facts.

The Stock Market is very much depressed, and railroad securities can scarcely find purchasers at any price. This depression has caused the failure and suspension of a number of houses heretofore considered among the best. The following have already been reported: Robert Schell, endorser for Schuyler to the amount of $750,000, failed; Delany, Iselin & Clark, suspended; Wiles & Co., heavy Boston Bankers, failed.

Advices more recent than the above, give a somewhat better aspect of affairs, but not materially so.—Messrs. Delany, Iselin & Co., were to resume payment on the 11th.

The sales have been as follows:

By A. H. Nicolay, July 3d—

$5,000	Cleve. & Pitts. 7s. conv. '73	$80 00
5,000	Gr. West., Ills., 1st mor. 10s. '63	90 00
5,000	" " " "	89 75
5,000	Sand., Mans, & New'k, 1st mor. 7s. '74	69 75
6,000	" " " "	68 87½
5,000	Peru & Indianapolis, 7s. conv. '74	69 75
4,000	Del., Lack. & West. 1st mor. 7s. '71	82 25
880	Int. Bond, State of Ills., new Int. Imp. 6s. '77	60 50
50	Shares Del. Lack. & West. RR. Co	84 50

We notice an advertisement under date of June 10, 1854, signed by Samuel A. Bissel, County Judge of Cedar County, Iowa, cautioning the public against negotiating the bonds issued by the county of Cedar, Iowa, in aid of the Lyons, Iowa, Central Railroad; which bonds were declared *invalid and void* by the District Court, in May last, and the County Treasurer forbidden to pay the same, or interest thereon. We notice quite a number of the bonds have been sold in New York.

At the West there is no improvement in Money affairs. Capital is in good supply, and accumulating; but confidence is wanting, and until this is increased we cannot hope for ease in the Money Market. Number one names rate at 10@12 ₱ cent. per month. Railroad securites go begging. In the Stock Market there is but little doing, and prices are down to the lowest notch.

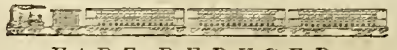
TO BUFFALO, NIAGARA FALLS, BOSTON AND NEW YORK,

VIA

Cincinnati, Hamilton and Dayton,

AND

Mad River and Lake Erie Railroads!



FARE REDUCED!

ONLY FOUR DOLEARS FROM CINCINNATI TO BUFFALO ! !

SEVEN HOURS RAILROAD RIDE

FROM CINCINNATI TO THE LAKE.

ONLY ROUTE FREE FROM DUST!!!

FOUR DOLLAR TICKET GOOD ON ALL TRAINS.

☞ Hamilton and Dayton Railroad the first to reduce the Fare.

Passengers leaving on 6 A. M. Train have three hours at Dayton.

Through from Cincinnati to Sandusky without change of cars.

Baggage checked to Buffalo.

Depot in the west end of the city, on Sixth street.

☞ Cheapest and most pleasant route between Cincinnati and the Eastern Cities.

Passengers leaving Cincinnati by 8.20 Morning Train, on Cincinnati, Hamilton and Dayton Railroad, arrive at Sandusky at 4 P. M., and go immediately on board the splendid and gorgeous steamers,

ST. LAWRENCE.....Capt. Mead.
MISSISSIPPI.....Capt. Hazard.

And arrive at Buffalo next morning, after a refreshing night's sleep, in time for early trains to Niagara Falls, New York, Boston, etc., arriving in New York in time for supper.

The roads composing this route from Cincinnati to the Lake are laid throughout with heavy T rail, and in construction of track, rolling machinery, comfort of cars, and general management, and almost entire freedom from dust, are not surpassed by any in the West. It passes through the densely populated and highly cultivated valleys of the Great Miami and Mad Rivers, also, running through the large and beautiful towns of Hamilton, Dayton, Springfield, Urbana, Bellefontaine, Kenton, Carey and Sandusky.

The Steamers of this Line were built expressly for comfort, safety and speed, and no efforts will be spared to render comfortable those who may patronize them.

By this route passengers have four or five hours daylight on the Lake. Each boat is provided with splendid hands, for the especial accommodation of pleasure travelers, and every facility is afforded to dancing parties.

Reserved State Rooms will be telegraphed for, by passengers leaving their names at the Ticket Offices.

The following rates of Fare includes Meals and State Rooms on Lake Steamers.

FARE.

From Cincinnati to Buffalo	$ 4 00
From Cincinnati to New York (RR. from Buffalo)	11 50
From Cincinnati to N. Y. via Hud. Riv. Steamers.	10 50
From Cincinnati to Boston	14 00
Montreal	13 00
Burlington	12 00
Rutland	12 50
Bellows Falls	13 00
Concord	13 50
Lowell	13 50

Excursion Tickets.

Cincinnati to Buffalo and back	$8 00
Cincinnati to Niagara Falls and back	9 00

For through tickets and information, please apply at Cincinnati, Hamilton and Dayton Railroad Office, north west corner of Broadway and Front streets, under the Spencer House, or to J. W. SHIPLEY, at Railroad Office on Walnut street, between Fourth and Fifth streets, one door south of the Gibson House, or at Sixth street Depot.

H. O. AMES, Superintendent.
W. A. LATHAM, Agent.

The Omnibus Line will call for passengers by leaving their orders at the offices.

jy.12 WM. H. SMITH, Conductor.

For Sale.

AN ALLIGATOR SQUEEZER, complete, entirely new and in perfect order to be put up at once. It is of the most approved construction with cam, cam-shafts and pedestals, and with heavy driving gearing for intermediate shaft, if required by the purchaser, and will be sold at a bargain.

For further particulars, address

ROBERT BRIGGS, Jr.
Sup't Renssalear Iron Works, Troy, N. Y.

Also, for sale, Seven Dimpfel Patent Fans, 2 feet by 9 inches, second hand. Apply as above. [jy.13-6t.

Notice to Carpenters.

WANTED immediately, 50 good Carpenters to work at Railroad Bridging. Apply at our Framing Yard in Covington, Ky., near the Washington House.

KITTREDGE & SMITH,
Bridge Architects and Builders,
Covington, Ky.

jy.13-2t

G. ESCOT SELLERS.....C. D. DANA.

SELLERS & DANA,

AGENCY FOR THE SALE OF

Railroad Materials and Machinery,

THIRD STREET, (east of Burnet House.)

CINCINNATI, OHIO.

HAVING OPENED a depot for the sale of all articles used by Railroad Companies, we will fill orders promptly at manufacturers' prices, and are now prepared to furnish

Locomotives, Cars, Car-Wheels, and Axles. Ames' Tire and Crank Axles, Chairs and Spikes. Locomotive Head Lights, (of several makers) Car, Conductor's, Signal, Switch, Stroker and other Lanters.

—ALSO—

Machinists' Tools, particularly adapted to Railroad Work, Mill Work, Shafting and Shop outfits. Punching and Shearing Machines, for Boiler Work; Planers, Lathes, Drills, Portable Forges, etc., etc. Oak-Tanned Belting, a superior quality of all sizes.

jy.13.

Wabash Valley Railroad Company.

NOTICE TO CONTRACTORS.

SEALED proposals will be received at the office o Alton, McGrady & Co., Vincennes, Ind., until the 25th of July, 1854, for the grading, bridging, masonry, furnishing cross-ties, and laying the track of the entire line of the Wabash Valley Railroad, extending from Vincennes, Ind., to Paris, Ill., a distance of sixty-six miles.

Plans, profiles and specifications are ready at the office of Allen, McGrady & Co., Vincennes, and also at the office of the Company, Marshall, Ill.

The line passes through a densely populated and highly cultivated country, affording every facility for obtaining supplies, and conveniences for carrying on the work.

The work is of an exceedingly favorable character and well worthy the attention of experienced contractors.

Contractors are especially rsquested to give the work personal examination before submitting their propositions.

The work will be divided into soctions of abont one mile each for the convenience of contractors, and bids will be received for the whole or any portion of the work, reserving the right to reject any or all propositions if deemed unreasonable.

Bids will also be considered for the payment of the work to be either all cash or part cash and part stock.

A. T ELLIS. President,
CHAS SUMMERS, C. E.
jy.6-3t. ALLEN, McGRADY & Co.

HEWSON & HOLMES

HAVE Auction Sales of Stocks, Bonds, and other Securities every WEDNESDAY and SATURDAY, at 12 o'clock, at the

Merchants' Exchange,

And respectfully tender their services in effecting private sales of the same, and in the negotiating of loans.

Offices, Nos. 83 and 85 Walnut Street,
CINCINNATI, OHIO.

E RGELINEGO.M GEO. M. RZED

GEORGE MILNE & CO.

BANKERS, EXCHANGE AND BILL BROKERS,
No. 19 West Third Street,
CINCINNATI, O.

T. S. GOODMAN & Co.,

No. 101 Main St. west side, bet. 3d and 4th Sts,
CINCINNATI.

Dealers in Exchange, Bank Notes, Merchants' Paper, &c. &c.

ELLIS & STURGES,

BANKERS & EXCHANGE BROKERS
N. E. Corner Third and Walnut Sts.
CINCINNATI.

STEREOTYPE FOUNDRY,

AND AGENCY OF

L. JOHNSON & Co.'s TYPE FOUNDRY.

C. F. O'DRISCOLL, (Successor to A. C. JAMES.) is prepared to execute in the best manner all kinds of

STEREOTYPING,

including Books, Pamphlets, Music, and Jobs of every description. He will keep on hand an assortment of

Card and Job Type, Cuts, Rules, &c. &c.

from the foundry of L. JOHNSON & CO., of Philadelphia, and will furnish to order PRINTING MATERIALS OF EVERY KIND,

AT THE FOUNDRY PRICES.

C. F. O'DRISCOLL,
No. 167 Walnut Street,
Cincinnati, O

BANK NOTE ENGRAVING.

DANFORTH, WRIGHT & Co.,
No. 25 West Third Street, Cincinnati.

Bank Notes, Drafts, Bills of Exchange,
RAILROAD BONDS, & CERTIFICATES
†mr3] Engraved in a style unsurpassed.

Rawdon, Wright, Hatch & Edson,

Bank Note Engravers and Printers.

Also, engraved in a style corresponding in excellence with that of Bank Notes—

RAIL ROAD, STATE, AND COUNTY BONDS,

BILLS OF EXCHANGE, CHECKS,
Drafts, Certificates of Stock and Deposit, Promissory Notes, Bill and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, &c., &c.

Constantly on hand, Bank Note Paper, made to order of a superior quality.

The above office is under the supervision of
GEORGE T. JONES,
South-East corner of Main and Fourth Sts., Cin.
mr3

To Railroad Contractors, Quarry Men, &c.

THE attention of those interested is called to ASH'S IMPROVED HORSE POWER ROCK DRILL, for Railroad Excavation, Stone Quarrying, Well Boring &c.

This Drill is worked by HORSE POWER, requiring but one horse and one man, to keep it constantly at work, with great ease and velocity, performing 60 strokes per minute. It is cheap of construction and repair. The AUGER weights from 300 to 500 pounds, will drill a perpendicular or inclined hole FOUR INCHES IN DIAMETER, at the rate of from 8 to 16 feet per day in ordinary lime stone. It has drilled 2 feet in one hour.

For rights to use for Counties or States, apply to the Patentee. WILLIAM F. ASH,
May 20, 3* Springfield, Ohio.

Baltimore & Ohio Railroad.

380 MILES BETWEEN WHEELING AND BALTIMORE.

THIS Road was opened to the Ohio River in the spring of 1853, and has already established a high character with the business community of the West. Its facilities for the transportation of freights are already superior to those of any other great through line—while the attractions of the country through which it runs, and its many admirable provisions for the expedition, comfort and safety of travelers, it has received such favor as a passenger road, (with its present connections,) as to show that it will become the preferred route for all portions of the West and South-West as soon as its further connections are formed by the completion of the Central Ohio, North-Western Virginia and other Railroads now rapidly finishing.

FOR PASSENGERS BY THIS ROUTE,

Through Tickets from all Parts of the West,

ARE NOW SOLD IN

Cincinnati, Louisville, Madison, Indianapolis, St. Louis, Chicago, Toledo, Detroit, Cleveland, Columbus, Zanesville and other Cities.

AT ALL OF WHICH ARRANGEMENTS HAVE BEEN EFFECTED

For Sending Travelers Direct to WASHINGTON, BALTIMORE, PHILADELPHIA, NEW YORK, and other ATLANTIC CITIES.

FOR FREIGHTS IN EITHER DIRECTION

The fullest accommodations are provided. In motive power and Cars, the company has abundant resources, which are being further extended to meet the demands of Western Trade. In the dispatch and regularity of transpart, and in the careful landing of property, this road challenges a comparison with its rivals. At Baltimore, the road connects directly in the streets and at the wharves with the

PHILADELPHIA AND NEW YORK RAILROADS,

The numerous Steamers of the Parker Vein Line to New York and Boston, the Ericsson Steamers by Canal to Philadelphia and New York, And various other Lines of Steamers and Sailing Vessels to the Eastern Ports, and to Richmond, Norfolk, Charleston, Savannah, etc.

J. B. FORD is the Company's Receiving Agent at Wheeling.

WM. G. HARRISON, President. *JOHN H. DONE,* Mast. of Transportation,
je. 8† Baltimore.

OFFICE CINCINNATI WESTERN RR. Co.
Cincinnati, June 13, 1854.

THE Stockholders of the Cincinnati Western Railroad Co., are hereby notified that the third instalmont of five dollars per share, due the 20th July next, and the fourth instalment of five dollars per share, due the 20th August next, are called for, payable at the office of the Company, No. 33 west Third street.

By order of the Board. CALEB B. SMITH,
je21 President.

OFFICE OF THE AGENCY OF THE

Indianapolis and Cincinnati Junction Railroad Company.

No. 23 West Sixth Street, bet. Main and Walnut Sts.,

CINCINNATI.

THE following Directors of the above company, re-elected on the 20th inst., at Connersville, Ia., to serve for one year, viz:

JOHN WOODS, President.
John D. Jones, Cincinnati.
Jonathan M. Ridenour, College Corner.
Samuel W. Parker, Connersville.
George Hibbon, Rushville.
James Blake, Indianapolis.
Wm. M. Smith, Connersville.

This road connects with the Cincinnati, Hamilton and Dayton Railroad at Hamilton, thence to Oxford, College Corner, Liberty, Brownsville, Connersville Rushville, Burlington, Morristown, Palestine and Indianapolis, passing through five of the best counties in the state of Indiana, viz: Union, Fayette, Rush Hancock and Marion. M. JONES, Ag't,
Junction Railroad Co.
January 7th, 1854. jan. 12-tf.

BANKERS AND BROKERS.

ADRIAN H. MULLER & CO.,

AUCTIONEERS

Of the City of New York.

Hold their regular Auction Sales of Stocks, Bonds and other Securities every Wednesday at 12½ o'clock, at the Merchants' Exchange. They would respectfully tender their services in the negotiation of the same, either at private or public sale.

Office, No. 2, Pine Street, corner of Broadway, Metropolitan Bank Building.

REFERENCES BY PERMISSION:

Moses Taylor, Esq.; W. W. DeForest, Esq.; Geo. S. Robins, Esq.; Dow D. Williamson, Esq., Pres. Farmers' Loan and Trust Co.; Wm. F. Hayemeyer, Esq., Pres. Bank North America; Edward Whitehouse, Esq.; Messrs. Camman & Co.; Messrs. Carpenter & Vermilye; Messrs. Fisher, Denny & Co.; Messrs. Wm. & Jno. O'Brien; Messrs Week, & Co. mh96*

OFFICE OE THE

Cincinnati & Portsmouth Railroad Co.

Felicity, Clermont County.

☞ Communications addressed to T. H. WHETSTONE President, and left with Messrs. JOHN F. DAIR & Co. Cincinnati, will receive prompt attention. a29-tf

Office Cincinnati & Chicago RR. Co.
(late Cincinnati Western RR.Co.)
CINCINNATI, June 26, 1854

NOTICE is hereby given that by a Decree of the Court of Common Pleas of Hamilton County, Ohio, the corporate name of the (late) Cincinnati Western Railroad Company, has been changed to the "Cincinnati and Chicago Railroad Company," by which name the business of the said Company will hereafter be transacted. CALEB B. SMITH,
je.29 President.

JAMES W. HOOKER,

Commission Merchant,

AGRICULTURAL WAREHOUSE,

—AND—

MACHINERY DEPOT,

35 Lloyd Street,
BUFFALO, N. Y.

Commission Dealer in Portable and Stationary Engines Iron Planers, Lathes, Universal Checks, Belting, Oils, Rubber Packing and Hose, Scales, Safes, Mill Stones and Machinery generally. Post Paid Letters will receive prompt attention,
je. 1-tf.

"GARDNER'S ROCK DRILL."



DESIGNED for Mining, Tunneling, Quarry Use, and Rock Excavations of all descriptions, by use of which a saving of 50 to 75 per cent, is made. This drill can be operated by hand, horse or steam power A Machine is now in operation at the Crystal Palace.

Applications for Territorial Rights and Machiues must be made to the Patentee.

G. ARTHUR GARDNER,
nov.17† Trinity Building, New York

BAILEY'S PATENT DUMPING CAR.

Fig. 1.

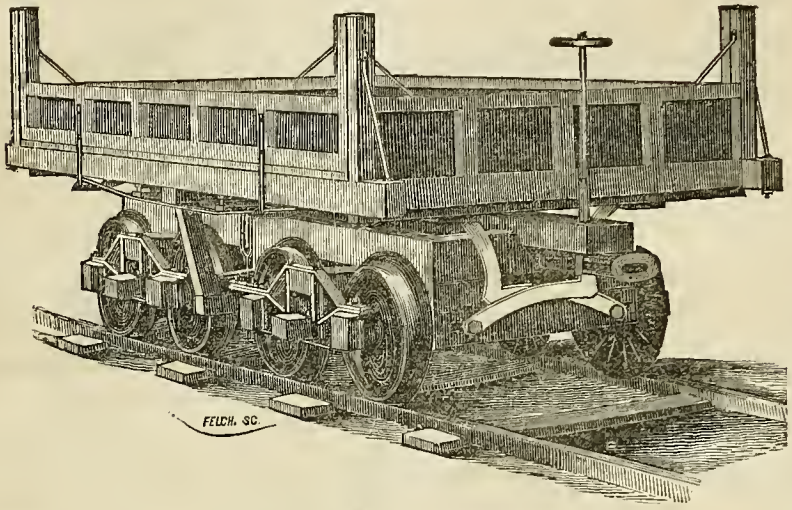
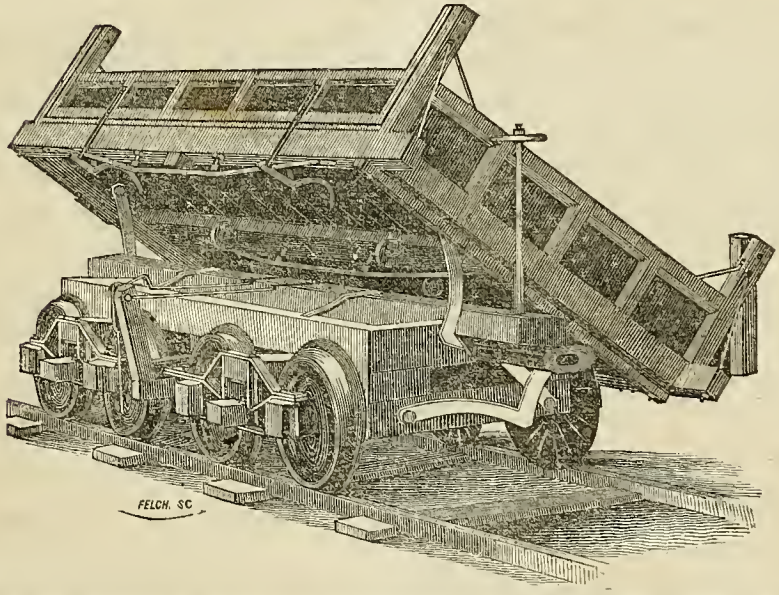


Fig 2.



The above engravings are views of a most important improvement in Railroad Dumping Cars. A patent was granted to C. P. Bailey for the improvement, January 24th, 1854.

Fig. 1 is a view of the car ready to receive the load.

Fig. 2 when dumped, or the load discharged.

This improvement has been in use on the Central Ohio Railroad for several months; also, on the Cincinnati, Hamilton & Dayton; Cleveland, Zanesville & Cincinnati; Cleveland & Columbus; and other Railroads in this state. Also upon the Illinois Central, in Illinois.

The improvement consists mainly, in the adoption of the Wrought Iron Transverse Bars, instead of the Cast Iron Rockers, generally in use. There are, however, other details of importance.

The box or body of the car rests on the ends of the Transverse Bars, whose other and lower ends are attached to the frame of the truck; two of the (wrought iron) bars are used at each end of the cars, to support and operate as guides in dumping the car. This improvement can be applied equally as well to the four-wheeled as to the eight-wheeled car.

One man will dump this car with ease when loaded, in less time than ten men can dump the rocker car, (the long or eight wheeled car is alluded to.) Contractors who have been using it, state that in graveling roads, **it is a saving of two cents per yard,** over the rocker car—that it is a much safer and easier car to manage, preferring it to any other car now in use for similar purposes.

Its liability to get out of repair is not one-tenth that of the Rocker Car. It is also well calculated for carrying and unloading Coal, Lime, Plaster, and all such materials as are carried in Dumping Cars—giving greater inclination in dumping, and discharging the load with greater facility than any other car.

The attention of Railroad Companies wanting Gravel Cars, as well as Coal Cars, is respectfully solicited to this improvement. The cost of this car does not exceed that of the Rocker Car,

To Railroad Companies and Car Builders who wish to purchase Rights, or wish information on the subject, letters addressed to me at Columbus, Ohio, will receive immediate attention.

GEO. L. CHASE.

Columbus, Ohio, June, 1854. Sole Agent for the United States.

TESTIMONIALS.

Engineer's Office, C.O. R. R.
Zanesville, Ohio, Nov. 21st, 1853.

Charles P. Bailey, Esq.,

Dear Sir:—At your request, some two months since, I caused to be placed on this road two of your newly invented Gravel or Dumping Cars. From what I have seen of their work I am clearly of the opinion that they will soon supercede all others of the kind now in use.

We have had the long car filled to its utmost capacity with the various kinds of excavation, and placed it in every position, and one man would dump it with ease in ten seconds, whereas, with the ordinary Rocker Car, it takes ten men one minute to perform the same labor.

The Car is simple in construction—not liable to get out of repair, as there is but little cast-iron about it. It tips to a greater angle than the ordinary car, therefore leaving its load in a better shape. I have no hesitation in saying that when more cars of the kind are wanted on this road they will be built after your model.

Wishing you every success in your undertaking, I remain, with great respect,

Yours, &c.,
GEO. T. CLARKE,
Chief Engineer.

I have purchased for the use of this company, two Gravel Cars, built after the plan of Mr. Bailey, and fully agree in the opinion above expressed.

HENRY O. AMES,
Sup't Cin., Ham. & Dayton Railroad.

I fully agree in the statement made by the gentlemen in this letter, and may also state that they are the best Gravel Cars ever built, in my opinion.

DANIEL McLAREN.
Mast. Machinist Cin., Ham. & Dayton Railroad.

Zanesville, Dec. 21, 1853.

Charles P. Bailey, Esq.,

Dear Sir:—From an experience in using your Improved Dumping Car, we have no hesitation in saying that two cents per yard is saved, (in labor and time) by using your car instead of the present Rocker Car.

That the repairs incidental to your car are not one-tenth of what they are on the Rocker Car.

That it is much the most profitable car for contractors as well as the safest one for laborers to use, being easier to handle.

We consider it superior, in every reapect, to all other cars of the kind now in use.

Yours, truly,
E. NEWCOMB,
C. BARRET.
Cont'rs for grav. East. Div. C. O. Railroad.

I have seen the car above referred to at work, upon the Eastern Division Central Ohio Railroad, and fully concur with the opinion of Messrs. Newcomb & Barret
E. B. DUVAL,
Mast. Machinist, Central Ohio Railroad.
Zanesville, December 21, 1853.

Zanesville, Dec. 22, 1853.

Mr. C. P. Bailey,

Dear Sir:—As you desire my opinion of your Improved Dump or Gravel Car, that has been in use for the last three months on the Central Ohio Railroad, I do not hesitate to recommend it as being the best plan for a Gravel or Dump Car I have ever seen. The hills for repairing Dump Cars, such as are now in general use, it is well known, constitute a serious item of expense. On this account alone, your plan deserves a preference over all others, as there is but little liability about your car to any such accidents as are constantly occurring to the others. It dumps to a greater angle, and one or two men can dump it in less time, and with greater ease than the ordinary Rocker is dumped by ten or twelve men.

It will give me pleasure to recommend it as superior to any improvement of the kind in use.

ROBERT MACLEOD.
Chief Engineer, P. M. & C. R. R.

At a meeting of the Ohio Association of Railroad Superintendents, held at Cincinnati, March 8, 1854, the Committee appointed to examine Bailey's Pateut Dumping Car,

REPORT,

That they have examined the Car, and consider the improvement a valuable one; and would recommend to any members of the Association who may need Gravel Cars, to examine and test this Car, before purchasing elsewhere.

W. H. CLEMENT,
For the Committee.

Clev Col. & Cin. and Clev. & Erie R. R.
Supt.'s Office, Cleveland, O., Apr. 24, 1854.

Mr. Charles P. Bailey,

Dear Sir:—Two of your Patent Dumping Gravel Cars have been used on the Cleveland, Columbus & Cincinnati Railroad for several weeks, and I am so well satisfied that they are better than any others, that I have just ordered thirty more of the same sort,

Respectfully,
L TILTON
Supt.

ENGINEERING!!

The undersigned is prepared to furnish
SPECIFICATIONS, ESTIMATES, AND PLANS,
In general or detail of all kinds of
Steam Vessels, Engines, Boilers, Mill Work, &c.
Particular attention given to the superintending of
LOCOMOTIVES, TENDERS, CARS,
And Railway Machinery of every Description,
While under construction.

AGENT FOR THE PURCHASE of, on commission, all articles required for Railroads, Steam Vessels, Locomotives, Engines, Boilers, Machinery, &c.

General Agent for
ASHCROFT'S STEAM GAUGE, ALLEN AND NOYES' METALIC SELF ADJUSTING CONICAL PACKING. DUDGEON'S HYDRAULIC JACK.
Also, Gr Water Gauges, Indicators, Steam Whistles, &c., &c.
CHAS. W. COPELAND,
Consulting Engineer,
x5-tf 64 Broadway, N. Y.

TOPPAN, CARPENTER, CASILEAR & Co., Bank Note Engravers & Printers.

Also, of Drafts, Notes, Certificates of Stock and Deposit; Bonds for U. S. Government, State Governments, Railroad and other Corporations, &c., New York, Philadelphia, Boston and Cincinnati.

All the best securities against counterfeiting and alterations are combined in the Notes and other instruments executed by this establishment for every State in the Union, and for the General Government; for Canada and other countries. Their means of supplying the demands of business with *new Designs* and Ornamental Die-work are unsurpassed.

Bank Note Paper of a superior quality, manufactured with particular regards to strength and durability, constantly on hand.

Cincinnati Office, corner of Third and Walnut Streets. [†mr3] CHAS. A. JEWETT, Ag't.

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WHOLESALE DEALERS IN
PAPER & STATIONERY,
Since first January,
No. 127 Walnut St., bet. Third and Fourth.
CINCINNATI,

Keep the most complete stock in the West of every thing used by Engineers. On application, a catalogue with prices will be forwarded. jy21†

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RAILROAD BONDS,
CERTIFICATES AND MAPS,
BUSINESS AND SHOW CARDS,
Views of Buildings, Diplomas, and Portraits,
And all kinds of
Lithographic Engraving,
DESIGNING AND PRINTING,
Executed in the finest style.
MIDDLETON & WALLACE.
No. 115 Walnut Street, Odd Fellow's Building,
†mr3 Cincinnati, Ohio.

Mathematical Instruments.



T. F. RANDOLPH & BRO.,
N. W. Corner Fifth and Walnut sts.,
No. 1, 2d STORY APOLLO BUILDING,
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MANUFACTURERS OF
Surveyors' and Engineers' Instruments, Theodolites, Transits, Levels, &c.
REPAIRING AND ADJUSTING INSTRUMENTS DONE TO ORDER.
Orders promptly attended to.

Railroad Car Findings.

BRIDGES & BROTHER,
64 Courtlandt Street, New York.
Wheels & Axles, Jaws, Boxes, and Castings Fitted
Wrought Nuts, Bolts, & Washers,
Engine and Car Screw Bolts, all sizes; Coach Lag and Telegraph Screws.
LOCOMOTIVE ENGINE LANTERNS,
From the best Manufacturers, and at their prices. Car Hand, and Signal Lanterns.
Cotton Duck for Car Covering,
Of any requird width to 124 inches.
ENAMELLED HEAD LININGS,
Plush and Curled Hair.

Hand Cars and Baggage Barrows. Passenger, Freight-Car, and Switch Locks, Door Knobs and Butts. Brass and Iron Wood Screws. Brass and Silver Plated Trimmings for Windows and Seals. Varnish, Coach Japan, and Glue: Paints, Varnish and Glue Brushes.

Silver Plated and White Metal Letters. Engine and Signal Bells, anti-friction or Babbitt Metal.

Portable Forges and Jack Screws.

Hemp Packing,, American, Russia, and Italian. Conductors' Badges and Baggage Checks. Iron, Bronzed and Brass Hat Hooks. Ventilators and White Metal Rings. And all other Articles pertaining to Cars.
ALBERT BRIDGES,
Late Davenport & Bridges, Car Manufacturers.
Cambridgeport, Mass.
ALFRED BRIDGES,
Late Davenport, Bridges & Co., Fitchburg, Mass.
†oc6

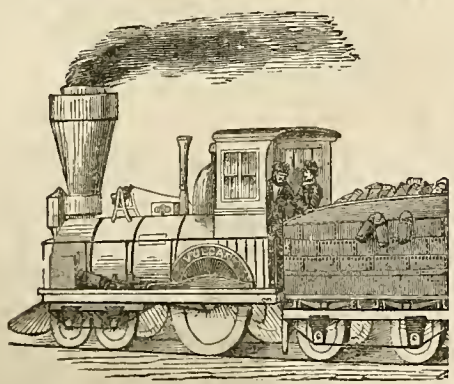
WASON'S
CAR MANUFACTORY,
Near the Pittsburgh R. R. Shops,
CLEVELAND, OHIO.
Passenger, Baggage, Freight, Dumpers, Hand Cars, &c.,
Of the best quality in all respects, style, workmanship, and material, made to order with promptness.

Orders respectfully solicited, with the assurance that no pains will be spared to give entire satisfaction in all cases.

CHARLES WASON,
Late of the firm of T. & E. Wason, Springfield,
†oc20 Massachusetts.

S. C. THOMSON & CO.,
MANUFACTURERS OF
PATENT PAD LOCKS,
For Railroad Switches, Merchandise Cars, Stores, Cemeteries, Iron Safes, &c.,
Cor. Railroad Avenue and Market st.,
jan.12† NEWARK, N. J.

Cincinnati Locomotive Works!



THE undersigned are prepared to furnish Locomotives equal in efficiency and durability to the best Eastern manufacture. Also, Shaping and Slotting Machines suitable for railroad shops. Also, all kinds of heavy forging and casting done at short notice. Also, bolts for bridges cut with dispatch.
ap. 20 MOORE & RICHARDSON.

ALBERT H. NICOLAY,

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Holds his regular auction sales of Stocks, Bonds and other securities, every Monday and Thursday, at 12½ o'clock, at the Merchants' Exchange. First class Stocks and Bonds, at private sale.

Office No. 4 Broad street, New York.

TYLER DAVIDSON & CO.,
Agents for the
BOSTON BELTING COMPANY!

India Rubber Machine Belting in any quantity, from 2 to 20 inches.
India Rubber Steam Packing;
Mixed do do 1-32 to ¼ inch thick.
Plain do do 1-32 to 1 inch thick.
Pure do do
Pipe and Manhole Rings, all sizes;
Square or Rope Packing, do.

HOSE.

India Rubber, Hydrant, Conducting, Fire Engine, and Locomotive, of all sizes, manufactured from the best of Vulcanized Rubber, and for sale only by the agents.

Car Springs, and all other kinds of Vulcanized India Rubber used for Mechanical and Manufacturing purposes.

The undersigned, having been appointed Agents of the Boston Belting Company, beg leave to advise Dealers and Consumers that they are now prepared to supply the above goods in any quantities, on the most favorable terms. On hand and for sale,

50,000 Feet Vulcanized India Rubber Machine Beltings, from 2 inch to 20 inches, 3 and 4 ply.

TO STEAMBOATS AND RAILROADS.

India Rubber Hose, for Pavements, Streets, Gardens, Locomotives, Engines, etc.

40,000 feet Hose, 3, 4, 5, 6, and 7 plys, suitable for pavements, streets, gardens, locomotives, fire engines, etc., 1 to 3 inch, warranted extra quality. Also,

THE vulcanized India Rubber Break Springs now in use by all the Eastern Railroads, and posessing decided advantage over the Steel Springs now in use, for the following reasons:

1st, They are much easier put on.

2d, They are a great deal cheaper.

3d, They are much more durable than steel, and no time lost in making them, the weather having no effect on them.

ALSO—Large 6 inch hose for water stations.—This is a new and important invention. The coldest weather will have no effect on them whatever They are warranted to remain as pliable, in the COLDEST of weather, as they are in 150 Fahrenheit heat.

Armitage Anvils, -10 casks, assorted weights now in store.

Allen's Revolvers and Self-Cocking Pistols.—Now in store, a large assortment of the above, 3, 4, and 5 inch Revolvers; 3, 4, 5, and 6 inch Pocket Pistols. Also, Dueling Pistols.

Leland's Superior C. S. Car and Auger Bitts.—All sizes.

Brass Kettles, and Sheet Brass, &c.—Brass Kettles, assorted from 6 to 30; Sheet Brass assorted from No. 0 to 30; Brass Wire, do do do.

Star Breast Chains.—Four casks of those superior double-linked Chains, just received.

Walker's Trace Chains.—70 casks of those superior goods, warranted full length and sizes, 8 to 20 links, straight and twisted, now in store.

American Anvils.—Eagle brand, faced with with cast steel, and warranted by the manufacturers equal to Armitage's Mousehole.

Plated Spoons.—Plain, tipped, and threaded heavy plate, on best quality of German Silver.

Premium Gimlet Screws.—10,000 gross just received.

Mill Saws. Hoe & Co.'s C. S. Wm. Rowland's, and W. H. Rowland's 6, 6½, 7, 7½, and 8 ft

Cross Cut Saws.—Hoe & Co.'s C. S., Johnockerell's C. S. and G. S., Wm. Rowlaud's and W. & H. Rowland's 5, 5½, 6, 6½, 7, 7½, and 8 feet Also, 4 and 4½ feet Tennon Saws.

Axes.—1000 doz. Axes, assorted Yankee and Kentucky patterns, first, second, and third quality

Nails.—4000 kegs Shoenberger's and Wheeling Nails, now in store.

For sale by TYLER DAVIDSON & CO.,
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RAILROAD COMPANIES, ENGINEERS AND OTHERS,

Are respectfully requested to note the following as FACTS, and to remember that the facilities of the establishment for manufacturing are UNSURPASSED.

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BLANK BOOKS,

OF THE

First Qualities made to Order;

AND

STATIONERY

OF ALL KINDS SOLD LOW BY

MOORE, WILSTACH & KEYS

Corner of Main and Fourth Streets,

CINCINNATI jan12-†

J. DAVENPORT....M. D. WELLMAN....C. M. RUSSELL

DAVENPORT, RUSSEL & CO.,

Railway Car Manufacturers,

MASSILON, OHIO.

THE subscriber, late of the firm of Davenport Bridges & Co., Fitchburg, Mass., having associated himself with Messrs. Wellman and Russell, under the above name, would respectfully solicit calls for any kind of Passenger, Baggage, Post Office, Freight, Coal, Gravel, or Hand Cars.

Having had fifteen years experience in the business and having secured the best of workmen from the Car Factory in Cambridge, Mass., I feel confident, that perfect satisfaction can be given in all work entrusted to our care

We have now on hand the best of dry White-Oak with which we think we can build Cars as cheap and as well as any other establishment in the States. JOSEPH DAVENPORT.

Feb. 16†*

ENGINEERS' & SURVEYORS' INSTRUMENTS!

JAMES FOSTER, Jr.,

MATHEMATICAL AND PHILOSOPHICAL

INSTRUMENT MAKER!

HAVING removed from his old stand to south-west corner of Fifth and Race street, and increased his facilities for making instruments, is now ready to supply Levels, Transits, Theodolites, the Dumpy or Gravatt Level, Circular Protractors of Troughton & Simms model, Surveyors Compasses, Pocket Compasses with and without sights, in great variety. All kinds of Land Chains; Ivory and Box wood Scales of all kinds and graduation; Drawing instruments of all kinds, brass and German silver. Measuring tapes of all kinds, Magnets, Magnifyers, Barometers, Spy Glasses, &c., &c. Repairing promptly attended to. ap.6-6*.

NOTICE.—The Subscriber having become proprietor of MYERS' PATENT CYLINDER CAR, for a considerable portion of Western territory, including the State of Ohio, offers the same to Rail Road Companies on favorable terms. The public will be furnished within a short time with complete explanations of its operation, together with the results of actual experiments testing its applicability to all the uses for which it is recommended. W. CLOUGH,

South-western Car Works.

Madison, Indiana. May 11.

NOTICE TO CONTRACTORS.



PROPOSALS for the entire Construction and Equipment, or the graduation, bridging and masonry separately, either in whole or in part, of the Mississippi and Tennessee Railroad, (extending from Memphis to Grenada Mississippi, about 97 miles,) will be received at the office of the company in Memphis, till the 20th of July next. Proposals for the entire construction and equipment, and otherwise as favorable, will have preference. Profiles and estimates of the first 60 miles may be seen on application at the Engineer's office in Memphis. Bidders must furnish satisfactry evidence of their ability to complete the work.

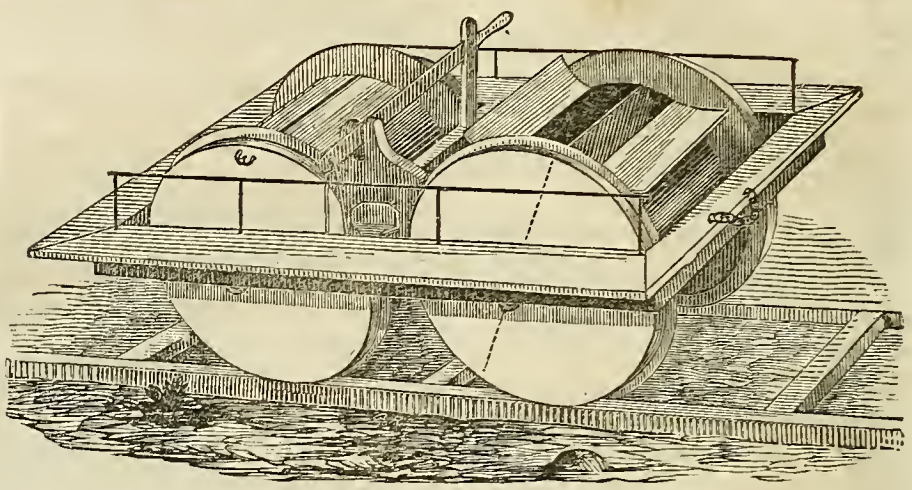
MINOR MERIWETHER,

May 20, 1854.tt Chief Engineer.



MYERS' PATENT CAR,

FOR COAL, GRAIN, &c., &c.



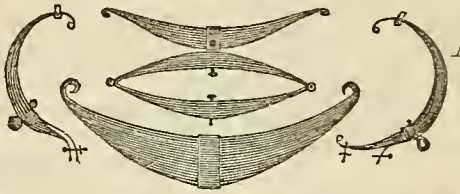
FOR PARTICULARS OF COST, RIGHT OF USE, &c., ADDRESS,

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McDANEL & HORNER,

LOCO-  **AND CAR**

MOTIVE SPRING

MANUFACTURERS, WILMINGTON, DEL.

Locomotive and Car Springs of all descriptions manufactured on the most reasonable terms, made of the best STEEL, which we have manufactured to order from the BEST SWEDE IRON. Orders from any part of the United States will be thankfully received and promptly attended to.

McDANEL & HORNER.

All Springs ordered from a distance will be delivered on shipboard at *Philadelphia* free of charge

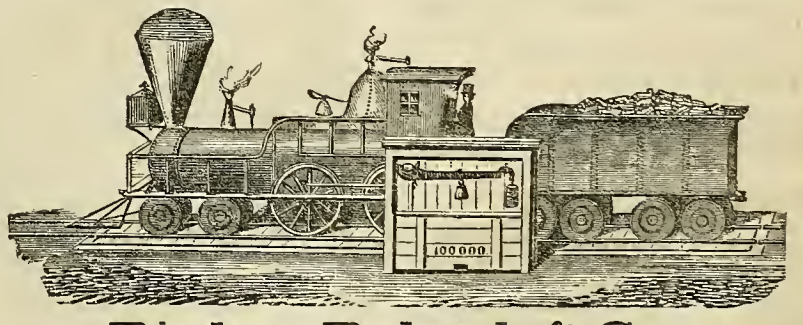
References.

NORRIS BROTHERS, Locomotive Builders, Philad.
A. C. GRAY, Pres't New Castle Manuf. Co.
U. WELLS, R. R. Car Manuf. Petersburg, Va.
I. R. TRIMBLE, Supt. Philad. R. R. Co.
M. B. MILLEN, Gen. Supt. C. R. R. Savannah, Ga.
EMERSON FOOTE, Supt. M. & W. R. R. Macon, Ga
THOMAS DOUGHERTY, Master Mach. do.
THOS. SHARP, Supt. R. F. & P. R. R. Richmond, Va

†May 19.

ISAAC RIGDON. EDWARD C. RYLAND. WM. HUDDART.

OHIO SCALE WORKS.



Rigdon, Ryland & Co.,

No. 39 Vine Street, between Front and Columbia Streets,

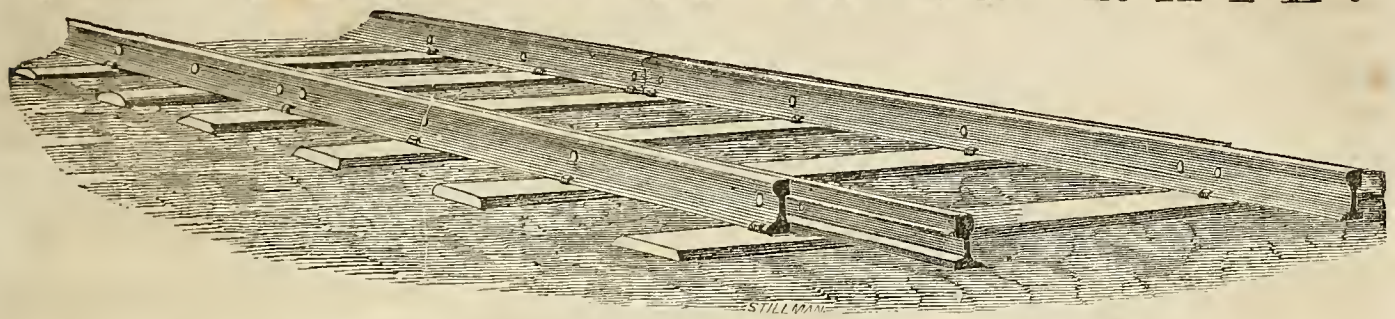
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WE are now prepared to furnish **Railroad Track and Depot Scales** of all sizes, which we warrant in every respect equal to any manufactured in the United States.

Being practical workmen ourselves, we feel confident that we can furnish the West and South with as good an article and cheaper than can be bought East.

Cincinnati, June 29, 1854.

WINSLOW'S
PATENT COMPOUND RAIL.



THIS RAIL, which is represented by the above, has now been in use on several Roads for upwards of three years; during which time it has become established among Railroad Managers as realizing the advantages of a

THEORETICALLY PERFECT RAIL.

Its advantages over the common form of "T" Rail are—a saving in the wear and tear of Machinery—it saves, to a great extent, in the repairs of track—it secures a high rate of speed with the same power, and what is certainly of equal importance, complete protection against some of the accidents to which roads are liable Being practically a continuous Rail for the entire length of the road, without break at the ends of bars, the jarring motion communicated thereby in passing over the common "T" Rail is avoided, as is also its effects upon Cars and Machinery. The comfort of travelers must of course be greatly increased.

This Rail is now manufactured at Hanging Rock Iron Works, upon the Ohio River, and at Mt. Savage Iron Works, Maryland. Specimens of the Rail and patterns of the same will be gladly shown, as well as information in relation thereto, given by application to

J. F. WINSLOW, Troy, New York.
ERASTUS CORNING & CO., Albany, N. Y.

A. S. WINSLOW, Nos. 9 & 11 West Second Street, bet. Main and Walnut Sts., CINCINNATI.

ap.7-tf

WHEELBARROWS!



ON hand, Wheelbarrows, of my own manufacture, suitable for Railroad, Turnpike, Canaling, &c., in lots, to suit purchasers. Orders filled for any reasonable amount

HENRY ROCKEY,
No. 21 East Front street

CAR MANUFACTORY,
Dayton, Ohio.

E. THRESHER & Co., having enlarged their shops, are prepared to contract on favorable terms, for building every variety of Railroad Cars, in any quantity and at short notice, made of the best materials, and of the most approved workmanship.

They are prepared also to furnish jaws and boxes; the Washburn wheel, thirty and thirty-three inch, adapted to inside or outside bearing; cast iron frogs steel plated; and switches of the most approved patterns.

They also manufacture blacksmith tuyeres, Harris' patent; portable bolt forges; bolt heading and bolt cutting machines; upright drills, wheel presses; wood planers; tenoning and mortising machines; &c.

They respectfully invite the attention of railroad directors and superintendents to their establishment.

Dayton, January 21st, 1853. jan 25-†

GUNPOWDER,
MANUFACTURED BY
The Hazard Powder Company.
HAZARDVILLE, CONN.

H. G. HAZARD, President.
A. E. DOUGLASS, Secretary.

The undersigned are always prepared to furnish Mining and Blasting Powder to any extent, delivered at any point on the lines of railroads, or other places of public improvements in the West or South, at the very lowest rates. Also, SAFETY FUSE of the best Eastern manufacture.

We would respectfully urge all contractors and consumers to call upon or correspond with either of us before arranging for their supplies elsewhere.

To the trade generally we would offer all the brands of Sporting and Rifle Powder manfactured by the above concern.

M. D. W LOOMIS,
Southeast corner Main and Second Sts.,
Cincinnati, O.
S. H. LOOMIS,
Nashville, Tenn.

August 16, 1853.—an18†

TO RAILROAD COMPANIES.

THE subscriber, manufacturer and agent for manufacturers of railroad materials, would solicit from railroad managers in the West their orders for

RAILROAD SPIKES, CAR AXLES, RUBBER SPRINOS, RUBBER HOSE, LOCOMOTIVE TIRES, SPRINO STEEL, CAST STEEL, NUTS AND WASHERS, LOCOMOTIVE LANTERNS, ETC.

A. S. WINSLOW,
9 and 11 West Second St.,
Between Main and Walnut St., Cincinnati

†mr24

Locomotive Tires and Car Axles.

THE undersigned is prepared to supply Railroad Companies and Builders with Tires and Axles of superior quality and finish, made from fagguted charcoal Iron, formed and finished entirely under the hammer For the character of the manufacture he refers to builders and companies who have used them in the West.

A. S. WINSLOW,
†mr24 9 and 11 West SecondSt., Cincinnati

Norris' Locomotive Works,
PHILADELPHIA.

ENGAGED for many years in manufacturing Locomotives, offer to Railroad Companies to construct of any plan or size,

LOCOMOTIVES OF SUPERIOR QUALITY.

Our facilities for doing work have been largely increased this year, and orders can be executed with despatch.

Jy7 RICHARD NORRIS & SON.

ASHCROFT'S
METALIC STEAM GAUGE.
(BOURDEN'S PATENT.)

THE subscribers offer for sale this valuable Steam Gange. It is adapted to Locomotive and other steam boilers, indicating with accuracy the continual variations of steam within the boiler, enabling the engineer to maintain a uniform and safe pressure. Any of the Eastern Railroads may be referred to for proof of its importance and value.

BRIDGES & BROTHER,
sep15tf 64 Courtlandt Street, New York.

KENTUCKY LOCOMOTIVE WORKS.
CORNER OF KENTUCKY AND TENTH STS.
LOUISVILLE, KY.

THE Proprietors of the Kentucky Locomotive Works would respectfully inform Railroad Companies and the public generally that, having completed their establishment, they are now prepared to receive and execute orders with fidelity and dispatch.

They will contract for

Locomotives, Passenger, Baggage, Freight, Gravel and Hand Cars,

Of every style and pattern, as well as all kinds of Stock and Machinery required for railroads.

Particular attention will be paid to repairing, for which they have every facility.

They are also prepared to contract on favorable terms for building all kinds of Machine Tools, such as Turning Engines, Lathes, Planers, Drills, Slotting, Splining, and Shaping Machines, of every variety of pattern.

Having also a large FOUNDRY connected with the establishment, orders for Castings are solicited, and will be filled with promptness.

Car Wheels of any pattern can be furnished on short notice. Double and single plate and Spoke Wheels of all sizes constantly on hand.

☞ Communications or orders must be addressed to OLMSTED, TENNYS & PECK,
jo.8-tf Louisville, Ky.

Indianapolis and Cincinnati Railroad, via Lawrenceburgh.

Through to Chicago in 15 Hours!

Shortost line to Indianapolis, Terre Haute, Lafayette, and Chicago.

Through from Cincinnati to Indianapolis in six hours. and to Chicago in 15 hours!

TWO TRAINS DAILY, Boat or Cars, each way, (Sundays excepted,) Passengers who prefer taking Steamboat for the first twenty miles, will go by the Steamer **Forest Queen**, foot of Main street, at 12 M.

Thoso who prefer the Cars for the whole distance, will go by tho regular passengor trains of tho

OHIO & MISSISSIPPI RAILROAD,

Which leave Cincinnati at 6.30 A. M. and 3.45 P. M.—The train which leaves Cincinnati at 6.30 A. M. connects at Lawrenceburgh with the Indian polis and Cincinnati Railroad train for Indianapolis, Lafayette, Terre Haute, Michigan City and Chicago.

Baggage checked through and a Baggage Master accompanies the same.

Fare from Cincinnati to Indianapolis..... $3 00
Do do Lafayette..... 5 00
Do do Chicago..... 9 00

At Shelbyville passengers may take the Jefferson, Rushville, Kingstown or Columbus Cars.

GEO. HAVEN, Sup't.

Through tickets may he procured on board the boat, or at tho Office of tho Ohio and Mississippi Railroad, Fourth stroet, near Vino, or of

C. S. RUSSELL, Ag't.
Ind. and Cin. R R. Office, corner of Main and Water streets, Cincinnati.

☞ Omnibusses will call for passengers, by leaving their names at either of the above offices.

Cincinnati, June 1†.

Cincinnati, Logansport & Chicago Railroad.

TO CHICAGO IN 15 HOURS.
ALL THE WAY BY RAILROAD.

TWO daily trains, at 6 A. M. and 3 30 P. M. Cincinnati, Hamilton and Dayton Railroad.

BAGGAGE CHECKED THROUGH.

FARE:

rom Cincinnati to Indianapolis.....$3 00
do do Lafayette..... 5 00
do do Chicago..... 9 00

For information and through tickets, please apply at tho General Railroad Ticket Office, No. 169 Walnut st., next door below tho Gibson House, or at tho Sixth street Depot.

JOHN W. SHIPLEY, Agent.

The Hamilton and Dayton Railroad Omnibus Line will call for passengers in any part of the city by leaving directions at the Ticket Office.

W. H. SMITH, Conductor.

Trains run by Columbus time, seven minutes fastor han Cincinnati.

Change of Time on Cincinnati, Hamilton, Eaton & Richmond Railroad.

ON and after TUESDAY, April 4th, 1854, the Morning Train for Richmond and Indianapolis, will leave Depot, foot of Sixth street, at 6.10 o'clock, A. M.

Passengers by this Train connect at Indianapolis with tho 1 o'clock, P. M. Train on Lafayette and Indianapolis Railroad for Lafayette and Chicago; arriving at Chicago by 9 o'clock, P. M., of same day, being 9 hours less time than by any other railroad route leaving Cincinnati.

Also, connect at Indianapolis with 1.15 P. M. Train for Terre Haute.

Trains for St. Louis leave Chicago at 11 o'clock P. M., after the arrival of 1 P. M. Train from Indianapolis in the morning, making this tho quickest routo by far between Ciucinnati and St. Louis.

Evening Train will leave as usual, at 3.30 P. M. connecting at Richmond with 7 P. M. Train for Indianapolis; arriving at Indianapolis at 10.30 P. M.

Chicago and Lafayette passengers, by this Train, sleep at Indianapolis, and resume at 6, A. M. uext morning,

FARE—Cincinnati to Richmond.....$1 75
Cincinnati to Indianapolis..... 3 00
Cincinuati to Chicago..... 9 00

ap. 6 D. M. MORROW, Sup't.

James' Railroad & Route Book

NEW EDITION:

Containing a list of all the Western and Southern Roads, with distances, fares, connections, etc., etc. Price, 15 cents.

J. A. & U. P. JAMES,
Publishers, 167, Walnut st., Cincinnati, O.

THE SHORTEST ROUTE TO CHICAGO.

Ohio & Mississippi Railroad

THREE regular passenger Trains daily, (except Sundays.) On Monday, April 17th, and until further notice,

Leavo Cincinnati at 6.15 A. M., 2.15 P. M., and 4.40 P. M. Connecting at Lawrenceburg, at 7.30 A. M., and 3.30 P. M. with Train for Indianapolis, Terre Haute, Lafayette and Chicago.

AND RETURNING,

Leave Aurora at 6.40 A. M., 4.20 P. M., and 8.20 P. M. connecting at Lawrenceburgh, at 4.30 P. M. and at 8.30 P. M. with the Trains that leave Indianapolis at 12 A. M. and 4 P. M., uniting at that point with all the Trains from tho North and West.

☞ Tickets may he procured at the office on Fourth street, near Vine.

☞ Omnibusses will run to and from the cars in the customary mannor.

S. S. POST,
Chief Engineer and Superintendent.

Cincinnati, April 14, 1854.

Marietta & Cincinnati Railroad.

OPEN between CHILLICOTHE and GREENFIELD, Connected by Stage at Hillsborough, with Hillsborough and Cincinnati, and Little Miami Railroad Trains, forming a through daily line each way.

On and after Monday, tho 8th of May, passenger trains will run as follows, viz:

Leave Chillicothe at 9 00 A. M.
Returning do Greenfield at 5 30 P. M.

Passengers from Cincinnati leave by Little Miami Railroad, at 7 40 A. M., dine at Hillsborough and reach Chillicothe tho same Evening.

Fare from Cincinuati to Chillicothe, $3 45.

J. W. STOWELL,
Chillicothe, May 6th. '54— Sup't.

MUSKINGUM WORKS,

ZANESVILLE, OHIO.

DOUGLASS, SMITH & CO.

WOULD respectfully call the attention of Railroad Companies to their establishment at Zanesville

They aro prepared to execute orders, on short notice, for

Passenger Cars of the most superior description,

Second Class Passenger, Mail Express, and Baggage Cars; Freight, Cattle, four or eight wheeled Gravel Cars.

We manufacture a superior

CAR WHEEL,

Over 2500 of which aro now running on tho Central Ohio Railroad, and many of these have been in use on the road over two years, having in that time only three to crack, and two to ho renewed in consequence of the wearing of the Chill. We have also commenced the manufacture of the celebrated

WASHBURN WHEEL,

And are prepared to furnish this wheel. with or without axles. Also, castings for Cars fitted to order at tho shortest notice.

BOLLMAN'S PATENT IRON & WOOD BRIDGE.

We are also agents and builders of the above celebrated Bridge. Are now placing upon the piers an iron bridge on this plan over the Muskingum river at Zanesville. We are ready to contract with companies for the coostruction of this Bridge. All orders addressed

DOUGLASS, SMITH & CO.,
au4tf. Muskingum Works, Zanesville, O.

Lightner's Patent Axle Boxes for Railroad Cars.

THE attention of Railroad Managers and others is called to this valuable improvement in

AXLE BOXES.

The first cost and "fitting up" of these boxes is 20 to 25 per cent below that of most boxes in use. They will save about 75 per cent in consumption of oil. The construction is simple; they are not liable to become loose, nor "heated" by severe service. The Reservoir is held close to the shaft, and the oil journals, are secure from dust yet easy of access; the brasses may be removed from the journals, while under the car, in a few minutes. Cars furnished with these boxes run from 4 to 5 weeks without replenishing the oil, and are not detained from the road for repairs ONE TENTH part of the time which is necessary when other boxes are used.

Tho business of a railroad can be done with a much less number of cars, with these boxes than if any other kind are used.

The first railroad men in the country have certified that Lightner's improvements in AXLE BOXES are among the first of tho times.

Models and Testimony of the above Boxes, may be examined, and arrangements may he made for the right to use tho same, with tho subscriber.

WILLIAM SHERBURNE,
PRINCIPAL AGENT,
May 18.6* Office, No. 167 Broadway, New York.

Covington and Lexington Railroad Open to Falmouth.

ON and after Monday, the 7th of Nov., and until further notice, Cars will leave Covington daily (except Sundays) at 7 o'clock. A. M., for Falmouth,—stopping at DeConrsey, Culbertson, Grant's Bend, New Philadelphia, Canton Benton, Morning Side, Demossville, Butler and Irving.

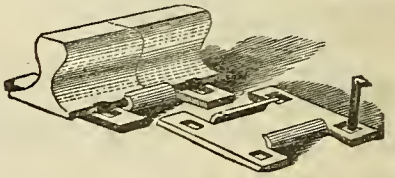
Returning, will leave Falmouth at 1 P. M., stopping at all of the above stations.

☞ For freight and passage apply to C. CARPENTER, Freight Agent, Covington Depot.

R. M. SHOEMAKER Superintendent.

Office Cov. and Lex. R. R. Co., Nov. 5th.
dc 2

RAILROAD SPIKES,



WROUGHT IRON

Chairs and Fastenings.

THE subscriber continues to manufacture with increased facilities, **Hook and Flat Head Railroad Spikes, and Wrought Iron Chairs of any pattern,** either punched or plain. The best quality of Iron is used, and the articles are guaranteed to give satisfaction in every respect. We are prepared to fill orders for any quantity with despatch, and at the lowest market prices.

Also, Boat Spikes, Bolts, and Boiler Rivets, superior quality.

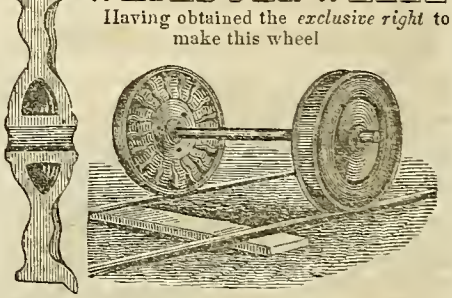
All communications addressed to us will meet withprompt attention.

SMITH & TYSON,
No. 25 South Charles Street, Baltimore

FULTON CAR WORKS,

CINCINNATI, OHIO.

THE Proprietors of this establishment would respectfully call the attention of Railroad Companies in the West and South to their establishmeut at Cincinnati. Their facilities for manufacturing are extensive, and the means of transportation to different points speedy and economical.—They are prepared to execute to order, on short notice, eight-wheeled Passenger Cars of the most superior description. Four or eight-wheeled Baggage, Cattle, Freight and Gravel Cars. Also, Crank and Lever Hand Cars, Trucks, Wheels, and Axles fitted.



Having obtained the *exclusive right* to make this wheel

in Cincinnati, Covington, and Newport, they are now prepared to furnish Railroad Companies with that celebrated Wheel, with or without Axles.—Also, Journal Oil Boxes of any pattern, and Castings for Cars fitted to order at the shortest notice.

Address KECK & HUBBARD,
Fulton Car Works, Cincinnati, Ohio.
ap.14. Office 62 East Second stree

Railroad Line.

Cincinnati, Hamilton & Dayton Railroad.

Summer Arrangement.

COMMENCING WEDNESDAY, JUNE 20th, 1854. TRAINS will run by standard time, which is sevou minutes faster than that of Cincinnati.

First Train

At 6 o'clock, A. M., Lightning Express for Dayton, Crestline, Pittsburgh, Philadelphia and Baltimore.

Second Train

At 6.10 A. M., for Hamilton, Richmond, Indianapolis, Terre Haute, Lafayette and Chicago, direct.

Third Train

At 8.20 A. M., for Dayton, Sandosky, Toledo, Detroit, Chicago. Cleveland, Buffalo, New York, Boston, Pittsburgh, Philadelphia, Baltimore and Washington.

Fourth Train

At 2 P. M. for Dayton, Greenville and Union.

Fifth Train

At 3.30 P. M., for Hamilton, Richmond, Indianapolis, Terre Haute, Lafayette and Chicago.

Sixth Train

At 5 P. M., for Dayton, Troy and Piqua, and intermediate stations.

Seventh Train

At 6.30 P. M., for Hamilton and intermediate stations.

The 1st Train, Express,

Will stop only at Hamilton and Middletown.

2d, 3d, 4th, 5th and 6th Trains,

Will stop at all regular stations.

The Seventh Train

Will stop at all way and flag stations.

The 1st Train

Will connect at Crostline at 12.30 P. M., with the Ohio & Pennsylvania Train for Pittsburgh, Philadelphia, Baltimore, etc., forming a direct and continuous line for each of these cities. Cars run through to Crestline without change. Baggage checked to Pittsbugh.

2d Train

Will connect at Richmond at 9.05 A. M., with Train of Indiana Central Road for Indianapolis; arrive at that place at 12 M., thence to Terre Haute, Lafayette, or Chicago without detention. Time as short as by any other route.

3d Train

Will connect at Dayton at 10.45 A. M., with Mad River Train, and arrive at Sandosdy at 4 P. M., and go immediately on board the splendid steamers **St. Lawrence** and **Mississippi**, to Buffalo; thence at 7.30 A. M., with Buffalo and N. Y. City Road, to New York; arriving at that place at 10 P. M., also at Crestline 4.20 P. M., with Ohio and Penna. Train for Pittsburgh, Philadelphia, Baltimore and Washington.

The Same Train

Will also connect at Clyde with Cleveland and Toledo Train to Toledo, Chicago and intermediate points; and at Sandusky at 5 P. M., with steamer **Bay City**, for Detroit. Also, with Dayton and Michigan Railroad to Troy and Piqua, and at Piqua with Doyle & Co's Canal Packet Line to all points on Wabash and Miami Canals.

Fourth Train

Will connect at Dayton with Dayton and Greenville Railroad to Greenville, Union, and all points on Bellefontaine and Indianapolis Railroad.

Fifth Train

Will connect at Richmond at 6.40 P. M., with Indiana Central Train for Indianapolis, Terre Haute, Lafayette.

Passengers will bear in mind that the following rates of fare, via Lake Steamers, include both Meals and Staterooms, and that the fare to Philadelphia and Baltimore is One Dollar cheaper, and one less change of cars than by the Columbus route.

FARE:

From Cincinnati to		Hamilton	$ 60
Do	do	Eaton	1 35
Do	do	Richmond	1 75
Do	do	Indianapolis	3 00
Do	do	Terre Haute	5 00
Do	do	Lafayette	5 00
Do	do	Chicago	9 00
Do	do	Dayton	1 50
Do	do	Troy	2 10
Do	do	Piqua	2 35
Do	do	Springfield	2 10
Do	do	Sandusky	5 00
Do	do	Toledo	5 75
Do	do	Cleveland	6 00
Do	do	Buffalo, via lake steamers.	4 00
Do	do	New York, RR. from Buffalo	11 50
Do	do	New York, via steamers	10 50
Do	do	Montreal, via lake Ontario	14 00
Do	do	Boston	14 00
Do	do	Pittsburgh, first class	7 00
Do	do	do front car	6 00
Do	do	Philadelphia	14 00
Do	do	Baltimore	11 00
Do	do	New York, via Pittsburgh and Philadelphia, (Railroad all the way)	16 00

For further information or tickets apply to W. A. LATHAM, General Agent, at the office, corner Broadway and Front streets, under Spencer House, or at the Office on Walnut street, next door to the Gibson House, or at the Sixth street Depot.

HENRY O. AMES,
Cincinnati, June 21 '54.—jo8† Sup't.

Railroad Line.

CINCIN'I, COLUMBUS & CLEVELAND ROUTE.

To New York, via Railway, in	30	hours.
To N. Y., by Lake Steamers via Cleveland	39	"
To Pittsburgh in	14	"
To Boston in	34½	"
To Philadelphia in	38	"
To Baltimore in	38	"
To Wheeling in	18	"

VIA LITTLE MIAMI RAILWAY.

FOUR DAILY TRAINS.

First Train—Lightning Express—at	6 o'clock,	A. M.
Second Train—Accommodation Ex.	7.45 "	"
Third Train—Hillsborough Train	3.10 "	P. M
Fourth Train—Even'g Accommoda	5 "	"

The roads of this route are laid throughout with heavy T rail.

New York, Boston, and Montreal.

First Train—Lightning Express leaves Cincinnati at 6 o'clock A. M., connecting at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo; connecting at Dunkirk with New York and Erie Railroad, and at Buffalo with Buffalo and Albany Railroad to New York and Boston.

Second Train—Accommodation Express, at 7.45 o'clock, A. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad, at Buffalo with Buffalo and Albany and New York City Railroads, and at Buffalo with Niagara Falls Railroad, to New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

—ALSO—

Connects at Cleveland with the new and magnificent low pressure steamers QUEEN OF THE WEST, Capt. McBride; CRESCENT CITY, Capt. Pease; connecting at Buffalo with the Buffalo and Albany, New York City, and Niagara Falls Railroads, for New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

Fourth Train—Evening Express, at 5 o'clock P. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad; connecting at Buffalo with New York City, Buffalo and Albany, and Niagara Falls Railroads, to New York, Boston, and Niagara Falls.

Pittsburgh, Philadelphia, and Baltimore.

First Train—Lightning Express, leaves Cincinnati at 6 o'clock A. M., connecting at Crestline with Ohio and Pennsylvania Railroad to Pittsburgh, connecting with Pennsylvania Railroad to Philadelphia and Baltimore.

Through from Cincinnati to Philadelphia and Baltimore direct.

Zanesville, Wheeling, Baltimore, &c.

First Train—Lightning Express, at 6 o'clock A. M., and second Train, Accommodation Express, at 7.45 o'clock A. M., connect at Columbus with Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Lines, via National road to Wheeling, connecting with Baltimore and Ohio Railroad to Baltimore, Philadelphia, Washington, etc.

Fourth Train—Evening Express, at 5 o'clock P. M. Passengers by this Train sleep at Columbus and resume by Morning Train, via Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Line to Wheeling.

Hillsborough.

Third Train—Leaves Cincinnati at 3 P. M., connecting at Hillsborough with Ohio Stage Co.'s Lines to Chilicothe, Piketon, etc.

FARE.

From Cincinnati to New York via Railroad, either route	$16 00
From Cincinnati to New York via Railroad to Albany, and Hudson river steamor	15 00
From Cincinnati to New York via Lake Steamers to Buffalo, and Railroad to New York	15 00
From Cincinnati to New York via Lake Steamers to Buffalo, Railroad to Albany, and Hudson river steamer to New York	14 00
From Cincinnati to Boston via Lake Shore, New York and Erie, and New York City Roads	20 00
From Cincinnati to Boston via Lake Steamers and New York City and Erie Roads	19 00
From Cincinnati to Boston via Lake Shore, Buffalo, Albany and Western Roads	19 00
From Cincinnati to Boston via Lake Steamer, Buffalo, Albany, and Western Roads	18 00
An additional charge of fifty cents via Niagara Falls and above routes.	
From Cincinnati to Montreal via Lake Shore Road,	18 00
From Cincinnati to Montreal via Lake steamer	17 00
From Cincinnati to Boston via Lake Shore Road and Ogdensburg	18 00
From Cincinnati to Boston via Lake Steamer and Ogdensburg	17 00
From Cincinnati to New York via Lake Shore Road and Ogdensburg	16 75
From Cincinnati to New York via Lake Steamer and Ogdensburg	15 75
From Cincinnati to Buffalo via Lake Shore Road,	9 00
From Cincinnati to Buffalo via Lake Steamer	8 00
From Cincinnati to Philadelphia or Baltimore via Crestline and Pittsburgh	15 00
From Cincinnati to Philadelphia or Baltimore via Cleveland and Pittsburgh	15 50
From Cincinnati to Pittsburgh via Crestline	7 00
From Cincinnati to Pittsburgh via Cleveland	9 00
From Cincinnati to Baltimore via Wheeling	14 00
From Cincinnati to Washington via Wheeling	15 00
From Cincinnati to Philadelphia via Wheeling	15 00
From Cincinnati to Wheeling	7 00
From Cincinnati to Cleveland	6 00
From Cincinnati to Zanesville	4 00
From Cincinnati to Columbus	3 00
From Cincinnati to Springfield	2 00

☞ For all information and Through Tickets, please apply at office, southeast corner of Broadway and Front sts., Cincinnati. W. A. LATHAM, Ticket Agent.
au25 P. W. STRADER, Gen'l Agent.

Cincinnati, Wilmington and Zanesville Railroad.

OPEN TO LANCASTER.—Two daily Trains, (Sundays excepted) between Lancaster and Cincinnati. On and after Monday, June 26th, 1854, until furthor notice, trains will run as follows:

The morning Train leaves Lancaster at 5.10 A. M., and arrives at Cincinnati at 11 15. Returning leaves Cincinnati at 3.05 P. M. and arrives at Lancaster at 9.30 P. M.

The downward accommodation train leaves Lancaster at 10.05 A. M., and arrives at Cincinnati at 5.40 P. M.

The upward accommodation train leaves Cincinnati at 7.30 A. M., and arrives at Lancaster at 4.00 P. M.

Trains will stop for passengers as follows: At Amanda, Stout's, Circleville, Williamsport, Four Corners, New Holland, Washington, Rattle Snake, Sabina, Cross Roads, Wilmington, Sligo, Clarksville and Morrow; and on the Little Miami Road at Deerfield, Butterworth's, Water Station, Loveland, Miamiville, Milford and Plainville, and on proper signal by flag, or to the Conductor, at Branch Hill and Linwood, at Turnpike.

The downward Trains connect at Morrow with the Trains on the Little Miami Road for Columbus.

Lines of Omnibusses and Packets will run between Circleville and Chillicothe, and Stages and Packets between Lancaster, Logan, Nelsonville, Athens and Pomery; and Stages between Lancaster, Somerset and Zanesville connecting with the morning train from, and evening train to, Cincinnati.

Fare from Cincinnati to	Washington	$2 50
" " "	Circleville	3 00
" " "	Lancaster	3 60
" " "	Chillicothe	4 00

For other information and Tickets, apply at Ticket office, corner of Broadway and Front sts, and at the Little Miami Depot, or to the Station Agents on the line.

E. W. WOODWARD,
Engineer and Superintendent.

☞ The Omnibus Line will call for and deliver passengers to and from the trains to any part of the City.

J. HOWELL, Conductor.

☞ The Company will not be responsible for baggage exceeding $50 in value, unless the same be returned to the Conductor or Agent, and freight paid at the rate of a passage for every $500 in value above that amount.

je.29

COLUMBUS PIQUA, AND INDIANA RAILROAD.

New route from Columbus, West and from Urbana, East.

On and after Monday September 19, 1853, two trains per day, (Sunday excepted) each way, will run on this Road, between COLUMBUS and URBANA. Will leave Columbus at 4.50 a.m., and 3.30 p.m.—arriving at Urbana at 8.12 a.m., and 6.14 p.m. Returning—will leave Urbana, for Columbus, at 9.15 a.m., and 3.00 p.m.—arriving at 12.05 and 6.55 p.m.

The 4.50 a.m. train, from Columbus, will connect with the night Express train from Cleveland and arrive at Urbana in time for the morning train north for Sandusky and intermediate points. Persons arriving by the morning Cleveland and Zanesville trains can have a few hours at Columbus and leave by the 3.30 p.m. train—arriving at Urbana in time to get supper and take the 5.35 p.m. train for Dayton and Cincinnati.

The 9.15 a.m. train from Urbana connects with the morning train from Cincinnati and Dayton that arrives at Urbana 8.40 a.m.—arriving at Columbus at 12.05 p.m in time for the 1 p.m. train for Cleveland, connecting with the Buffalo and Dunkirk boats. The 3.00 p.m. train will leave Urbana on the arrival of the Sandosky train—reaching Urbana at 2.45 p.m.—and arrive in Columbus in time for the various night trains.

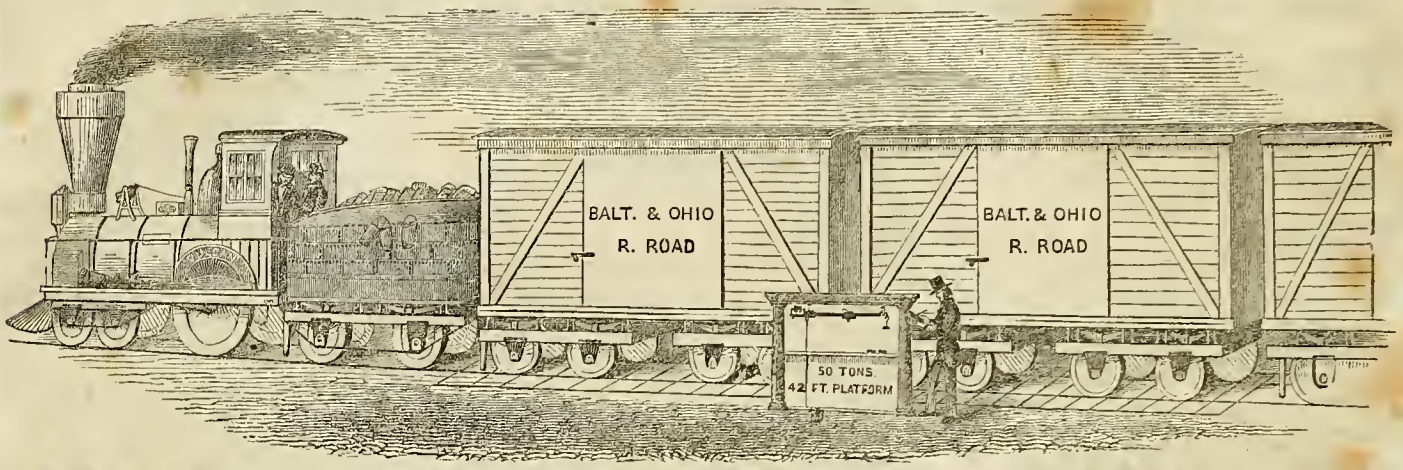
A line of Omnibuses will connect with the trains at Urbana for the conveyence of passengers to and from Piqua and Greenville over a good Macadamized road.

A. G CONOVER, Sup
Piqua, Sept. 13, 1853. s29-tf.

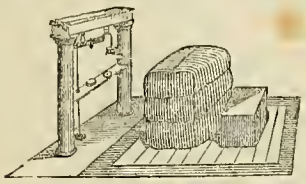
RAILROAD IRON, LIGHT WEIGHT.

470 TONS, 47 lbs. per yard, good quality and pattern, now lying at New Orleans. For terms, apply to VOSE, PERKINS & CO.,
ap27-tf New York.

FAIRBANKS' SCALES.



Railroad Track Scale---50 Tons.



DEPOT SCALES 12,000 LBS.

FAIRBANKS & CO'S

PLATFORM SCALES,

Long known—Severely tested—Always right—
The acknowledged standard—Adapted to
every required operation of weighing, as

Railroad Track and Depot Scales,

In use on nearly all the principal Railroads in the United States and Great Britain.

WAREHOUSE SCALES,
Dormant and Portable.

HEAVY PORTABLE SCALES,
On Wheels,
For Foundries, Rolling Mills, Iron Houses, &c.,

STORE SCALES,
Various Modifications.

COUNTER SCALES, &c.,

HAY & COAL DEALERS' SCALES.
Made entirely of Iron and Steel.

GENERAL AGENTS:

FAIRBANKS & CO., 89 Water Street, New York.
TRABER & AUBERY, Cincinnati.
L. F. BURGESS, Cleveland.
BROWNING & MAYER, Indianapolis.
C. L. HARMON, & CO., 197 South Water St. Chicago.
S. M. EDGELL & CO., 20 Pine St., St. Louis.
W. B. BELKNAP & CO., Louisville.
M. P. HUTCHINS, Detroit.
J. & F. DAWSON, Charleston, S. C.
GEO. C. EWING, 21 South Charles St., Baltimore.

MANUFACTURERS

E & T. FAIRBANKS & CO.,

ST JOHNSBURY, VT.

TESTIMONIALS:

OFFICE OF THE G. & C. U. RAILROAD CO.,
CHICAGO, FEB. 20TH, 1854.

MESSRS. E. & T. FAIRBANKS & CO.,

GENTLEMEN:—All of the principal station buildings on this road are furnished with your Depot and Platform Scales, with the exceptions of two scales. Your Scales were adopted after trial with those of other makers, and I take pleasure in now saying, that after more than four years trial, they have given entire satisfaction to us, and the public doing business with the Company.

I am not aware of a dollar's expense being incurred from wear or defect of materials in any part of the scales. The Track Scale, with suspended platform, which you have recently put into our principal depot at this place, judging from present appearance and the use to which it has been put, will, I doubt not, answer the purpose desired, and be equally satisfactory.

JOHN B. TURNER,
Pres't and Sup't.

CENTRAL RAILROAD CO.,
SAVANNAH, JAN. 6TH, 1853.

MESSRS. E. & T. FAIRBANKS & CO.,
St. Johnsbury, Vt.

DEAR SIRS:—Your Scales, which we have used for many years, gave so much satisfaction, that we ordered from your House, all the Scales necessary for our large new Warehouse. Your agent has just finished putting up twenty-two of your No. 1 and No. 2 Depot Scales and a large Road Scale, and I am pleased with the manner in which the job has been done. I trust and believe that this work will do credit to your establishment.

Respectfully, your obedient servant,
R. R. CUYLER, Pres't.

PORT RICHMOND, PA. MARCH 2D, 1852.

MESSRS. E. & T. FAIRBANKS & CO.,
St. Johnsbury, Vt.,

GENTLEMEN:—There are now in the Richmond Wharves at the terminus of the Reading Railroad, Twenty-six of your ten ton Track Scales, which have been in constant use for more than six years. The least quantity of Coal weighed annually upon any one wharf has been 400,000 tons. The aggregate quantity weighed upon the twenty-six scales, has been more than one million two hundred thousand tons per annum.

During the time since they have been in use, they have always retained their adjustment without any expense for repairs. They have been tested every year by the Sealer of Weights for the county of Philadelphia, and always found correct, and at the present time their operation is apparently as perfect and as sensitive as when first built.

JOHN E. HOBERT,
Superintendent of Wharves.

STATE OF NEW YORK,
CANAL COMMISSIONERS OFFICE,
ALBANY, JUNE 21, 1852.

MESSRS. E. & T. FAIRBANKS & CO.,

GENTLEMEN:—Your favor of the 10th, asking my views of the Weigh Lock Scales, manufactured by you, and introduced upon the Erie Canal, is received.

I have no hesitation in saying, that they have fully answered your recommendation in every particular. Their capacity for strength is fully equal to sustain the required burthen. They are not liable to get out of adjustment or repair. The arrangement of the Weighing Beam is admirably adapted to obtain rapid results. I know of no Scale superior to them, in this or any other country.

In great haste, Yours truly,
JOHN C. MATHER,
Canal Commissioner.



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The following Railroads have been furnished exclusively, or nearly so, with FAIRBANKS' SCALES:

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	New York & New Haven.
Cincinnati, Hamilton & Day- ton.	Norfolk County.
	Northern Indiana.
Cincinnati, Logansport & Chicago.	Northern, (N. H.)
	Northern, (N. Y.)
Cincinnati, Wilmington & Zanesville.	Norwich & Worcester.
	Old Colony.
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Great Western, (Ill.)	South Side.
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	St. Charles Branch.
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RAILROAD RECORD.

AND

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INFLUENCE OF RAILWAYS ON THE INCREASE OF CAPITAL AND THE FACILITIES OF COMMERCE.

In our last article upon this subject, we demonstrated that when a railway was finished, (allowing for a diminution of 30 per cent. on the capital of the railway,) it still added to the *capital* of the country, and that *immediately*, more than double its cost. There is not a finished railway in the Northwestern states of which this is not absolutely and demonstrably true. How, then, have railways taken from the *capital* of the country? The idea is preposterous, and only proves a total want of reflection on the first principle of political economy. But, it may be said, this is fixed capital and does not give commercial facilities. Lands are fixed capital, but railway stocks are not fixed. On the contrary, they are personal property, and a marketable article. But, let us consider a railway only in the light of a commercial machine, and see what reason there is to charge it with an absorption of capital.

There are three important elements of commercial prosperity in a railway:

1. The diminution of time in carriage and certainty of obtaining goods.

2. The diminution in the cost of carriage.

3. And the diminution of interest, by diminishing time.

Now, in the consideration of these elements it must be remembered as a fundamental truth, that *whatever diminishes the capital necessary to do a given amount of business*, really increases the whole capital of the country; for, if an individual can do the same business with less money, he can either increase the business or accumulate a surplus.

Let us try then to form some estimate of what the Western states have gained in capital, by the railways, in commercial transactions. We can do this only by approximation. Let us take Cincinnati as our example. In the first place, we must remember, that the first month a railway was finished between Cincinnati, Cleveland, Buffalo and New York, it forced all other modes of transportation to conform to it, as far as they could and live.—The light and perishable articles, such as dry goods, butter, and various other articles left the Erie Canal, and in spite of all that has been said about the superiority of canal navigation, *the tolls were forced down* on the great canals of New York and Ohio. The result

is that not only time is diminished, but the cost of transportation. It must be remembered, too, that the goods which come down the river, have come to Pittsburg and Wheeling over the Pennsylvania and Baltimore railroads. What has been the effect on the *capital*, for example, of a dry goods or fancy merchant? If A, ten years ago, employed $10,000 capital in purchasing goods in New York and Philadelphia, twice a year, as was the custom, he can now do precisely the same business, on *one-fourth* the money, by buying frequently in small quantities; and he *does so avail himself* of these facilities. What else mean the immense piles of goods daily received by railway at the Express offices?—The fact is palpable, and well known to men of business. The result is that A, who ten years ago did business to the amount of $30,000, on a capital of $10,000, has been able to extend it to $100,000, and that, too, without the least danger, by turning over his stock frequently. Not only this, but by making six profits where he made two, he has doubled his own capital. If this were not so, let any man answer how Cincinnati, with almost no bank capital, is building splendid structures, private and public; her merchants accumulating fortunes, and extending trade; and all branches of business increasing in prosperity? We shall not now enter into details, but simply affirm that in the last ten years, the merchants of Cincinnati have increased their active capital full *ten millions of dollars* by means of facilities afforded by railroads, in getting goods frequently, certainly, and extending the *radii* of sales. This has been just as efficient in aiding commerce as would have been ten millions of bank capital, which there ought to have been, but which has been denied by the tyranny of legislation.

Next, look to the *diminution of the cost of carriage*. This amounts to $1 per cwt., between Cincinnati and New York. This is $1 per cent. gained to the merchant on his merchandize, and to the farmer on his produce. There is a clear gain of $8 on every fat steer; 1 cent per lb. on coffee, and more or less on all sorts of transported products or merchandize. What will this amount to for Cincinnati, or for the state of Ohio? The merchandize, coffee, tea, liquors, fish, etc., nearly all of which are brought from the East, amount to at least 100,000 tons, upon which railways have diminished the cost of carriage $2,000,000. The products sent from Ohio exceed 500,000, tons and the cost of its transportation has been reduced $10 per ton, or in the aggregate full $5,000,000 per annum. More detailed statements would increase these amounts; but at any rate, not less than *seven millions of dollars per annum* have been saved to this state, by its seventeen hundred miles of railway. It is every dollar a *clear gain*, for the merchant saves it on what he must have paid, and if he did not pay, the consumer of goods must, so the farmers add the gain in transportation to the price of produce, for it must be remembered *that the price of products does not fall in the Eastern markets*; on the contrary, the increase of the currency has increased prices, and all the reduction of freight has been thrown into the pocket of the farmers.

Lastly, let us look at the *diminution of interest* by the diminution of time in transportation. This is not so large an item as the others, but it is a very considerable one. For example, A bought, spring and fall, $10,000 wurth of goods on six months credit. Now to do the same business he need buy but $3,350, six times in a year. By this operation he reduces his interest $200 per annum, and on double that business, it would be equivalent to his house rent. On the whole mercantile transactions of Cincinnati, the railways connecting her with New York, Philadelphia, Boston and Baltimore, have reduced her interest $600,000 per annum.

Approximately, we have then this result: that in the diminution of the cost of transportation, in the gain in time and in the diminution of interest, Cincinnati gains by railways at least $2,600,000 per annum; and the state of Ohio nearly $8,000,000 per annum. How, then, stands this question of the absorption of capital by railways? In the aggregate about thus:

Railway investments in Ohio	$50,000,000
Market value	35,000,000
Increased value of lands	51,000,000
Annual gain in transportation $5,000,000 which is interest on	100,000,000
Annual gain in interest $1,000,000, which is interest on	15,000,000
Aggregate value	$201,000,000

Deduct the original cost, and we have a *clear gain of capital to the extent of* $151,000,000.

Try this estimate by any other test that can be applied, and it will be found to be within limits. Take, for example, the valuation of the state. In three years, three hundred millions have been added to the assessments of the state, and the assessments are under valuation. Take Cincinnati as an example. In five years her commerce has doubled. What has done it? Her bank capital is constantly diminishing, and her rates of interest are enormous. What has sustained her? But for the extension of her trade through the interior, by railways, the tyranny of legislation and the equally bad municipal management would almost have crushed her. The vastly enlarged facilities for trade, and also of manufactures, have borne her triumphant through the conflict. Whence, then, originates the absurd idea, that railways have absorbed commercial capital? Railways alone have saved the commercial community from bankruptcy. Whence, then, comes this cry? This is it—Railways, as well as increased currency, have *immensely increased the business of the country*. Hence, more money is required for a greatly enlarged business. Then extravagance, to a most foolish extent, has taken possession of the wealthy classes, and that demands money. Then comes a pressure. There is overtrading, export of specie, high rates of interest, and some failures. Somebody must be blamed. Who? The most prominent, active and public body is a railway, and he is charged with *doing too much*. It is the old Jack Cade cry of put down the men with the ink horns, because they can write; and arrest the progress of railways, because *they make too much business!* When you cease to make railways the goose that laid the golden egg will be killed.

Railroads.

MICHIGAN SOUTHERN & NORTHERN INDIANA RAILROAD.

In the New York *Tribune* we find the following memoranda relative the work on the new lines of this road, together with a statement of estimates, assumed dividends, etc.:

The works upon the unfinished lines of the Michigan Southern & Northern Indiana roads are progressing steadily toward completion. About 15 miles of the Jackson Branch of the Michigan Southern Road have been some time completed; and the grading and track laying are proceeding without interruption upon the remainder. Of the Goshen lines of the Northern Indiana, from 30 to 40 miles are already completed. Seventy miles of the line extending west from Toledo will be done by the 1st day of September; the remainder of the line to Goshen is under contract to be completed by the 1st day of January, and will be done, we are informed, near that time.

These two unfinished roads—the Goshen line of the Northern Indiana, and the Jackson Branch of the Southern Michigan—make together 160 miles of new road. The estimated cost of these works is about $3,500,000.

It was originally intended to provide for this cost by an issue of stock to the amount of $1,500,000, and of mortgage bonus $2,000,000, of which $500,000 should be secured upon the Jackson branch, and $1,500,000 upon the Goshen line. The change in the market for railroad bonds since the commencement of these works, has rendered it impossible for the company to negotiate these securities upon satisfactory terms. The company having sold in all not to exceed $350,000 of the $2,000,000 of bonds, have preferred to withdraw the remainder from the market, and to provide by new stocks for the completion of their unfinished works. A portion of this stock was issued last summer; another issue was made in May last; and the balance has just been authorized and is to be distributed among the stockholders on the 1st of August next. This will complete the road and no more stock is expected to be created.

Upon the completion of these works, the company will have 465 miles of road, at an aggregate cost of $11,000,000, equal to about $23,000 per mile. The earnings upon the road now in use will probably reach $2,000,000 for the current year. Allowing 45 per cent. for operating and repairs, will leave $1,100,000 for the payment of interest and dividends. It is seen, therefore, that the line of road (315 miles) now completed, is actually

earning enough to pay interest upon all the debt the Company will owe and 10 per cent. dividends upon all the stock it will have when the whole 465 miles are finished. This calculation insures the stock at 10 per cent. investment, even if the 160 miles of new road were to be entirely unproductive. But so far from being unproductive, the new works will add much to the earnings of the company; and if the earnings reach $2,000,000 this year they will, it is estimated, be $2,500,000 to $3,000,000 the first year after these lines are completed and brought into use.

METROPOLITAN RAILROAD.

We have spoken of this road in one of our early numbers. From the *Baltimore American* we learn of its direction as follows; taken from the first annual report of the company:

The Baltimore and Ohio Road will find the Metropolitan to he a very great contributary to their road, and will doubtless favor its speedy construction for mutual benefit, as it is ascertained that the distance from Cleveland, on Lake Erie, to Washington, by the Cleveland and Pittsburg, the Connellsville, the Baltimore and Ohio, and the Metropolitan Roads, will be but 440 miles, while to Washington, via the Relay, near Baltimore, using the Connellsville road, it will be 485 miles, and by way of Philadelphia, as now traveled, 628, and by way of New York 860. This advantage to be gained by the Metropolitan road will induce much travel that now avoids Baltimore and Washington from the West to take those cities on the route to and from the cities of Philadelphia, New York and Boston, and without loss of time; for it is contemplated that passengers can reach Washington in twelve hours from Cleveland, in place of twenty-four as now. In connection with this subject it may not be amiss for the Board to state that already the Connellsville road direction have expressed an anxiety for the early construction of the Metropolitan road, as likely to be one of much benefit to theirs.

Again, it is found that the distance from Piedmont to Baltimore by the Baltimore and Ohio road is now 206 miles: deduct seven miles to he gained by a contemplated cut through Knobly mountain, we have 199 to Baltimore, or 190 to the Relay, or 221 to Washington; whereas, by the use of the Metropolitan road, it will be but about 175 miles from Piedmont to Washington, which is the same as from Piedmont to Alexandria, by the Alexandria, Loudon and Hampshire road, now under construction, the completion of which will place passengers in Washington in about 182 miles, in place of 221, as before stated, via Relay; so that, without the Metropolitan road, the Baltimore and Ohio road will not only lose the Washington passengers from Piedmont, but sustain a very great loss of coal trade from Paddytown, as that article can be sent to Alexandria for export by sea in 170 miles, in place of 200 to Baltimore as now.—But by the use of the Metropolitan road the Baltimore and Ohio road can retain all the travel on their road to within sixty-three miles of Baltimore, in place of losing so much of it at Piedmont. The same will apply to coal.

To Contractors.—The attention of contractors is called to the advertisement of the Wabash Valley road in our columns. The opportunity for a profitable undertaking is a good one. The country is healthy, and offers desirable facilities for operations.

MAYSVILLE & BIG SANDY RAILROAD.

From Mr. Stephenson, President of this company, we learn that work has been suspended along the line of this road; not, however, from any lack of means for its completion, but rather to await some definite action for the prosecution and completion of the Maysville and Lexington road, without which the Big Sandy road would be of comparatively little use.

The prospects of the Maysville and Lexington road are very gloomy. Money is scarcely to be had at any rates upon railroad securities at this time. Numerous expedients have been proposed to get the company out of difficulty; among others, and the most plausible, that the subscribers should increase their stock one-fourth, which would give means sufficient to complete the road. So important an undertaking ought not to be abandoned.

WABASH VALLEY RAILROAD, (ILLS.)

This road has been noticed in a previous number of the Record. It passes through the counties of Lawrence, Crawford, Clark and Edgar, which had an aggregate population in 1850, of 33,480—which has nearly, if not quite, doubled since that period, as vast numbers of emigrants from Germany, New England, Pennsylvania, and Ohio, have purchased lands and located in the counties thro' which the line of this road runs.

At Paris, it joins with railroads running to Indianapolis, Springfield, Chicago and Alton; and will connect with all the railways centering there. The people of these counties will by means of this road, have afforded them the choice of all markets; East, West, North and South.

The construction of the Wabash Valley Railroad has been placed under the superintendence of Messrs. McGrady, Allen & Co., whose advertisement will be found in our columns; and contractors who may bid for work on this road, can rest assured that they are dealing with high-minded, honorable men.

The Michigan Central Railroad Company.—Board of Directors for the ensuing year is as follows:

J. M. Forbes, Boston; D. D. Williamson, J. C. Green, New York; Erastus Corning, Albany; R. R. Forbes, G. P. Upton, J. E. Thayer, Boston; Elon Farnsworth, J. W. Brooks, Detroit.

The following gentlemen were elected officers of the Board—J. W. Forbes, President; J. W. Brooks, Vice President; Isaac Livermore, Boston, Treasurer.

☞ Mr. Stephenson's tubular bridge over the Nile, at Benha, will be fit to rank by the side of the imperishable monuments of ancient Egyptian industry. It is to have ten arches, and is to 870 feet in length.—Unlike the Brittania bridge, the railway will pass over the top.

Terrible Railroad Accident—Frightful leap of an Engine and Baggage Car.—Yesterday afternoon a terrible railroad accident occurred on the Ohio and Mississippi railroad, at a distance of about 15 miles beyond Lebanon, Ills. The construction train was passing out to the end of the road as far as it is constructed, laden with five or six car loads of heavy T rail, and when passing over the eight hundred or a thousand feet of trestle work, which crosses Shoal Creek Bottom, at about 4 o'clock in the afternoon, the timbers gave way and precipitated three or four of the cars, with a number of laboring hands, upon the ground—some fifteen or sixteen feet below. The smash up was terrible. Some fifteen or sixteen persons were badly injured, one of whom died a short time after the accident and was brought to Caseyville and buried last night. A boy was picked up from beneath some eight or ten of the heavy rails, but to the astonishment of all, was not very dangerously injured. He happened to fall in the mud the softness of which preserved his life. The locomotive escaped injury. When the engineer saw the trestle work begin to give way, he opened all the valves in a second, *which shot the engine clear over the falling timbers and also dragged over one or two of the baggage cars.* We have heard nothing as yet in regard to the persons hurt by the accident, but fear that fatal injuries have been sustained by many of them.—*St. Louis Intelligencer.*

Toledo & Indianapolis Railroad.—The first annual meeting of the stockholders of the Toledo and Indianapolis Railroad was held at Delphos, Allen county, and the following gentlemen elected Directors:

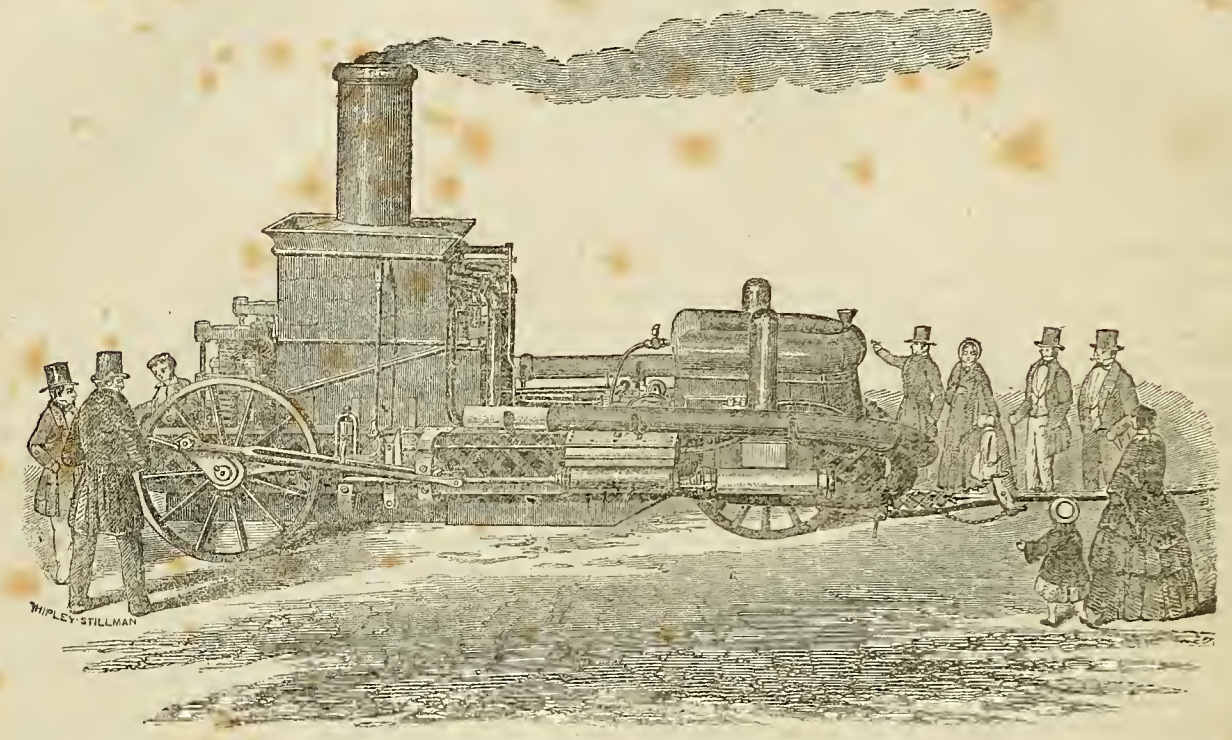
M. Johnson, Toledo; F. J. Lyle, Jr., Delphos; H. J. Bockmer, Fort Jennings; Dr. C. M. Godfrey, Kalida; A. J. Field, W. H. Raymond, C. B. Phillips and H. H. Dodd, Toledo; and J. Purdy, Mansfield.

At a subsequent meeting of the Directors, H. H. Dodd was elected President, and C. M. Godfrey, Vice President of the Company. The Chief Engineer, Horace Harding, made a very able and satisfactory report. From it, we learn that the whole length of the route, from the point of its intersection with the Maumee Valley road, near Waterville, to the state line, is 84 miles, deflecting only three and one-third miles from a straight line. The points on the Ohio portion of the road, west of Toledo, are Gilead, Medary, Kalida, Fort Jennings, Delphos and Shanesville, intersecting the state line at a point where the Cleveland and St. Louis Railroad crosses. At Muncie, 41 miles from this point, it connects with the Indianapolis and Bellefontaine Railroad, making the whole distance between Toledo and Indianapolis 196 miles.—*Statesman & Democrat.*

Cleveland, Columbus & Cincinnati Railroad.—At a recent meeting of the stockholders of this company, at Cleveland, 18,984 shares of stock were represented. The indorsement of $200,000 bonds of Bellefontaine & Indianapolis Railroad Company, and $400,000 of the third mortgage bonds of the Columbus, Piqua & Indiana Railroad Company, and the subscription of $50,000 to the Mississippi & Atlantic Railroad Company, and the subscription of 117,500 to the Indiana companies, all making important connections with the first named road, were ratified.

CINCINNATI STEAM FIRE ENGINE.

"Citizens' Gift."



The above cut represents a perspective view of this "wonder of the age," the result of the inventive genius and mechanical skill of our townsman Mr. A. B. Latta, which has wrought such a beneficial change in the Fire Department of our city, and attracted the attention of other cities to such a degree as to induce many of them to send special committees to examine whether the wonderful reports they have heard of it were true or not; all of which committees have returned to those who sent them satisfied from their own observation that "one-half had not been told them."

In number 11, vol. 1 of the RECORD, we attempted such a description as we could, without a cut to illustrate our remarks, with little hope, however, of conveying a very accurate idea of the machine. By the kindness of H. H. Shipley & Bro., Engravers, of our city, we are now enabled to present a very accurate drawing, by Mr. Geo. Stillman, from which a very good idea can be formed. We copy portions of our former remarks with additions in illustration.

In shape, it is not unlike an ordinary locomotive, except that it has but *three* wheels; the front one being upon a pivot in the center of the fore part, and is thus placed to facilitate short turning, as well as to prevent any straining of the machinery by tilting of the wheels when crossing gutters, or other rough places obliquely.

It is of 80 horse power; and has the capacity of six of the largest hand engines, having double cylinders and force-pumps, one on each side. It can throw from one to six streams at the same time,—three from each side—and, when necessary, can *send a stream of steam* into a closed apartment, sufficient to stifle any flame, with comparatively trifling damage by water.

It has two six inch suction hose to supply the water—which are represented in the cut as being laid across the front and sides of the engine—and can discharge 1,800 barrels of water per hour. It has thrown water through an inch and three quarter nozzle, in a solid body, 240 feet, and 291 to where the spray fell; and has also thrown a stream through 1200 feet of hose, with one inch and a quarter nozzle, over a four story house.

Steam has been raised and the engine put in operation in three minutes and forty five seconds from the time the fire was lighted; it is seldom that more than five minutes are required. At a fire on Eighth street, near Sycamore, six squares east of the location of the engine house, it was in position and at work within *eight* minutes from the time the alarm was received at the house, and threw six streams of water for six consecutive hours.

At the fire on Fifth street square, owing to some delay in getting a location, it did not get to work under *ten* minutes, and again threw six streams for six hours unceasingly.

At a fire on the corner of Main and Fifth streets, it took up a position some distance off, and forced two streams of water through 1200 feet of hose; using only two streams for want of hose.

We could give numerous other evidences of its capacity and complete success, but want of space compels us to omit them.

The weight of the first one made was upwards of five tons; but this has been much reduced, while in the secend one made it is greatly lessened without at all impairing its efficiency.

It is drawn by four horses, though it has gearing by which the hinder wheels can be driven by steam, either together when ascending a hill, or singly when turning a corner; its speed down hill can be checked, when necessary, by reversing the engine; it has safely and easily descended and ascended the steep grade of Western Row at the river, when covered with ice; thus demonstrating its efficiency as a self-motor, even under unfavorable circumstances.

The diameter of the wheels is four feet six inches. These wheels have brass hubs with hickory spokes and felloes; width of tire of hinder wheels, 5½ inches; front wheel eight inches.

The width of the machine from outside to outside is nine feet; total length, 18 feet; which is divided into three nearly equal copartments. The first, over the front wheel is occupied by a copper tank, capable of containing a supply of water sufficient for the use of the engine for one hour; on each side of this tank are the air condensing vessels,

immediately over the delivery pipes,—three on each side—above the force pumps.

The steam cylinders are placed on each side, with connection rods reaching to a crank on the hinder axle, which passes through and inside of the wheels; in the center of this axle are two couplings fast upon the axle; each wheel has a hollow tube (the outer end of which is secured to the wheels) with a coupling upon the inner ones corresponding with the one upon the shaft, by means of which the Engineer is enabled to drive the Engine by steam at pleasure, as above described.

The pumps are located directly forward of the steam cylinders, the piston rod running directly to the pumps which throw the water.

In the second, or center department, immediately behind the tank, is the *doctor*,—placed crosswise, and occupying but a comparatively small space—which supplies the boiler with water; the engineer has his station also in this copartment.

The third department contains the boiler and furnace, with a platform, surrounded by a railing, in the rear for the fireman; and directly in the rear of the boiler is a rack to hold a supply of fuel.

This boiler is the most vital, and by no means the least scientific, portion of the whole machine.

It is square, and within a space of *four* feet, contains no less than 500 square feet of heating service, in the form of gas pipes, varying in size from one to two inches—the smallest size being nearest the fire.

The steam is generated in a coil of pipe made in a peculiar manner, and is the greatest novelty about the Engine.

This arrangement explains at once how it is that steam is so rapidly made. By another arrangement the steam generated in these pipes operates the doctor until the water in the boiler becomes heated. In rear of the boiler and above the furnace doors, is the axle-tree of the hinder wheels, with the coupling apparatus attached. The hight of the engine from the ground to the top of the boiler is eight feet six inches; to top of chimney, 15 feet.

The hose carriage is separate, and is attached to a wagon which accompanies the engine, carrying an extra supply of fuel. The complement of men for the engine is four, for the hose department, ten; all of whom sleep in the engine building or the immediate neighborhood. The horses are kept ready harnessed close at hand. On starting the great weight of the engine makes it a heavy pull; but as soon as steam is generated, power is applied to the driving wheels, and the labor of the horses is comparatively light; they always move at a trot. When arrived at a fire, the engine is placed in position, the tongue instantly uncoupled, and the horses led to one side, until ready to return to the engine house.

The Steam Fire Engine has been in use since 1852, and has given perfect satisfaction; a second one has since been put in operation—a gift from the citizens—and a third is now being built. The saving of labor is fully 90 per cent. over the hand engines; while the moral influence it exerts by doing away with the volunteer system cannot be too highly valued.

It will eventually supercede the hand engines in all of the cities of the Union. Boston has already ordered one. Louisville has made a contract to have one built at home.—Committees from Eastern cities have reported favorably; they will doubtless adopt them as soon as they can free themselves from the incubus of the volunteer fire department system. The demand for them is rapidly increasing, and Messrs. A. B. & F. Latta, the makers, have several of them now in course of construction.

A NEW FIRE-ARM.

The Washington *Star* gives the following account of experiments made with a new fire-arm:—Very recently the Army and Navy ordnance bureaus have caused experiments to be made by boards of Army and Navy officers with the "Perry" arms, an American invention, now in course of being patented in this country by the inventor, an ingenious American who has established a factory for them in Newark, New Jersey. Commodore Skinner was at the head of the naval experimenting commission, and Major Mordicai at the head of the army board. According to both reports this new invention proves to be likely to excel for practical use any other description of fire arms now in use in either hemisphere, not excepting the world-renowned Minnie rifle.—The naval commission witnessed the firing of one of the carbines seventy-five times in seven and a half minutes, without the slightest baulk. These guns load in a vibrating breech cylinder, working in an arc of a circle. They are self-priming, and when the cylinder is brought into position to receive the cartridge, it receives the cap, fifty of which are previously placed in a tube passing through the breech of the gun, by being emptied or turned in from another tube.

In the course of the experiments to which we allude above, and others subsequently made under the supervision of Major Dahlgreen, of the ordnance corps, at the navy yard, where there is a testing ground with a range of a thousand yards, the Perry carbine, (carrying a half ounce ball and weighing 6½ pounds,) at fifty yards, fired through twelve inch boards placed in a frame one inch apart; and also threw balls quite a mile. In the experiments at the navy yard, the Perry rifle was fired against the Minnie rifle. With the back sights of the former raised but one inch it threw the ball quite as accurately eigh hundred yards, as the Minnie gun, with the back sight raised three inches, threw its ball one thousand yards. This proves conclusively that its range is much greater than that of the Minnie; or, according to ordnance calculations, that with the back sight raised but two inches, it will be quite as accurate and deadly in its effects at one thousand three hundred yards, as the celebrated Minnie, with the back sight raised an inch higher, at a thousand yards, the Minnie heretofore being regarded as the most effective fire arm known that can be handled by a single person.

Cleveland & Toledo Railroad.—On Wednesday, the 5th ult., the stockholders of the Cleveland and Toledo Railroad Company held their annual meeting at Cleveland, when the following gentlemen were unanimously elected Directors of the Company, for the ensuing year, viz:

Samuel F. Vinton, E. Lane, C. L. Boalt, John B. Waring, Isaac L. Hewett, of Ohio. E. B. Litchfield, Wm. H. Russell, D. B. Fearing, of New York. Wm. F. Jarvis, of Middletown, Conn.

Hon. S. F. Vinton was unanimously re-elected President, and E. B. Litchfield Esq., Treasurer of the company.

Mr. Vinton, on accepting the appointment, gave notice that it is his intention to resign the office on the first of September next, and that his acceptance must be with the understanding that he was to be at liberty to retire at that time.

What Railroads do.—A Georgia cotemporary who has just paid a visit to Atlanta reports "four hundred houses now in course of erection," many of them of a fine city like style. Ten years ago Atlanta was in the woods—it now contains a population not far from ten thousand. The assessment of city property just completed, shows the amount of real estate taxable in the city, to be $1,800,000. This is an increase of $737,558 over the amount of real estate returned for 1853. The whole amount of taxable property, real and personal, for the present year amounts to $2,800,000, being an increase of $775,000 over last year. Of the real estate in the city, that which is not taxable, being made up principally of church property and railroad lots and buildings, amounts to $115,000.

Portsmouth & Chillicothe Railroad.—From the *Piketown Journal* we learn that the following persons have been elected Directors of the Portsmouth and Chillicothe railroad for one year from the 1st day of July 1854.

Wayne Griswold, Circleville; Dan'l C. Entriken, Kingston; James Emmitt, Waverly; James Collings, Piketon; Albert Becker, Cuyahoga Falls; Lucian Rust, Piketon; Thomas Dugan, Portsmouth.

Incident of the Great Excursion of the Rock Island Railroad Company.

The Galena *Jeffersonian* of the 20th June, relates the following incident as occurring on the trip:

On board the Sparhawk, the passengers of that boat held a meeting, one evening, to listen to public speaking. Mr. McCurdy, late American Minister at the Court of Vienna, was among those who entertained the audience with appropriate remarks. Mr. McCurdy said, during the time he was in Vienna, he was invited by a government official, to attend the celebration of the opening of a line of railroad, thirty miles in length, connecting the capital with a neighboring town. With his invitation he received a note requesting him to state the number of tickets he should desire for the use of his countrymen then in Vienna; he complied with the request by sending the names of some half dozen Americans whom he had invited. Soon a return message covering a single ticket, came, saying that the expense of the excursion was so large, that, though backed up by the Austrian treasury, the number of invitations must be very limited. This one ticket he sent back with a note diplomatically telling his correspondent, that he could not, under the circumstances, think of making so heavy a draft upon the national finances. Nevertheless, he used his own ticket, and was present at the ceremony. Though, said Mr. M. the affair had been long talked of, and though the government desired to make it grand and impressive, it was, compared with what we here see accomplished by an American corporation, "mean and contemptible!"

The Austrian Vice-Consul, resident at New York, was an attentive listener to Mr. McCurdy's remarks, and so keenly did he feel for Austrian honor, that, early next morning he sent Mr. McC. his card, demanding an apology, or a fight. We have not heard how the matter was arranged.

Boston and Albany Railroad.—The sinking fund of the Western Railroad, at the publication of the last report, amounted to about $24 for each share of stock; and it is estimated that this fund will be sufficient to extinguish at maturity the debt of the corporation, so that those who are then stockholders will have property which has cost over $10,000,000, represented by shares to the amount of $5,150,000, provided that there shall be an increase of the construction account in the meantime. A second track over this road between Springfield and Albany, is very much needed for the public accommodation, and its completion would unquestionably add very largely to the receipts of the road. We understand that the directors already have this matter under consideration, and it is to be hoped that no time will be lost in commencing the work.—*Albany Register.*

Railroad Furnishing Depot.—The attention of railroad companies, contractors, and others is called to the advertisement of Messrs. Sellers & Dana, of our city, in the columns of the Record.

These gentlemen have a constant supply of almost every article needed in railroad construction and equipment, which they will furnish at prices and on terms which will make it an object to parties interested. We commend them to the public as enterprising, honorable business men.

Terre Haute & Alton Railroad.—The annual meeting of the stockholders of this company took place at Shelbyville on Saturday the 24th ult. Most of the stock subscribed was represented; the late Board of Directors made a report to the stockholders. An election of Directors for the ensuing year resulted in the choice of the following named gentlemen:

Simeon Ryder, Robert Smith, P. C. Huggins, John Stryker, Wm. H. Russell, John B. Jarvis, Samuel W. Moulton, Edwin C. Litchfield, Charles Cruft, Hiram Sanford, Thos. C. Durant, John L. A. Sanford, Electus B. Litchfield.

The representative of the stock of the city of Alton requested that the city be given a director of its own selection, which request was not complied with, and a protest in the name of the city was entered.

After the election the new board met and re-elected Capt. Ryder President, and Mr. Chiles Chief Engineer.

Doings at Washington.—Under date of the 14th inst., we find as follows:

The river and harbor bill which passed the House yesterday, appropriates $16,000 for the improvement of the Illinois river, $40,000 for the Ohio river, $190,000 to keep in order the Louisville and Portland canal, which is to be free of toll from the commencement of next yoar; $25,000 per annum for the Tennessee river, $35,000 for the Arkansas river, $40,000 for snag and dredge boats, for the Mississippi, Ohio, Missouri, Illinois and Arkansas rivers, and $70,000 for post office and light house.

The bill granting alternate sections of land to the states of Louisiana and Mississippi, for the construction of a railway from New Orleans to Mobile, was taken up and passed.

The bill granting public lands to aid in the construction of certain railways in Missouri, was taken up and passed.

Railway across the Appenines.—According to some facts in foreign papers, the line of railway from Turin to Genoa was inaugurated on the 6th of March. The trains carrying the ministers and quite a number of invited company, left Turin at half-past nine in the morning, and after stopping at nine stations arrived at Genoa at one The distance is 115 miles. The train was drawn by two of Stephenson's most powerful engines. The famous inclined plane, which ascends thirty-five feet in a thousand, at the same time that the rails are laid on a curve of 1,200 feet radius, was traversed in nine minutes, and the distance is over three miles. The tunnel des Giovi, nearly two miles long, with an ascent of twenty-nine feet in a thousand, was traversed in six minutes. In short, the Appenines have been very successfully surmounted.

The Virginia and Tennessee Railroad is now completed to the Newbern depot, which is one hundred and sixty miles from Lynchburg. The cars will commence running to Newbern about the middle of the week—a day or two's delay being necessary for the purpose of securing and strengthening the new track.

Louisville & Newport Branch Railroad Company.—This company was recently organized in Louisville, at the Louisville and Frankfort railroad office; the stock being fully represented to the amount of over $300-000. No doubt is entertained of the ultimate construction of the road, though the present embarrassment in money will probably delay all progress for a short time.

The gentlemen elected directors were: T. G. Gaylord. of Cincinnati; Thos. L. Jones, and Daniel Wolf, of Newport; D L. Martin, of Owen; Geo. D. Dicken and Wm. Smith, of Henry county; and A. O. Smith and W. D. Reed of Louisville.

The directors will meet in a few days to elect a president and other officers.

Buffalo & State Line Railroad.—The following gentlemen were on the 27th ult., elected Directors of this road for the ensuing year: Alanson Robinson, Geo. Palmer, Dean Richmond, Wm. Williams, Chas. H. Lee, Henry L. Lansing, Buffalo; Geo. W. Patterson, Westfield, Chatauque Co.; Jas. S. Wadsworth, Geneseo, Livingston Co.; Jos. Field and Asa Sprague, Rochester; Horace White and John Wilkeson, Syracuse, Onondaga Co.; Homer Ramsdell, Newburgh, Orange Co.

At a meeting of the directors, Geo. Palmer was re-elected President, and Dean Richmond Vice President.

Peoria and Bureau Valley Railroad.—The annual meeting of the stockholders of this company was held in Peoria on the 25th ult. The following persons were elected directors for the ensuing year:

Isaac Underhill, John L. Griswold, John Frink, John Hamlin, Peoria; T. D. Brewster, Peru; C. W. Durant, Albany; N. B. Judd, Chicago.

The Board of Directors met and elected officers as follows:

N. B. Judd, President, W. Cockle, Secretary; N. B. Curtiss, Treasurer; Purple & Sanger, Attorneys.

ACKNOWLEDGMENTS.

We are indebted to the attention of William Parry, Esq., of Cinnaminson, N. J., for a copy of "The War with Monopoly, Speeches, and Procedings concerning the Air-Line Railroad, and extension of the Camden and Amboy Railroad Charter, at the 78th session of the New Jersey Legislature,

We are greatly indebted to the kindness of Alonzo Livermore, Esq., C. E. of Sunbury, Pa., for sundry corrections and additions to our Railroad Map, of which we shall avail ourselves in the next edition.

We would be glad to receive the same favors from any other authentic source, that the map may be as complete as it is possible to make it.

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

CORRECTED TO WEDNESDAY OF EACH WEEK.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'D.	ASK'D.
Alabama and Tennessee	1st mortgage, convertible till 1872	7	1872		96
Baltimore and Ohio	Transferable. Taxed	6	1885	83	83½
Do do	Coupons. Not Taxed	6	1875	88	89
Do do	" "	6	1880	84	87
Do do	"	7	1860		87
Do do		6	1885	83	85
Bellefontaine and Indiana	1st mortgage, convertible	6	1866	103	104
Buffalo and Penn. State Line	1st mortgage, not convertible	7	1866	100	101
Chicago and Rock Island	1st mortgage, convertible	7	1870	95	96
Chicago and Mississippi	1st " "	7	1862	90	92
Do do	2d " "	7	1874	75	77
Chicago and Aurora	1st " "	7	1866	90	92½
Cincinnati and Fort Wayne					
Cleveland, Columbus, and Cincinnati	1st mortgage, convertible	7	1850	128	130
Do do do	No mortgage, convertible	7	1855	124	127
Cleveland and Mahoning					
Cleveland, Painesville and Ashtabula	1st mortgage	7	1861	95	96
Do do	2d " not convertible	7	1861	99	100
Cleveland and Pittsburgh	1st " convertible	7	1860	95	96
do do		7	1873	85	90
Clevelnnd, Zanesville, and Cincinnati					
Cincinnati, Hamilton and Dayton	1st mortgage " till 1855	7	1861		95
do do do	2d mortgage	7	1868		95
do do do	3d mortgage	7	1880		90
Cincinnati, New Castle and Michigan	1st mortgage, real estate, convertible	10	5 & 10 y's	96	100
Cincinnati Western	1st " " " "	10	5 & 10 y'a	90	98
Cincinnati, Wilmington and Zanesville	1st "	7	1862	94	95
Cincinnati, Indianapolis and Chicago					
Columbus and Lake Erie					
Columbus, Piqua and Indiana	1st mortgage, convertible	7	1862	84	86
Do do do	2d "		1852	80	83
Columbus and Xenia	1st mortgage, convertible	7	1859	118	120
Covington and Lexington	1st " " till 1862	7	1883	90	95
Do do	2d " "	6	1862	85	87½
Dayton and Michigan	1st " "	7	1867	94	97
Dayton and Western	1st " "	7	1862	90	97
Dayton, Xenia and Belpre					
Eaton and Hamilton	1st mortgage	7	1862	84	87
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.	7	1862	93	96
Evansville and Illinois	1st Mortgage, convertible 1857	7	1862	85	87
Frankfort and Lexington	1st " "	6			
Franklin and Warren					
Galena and Chicago Union	Pledge of 2d section, convertible	10	1853-6	125	130
Do do do	1st mort., 2d " not convertible	7	1862	89	90
Illinois Central	1st mortgage, not convertible	6	1875	78	79
Illinois and Wisconsin		10			
Indiana Central	1st mortgage, convertible	7	1866	95	97
Do do	" "	10	1857	99	100
Indianapolis and Bellefontaine	1st " "	7	1860-1		97½
Indianapolis and Lafayette	" "	7	1861	95	100
Jeffersonville	1st " not "	7	1861	90	94
Junction (Ohio)	1st " "	7	1867	106	108
Do do	2d " "	7		104	106
Lawrenceburg and Upper Mississippi	1st mortgago, convertible	7	1866		95
Lexington and Big Sandy					
Little Miami	No mortgage, convertible 1852-4	7	1858-61	114	116
Do	" " till 1855	7	1861	117	120
Louisville and Nashville					
Lyons', Iowa, Central	1st mortgago, convertible	7	1873	8	
Mad River and Lake Erie	1st mortgage, convertible till 1855	7	1855-6	97½	100
Do do	2d " "	7	1866	87	90
Do do	Dividend	7	1860	78	83
Madison and Indianapolis	1st mortgage, convertible after 1853	6	1861	100	103
Marietta and Cincinnati	1st " convertiblo	7	1868		87½
Maysville and Big Sandy					
Maysville and Lexington	1st mortgage, convertible	6	1873	51½	70
Memphis and Charleston					
Michigan Central	No mortgage, convertible	8	1860	103½	
Do do	" "	8	1855-6	100	102
Do do	" not "	8	1857-8		101
Michigan Southern	1st " "	7	1860		95
Milwaukie and Mississippi	1st " " 1857	8	1862	100	101
Mobile and Ohio	1st mortgage 6s. 1884				
Nashville and Chattanooga				83	93
New Albany and Salem	mortgage on 1st section	10	1858-62	109	111
Do do	1st " on other sections, convert.	8	1864-75		90
New Castle and Richmond	1st " convertible	6	1873	87	90
New Orleans and Ohio, Ky	Guar. of McCracken Co			86	93
New York and Erie	1st mortgage, not convertible	7	1867	115	116
Do do	2d " convertible	7	1859	100	101
Do do	Income, not convertible	7	1855	97	98
Do do	Convertible till 1861	7	1871	86	85
Do do	" " 1862	7	1862	84	88
Northern Indiana	1st mortgage, not convertible	7	1860	95	96
Do do	2d "	7	1863	82	85
Do do	1st mortgage Goshen line			92	95
Do do	Construction Bonds			102	105
Ohio Central	1st mortgage, convertible, west section.	7	1861		
Do	1st " " east "	7	1864	94½	97
Ohio and Indiana	1st " "	7	1867	97	100
Ohio and Pennsylvania	" "	7	1865-6	102	104½
Do do	Income. No mortgage, convertible	7	1872	92	95
Pacific, Mo					
Panama	1st mortgage, convertible	7	1866	106	107
Parkersburgh (or Northwestern Va.)	" Guar. City of Baltimore	7	1873	94	98
Pennsylvania	1st mortgage, convertible till 1860	6	1880	100	101
Peru and Indianapolis	1st " convertible	7		78	83
Rock River Valley Union	1st " convertible	7	1872	98	100
Sandusky and Mansfield	1st "	7	1860	71	75
Do do	2d "	10	1853-7	102	104
Scioto and Hocking Valley	1st " conv. coupons	7	1861	87	90
Southwestern, Tennessee					
Springfield and Columbus					
Steubenville and Indiana	1st mortgage, convertible	7	1865		94½
Terre Haute and Alton	1st " convertible		1862-72		92
Do do	2d " do	8	1865		
Terre Haute and Richmond	1st mortgage, convertible	6	1866	100½	103
Toledo, Norwalk and Cleveland	1st "	7	1863	87¾	90
Do do do	2d "			90	95
Do do do	" Guar of C. C. & C.		1883	90	95

TABLES OF RAILROAD SHARES.

☞ The following quotations are not PER SHARE, but upon the HUNDRED DOLLARS.

	shares.	off'd.	ask'd.
Baltimore and Ohio	100	56	58
Bellefontaine and Delaware	50	40	50
Bellefontaine and Indiana	50	80	90
Belleville and Illinoistown			
Buffalo and Pennsylvania State Line		120	125
Central Military Tract			
Central Ohio	50	75	90
Chicago and Rock Island		94	96
Chicago & Miss., (Alton & Springf'd.)			
Cincinnati, Cambridge and Chicago		25	30
Cincinnati and Fort Wayne			
Cincinnati Hamilton and Dayton	100	92	100
Cincinnati, Indianapolis and Chicago			
Cincinnati, Logansport and Chicago	50		90
Cincinnati Western	50	25	35
Cin. Wilmington and Zanesville	50	65	80
Cleveland, Columbus and Cin	100	09	100
Cleveland, Medina and Tuscarawas			
Cleveland, Painesville and Ashtabula	100	100	105
Cleveland and Pittsburgh	50	71	75
Cleveland and Mahoning			
Cleveland and Toledo	50	78½	90
Cleveland, Zanesville, and Cincinnatt.			
Clinton Line			
Columbus and Lake Erie	50	50	70
Columbus, Piqua and Indiana	50	50	65
Columbus and Xenia	50	100	105
Covington and Lexington	50	50	66
Covington and Ohio, Va			
Dayton and Michigan	50	50	65
Dayton and Western	50	65	80
Dayton Short Line	50		
Dayton, Xenia and Belpre			
Detroit and Pontiac			
Eaton and Hamilton	25	50	60
Eaton and Piqua			
Erie and Northeast		110	112
Erie and Kalamazoo		90	100
Evansville and Crawfordsville			
Fort Wayne and Mississippi	50		
Fort Wayne and Southern	25		
Franklin and Warren			
Galena and Chicago Union	100	120	125
Greenville and Miami	50	70	75
Hannibal and St. Joseph			
Hempfield			
Henderson and Nashville			
Hillsboro' and Cincinnati	50	45	55
Illinois Central	100	118	120
Illinois and Wisconsin			
Indiana Central	50	73	85
Do do 10 per cent	50	73	85
Indianapolis and Bellefontaine	25	78	95
Indianapolis and Cincinnati	50	65	75
Indianapolis and Lafayette	50	76	80
Jeffersonville and Indianapolis	50	72	78
Junction (Ohio)	50	90	95
La Crosse and Milwaukie	100		
Lake Erie, Wabash and St. Louis			
Lawrenceburg and Upper Mississippi	50	60	75
Lexington and Frankfort			
Lexington and Danville			
Little Miami	50	100	110
Logansport and Pacific			
Logansport and Marion			
Louisville and Frankfort	50	62	70
Louisville and Nashville	100		
Macon, Georgia	10	105	110
Mad River and Lake Erie	50	65	80
Madison and Indianapolis	50	40	50
Madison, Indianapolis and Peru	50	55	60
Marietta and Cincinnati	50	48	65
Marion and Mississinewa Valley			
Maysville and Lexington	50	50	60
Maysville and Big Sandy			
Memphis and Charleston			
Michigan Central		90	100
Michigan Southern		95	100
Milwaukie and Mississippi		77	82
Mobile and Ohio			
Nashville and Chattanooga			
New Albany and Salem	50	40	50
New Orleans and Ohio			
New York Central		97	100
New York and Erie	100	56	60
Northern Indiana		93	100
Ohio and Indiana		76	80
Ohio and Mississippi	50	80	90
Ohio and Pennsylvania	50	90	91
Ohio River and Wabash			
Owl Creek Valley			
Pacific, Mo			
Panama		96½	100
Parkersburg, or Northwestern Va			
Pennsylvania	50	89	92
Peru and Indianapolis	25	68¾	75
Sandusky and Mansfield	50	55	60
Sandusky, Mansfield, and Newark	50		
Sangamon & Morgan, or Great West'n,			
Scioto and Hocking Valley	50	55	60
Southwestern Indiana			
Southwestern, Tenn			
Springfiled Mt. Vernon and Pittsb'gh.	50	65	80
Springfield and Columbus			
Steubenville and Indiana			
Terre Haute and Alton			
Terre Haute and Richmond		100	102
Toledo and Illinois			
Toledo, Norwalk and Cleveland	50	78	90

STOCK TABLE.

CORRECTED WEEKLY.

Government Securities.

	INT.	DUE.	OFF'R.	ASK'D.
U. S. Loan	0	1856	105	109
Do	0	1862	114	118
Do	6	1867	120	120
Do	6	1868	120	121
Do (int. ceased July 1).	5	1853	101¾	102
Do Coupons		1862	117½	118
Do "	6	1868	122	123
Do "		1853	100	101

State.

Alabama	5	....	90	95
Do	6	....	102	104
Arkansas	6	....	95	100
Georgia	6	....	107	108
Do	7	....		
Illinois Canal Bonds		1860	96	98
Do do registered		1860	110	110½
Do do		1847	92	95
Do do registered		1847	90	96
Do do Internal Impt.		1847	89	95
Do Intcrest do		....	60	64
Indiana	5	....	97	100
Do	2½	....	56	60
Do Canal Loan	6	....	93	94
Do do preferred	5	....	54	55
Do do deferred	5	....	30	32
Do special preferred	5	....	24	25
Do do deferred.	5	....	10	11
Kentucky, 30 years	6	1871	101	102
Do 15 ycars	6	....	107	108
Do large bonds	6	0869-72	104	105
Do	5	....	92½	93½
Michigan	6	....	94½	96
Ohio	6	1856	102	103
Do	6	1860	107	108
Do	0	1870	108	113
Do	6	1873	108	
Do	5	1858	102	105
Do	5	1864	104	106
Pennsylvania	6	....	103	105
Do	5	1870	86	87
Tennessee, new loan	6	1890	105	106
Do Coupons	5	....		90
Virginia Coupons	6	1886	106	107

City Securities.

Albany	6	1867-9	106	107
Allegheny	6	1873	75	76
Baltimore	6	1870-90	99½	101
Do	5	1865	87	89
Boston Bonds	4½	1860	101	102
Chicago	6	1876-7	99	100
Covington	6	1881	93	95
Cincinnati	6	1860	97	100
Do	6	1897	97	100
Do	5	1884	86	87
Do W. W	6	1865	102	103
Jeffersonville, Indiana	7	1872-82	85	88
Lawrenceburgh, In	7	....	80	90
Louisville	6	1880	82	85
Memphis	6	1882	90	92
New York	7	1857	101	103
Do	5	1858-60	97	98
Do	5	1870-5	102	103
Do	5	1890	105	107
Philadelphia	6	1876-90	98	99
Pittsburgh	6	1869-71	92	98
Do coupons	6	1883		87
Richmond	6	1882	93	94
St. Louis	6	1870	89	90
Wheeling	6	1872	105	106

County Bonds.

Bourbon, Ky	6	1881	89½	90
Darke, O	7	....	92	95
Fairfield, O	7	1862	90	92
Fayette, Ky	6	1881-2	80	84
Guernsey, O	7	1862	97	99
Mason, Ky	6	1881	80	84
McCraken co. Ky., endorsed by New Orleans and Ohio R.R.			86	93
St. Louis	6	1866	83	85
Do	7	1871	107	108

Banks.

OHIO.

Ohio Life Insurance and Trust Co	93	95
Lafayette, Cincinnati, (closing)	113	115
Franklin do		
Commercial do		
Mech. & Traders do		
State Branches		

KENTUCKY.

Bank of Kentucky and Branches	107	108
Northern, and Branches	115	116
Southern, and Branches	103	106
Bank of Louisville	111	112
Kentucky Trust Co	99	100
Farmers' Bank of Kentucky	107	110
Newport Safety Fund Bank	98	100
Commercial Bank of Kentucky		

INDIANA.

State Bank and Branches		

TENNESSEE.

State Bank and Branches		
Union	94	100
Planters'	97½	100

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g.
On New York	Sight	1¼	1½ prem.
Boston	Sight	1¼	1½ prem.
Philadelphia	Sight	1¼	1½ prem.
Baltimore	Sight	1¼	1½ prem.
New Orleans	Sight		prem.
England		110½	112½.

SPECIE.

GOLD.

California, ℔ oz	$17 50	@	$17 65
Spanish Doubloons	16 50	@	16 60
Patriot Doubloons	15 60	@	15 80
Sovereigns	4 85	@	4 88
Guineas	5 00	@	5 00
American, new	1 00½	@	1 01
American, old	1 04	@	1 06
Portuguese	1 00	@	1 01

SILVER.

American Dollars	1 02	@	1 04
American, halves	1 02	@	1 04
Spanish Dollars	1 05	@	1 07
Spanish Quarters	1 02	@	1 03
Mexican Dollars	1 03	@	1 04
Five Franc pieces	95	@	96

LAND WARRANTS.

	Off'd.	Ask'd
160 acre warrants	$185	$190
80 acre warrants	95	98
40 acre warrants	46½	47¾

Reported for the Railroad Record.

CINCINNATI STOCK SALES.

AT THE STOCK BOARD,

MERCHANTS' EXCHANGE

And at Private Sale.

BY HEWSON & HOLMES,

For the week ending Wednesday, July 20, 1854

THE SALES WERE AS FOLLOWS:

24	Shares Little Miami	Railroad.	$100	00
20	" " "	"	100	00
16	" Cin., Ham. and Dayton	"	92	00
163	" Junction	"	25	00
50	" Cin. Western.	"	25	00
32	" Col. & Xenia,	"	95	00
40	" Cov. and Lex.	"	50	00
60	" Cin. Wil. and Zanesville	"	50	00
Two $1,000 7 per cent. bonds, Little Miami RR. redeemable in New York in 1858			88	00

MONETARY.

We have a much better tone to note in the Money Market at the East. The withdrawal of $7,000,000 from the Treasury, where it had been idle, and putting it into the banks where it could be made use of, has tended to relieve the immediate money pressure. The banks have some $3,000,000 of the Mexican money on loan at 3 per cent., not subject to call until after 30 days, with a probability of keeping the major portion of it for six months. First class 4 and 6 months' paper was taken at 10 per cent. per annum.

In the Stock Market we note a continued depression, though it has somewhat recovered from the shock occasioned by the discovery of the recent frauds. We expected by this time to have been able to give a condensed statement of the facts relative to Mr. Schuyler's defalcation; but the facts have not yet been fully elicited.—Examinations are going on in all directions where he was in any way interested, as well as in other directions We will endeavor to give a condensed account in our next issue.

The sales have been as follows:

By A. H. Nicolay, 10th inst—

$5,000	Cleve. & Pitts. 7s. 73, conv.	$80 00
5,000	Gr. West. Ills. 10s. '68	87 00
1,000	Chicago & Rock I'd. 7s. '70, conv.	88 00
15	Shares Third Av. N. Y. R.R. Stock,	43 00

By the same, 13th inst—

$3,000	Flushing R. R. 1st mor honds 7s. '68	$72	25
5,000	" " " "	71	00
8,000	" " " "	70	50
5,000	" " " "	70	25
30,000	" " " "	70	00
5,000	Tol. Nor. & Cleve. 1st mor. 7s. '63	87	75
1,000	Peru & Indianap's " 7s. '64	76	00
2,000	Mich. So. (Jackson Branch) 7s. '65	80	00
3,000	Chicago & R. I'd, 7s. '70 conv.	87	50
5,000	Gre. West. Ills. 10s. '68	87	00
100	shares N. Y. & Erie R. R. stock	55	87½
350	" " "	55	75

1 Original share, Brecken. Coal Co. (being 280 shares) 1-130th of the whole property.. $8.975 00

At the West monetery affairs are very quiet, but little prime paper offering; for all other kinds the rates are from 2 to 3 per cent. per month. Railroad securities cannot be negotiated at any price.

The Stock Market is very much depressed. Sales are only made upon compulsion. Confidence is sadly shaken, and it will require considerable time to restore the market to its former state.

Exchange, rates at 11-4@1 1-2 per cent.

Cincinnati, Harrison & Indianapolis Straight Line Railroad,

NOTICE is hereby given that the annual meeting of the stockholders of the Cincinnati, Harrison & Indianapolis Straight Line Railroad Company, for the election of Directors, and for such other business as may come before them, will be held at the office of the Company in Cincinnati, on THURSDAY, the 10th day of August next, at 10 o'clock A. M. The Polls for said election will be kept open from 10 o'clock, A. M., to 4 o'clock, P. M., of said day By order of the Directors.

jy.20-tt J. W. TABER, Sec'y.

Locomotive for Sale.

ONE 8 wheel, 16 ton Engine, Cylinder 13 by 20, 4¾ feet driving wheels, 2 pair drivers connected, and truck. Tender holding about 1400 gallons.

The Engine is in good condition; manufactured by Rogers, Ketchum & Grosvenor, Patterson, N. J.

Address ENOCH JOHNSON,
Sup't C., Z. & C. RR.
jy.20-tf. Akron, Ohio.

Covington and Lexington Railroad.

OPEN to Cynthiana, 66 miles. Two Daily Passenger Trains.

On and after Thursday, May 25th, and until further notice, Trains will run as follows:

Express Train leaves Covington at 8 o'clock, A. M. stopping at Benton, Demossville, Butler, Falmouth, Callenville, Boyd's, Berry's, Robinson's and Garnett's only, and arriving at Cynthiana at 11.50 A. M. Returning, leave Cynthiana, at 1.30 P. M., stopping at the above stations, and arriving at Covington at 5.30 P. M.

Passengers for Paris and Lexington, by taking the above train, will take dinner at Cynthiana and by Messrs. Thurston and Thompson's line of Omnibusses, will reach Paris at 4 o'clock, P. M. The Evening Train of the Maysville and Lexington Road, leaves Paris at 5 o'clock, P. M., enabling passengers by this route to reach Lexington at 6 o'clock, P. M. Returning, leave Lexington by the 7 A. M. Train of the Maysville and Lexington Road for Paris, leave Paris by Messrs Thurston & Thompson's line of Omnibusses at 8.30 A. M. arriving at Cynthiana in time for dinner, and connect with the train for Covington at 1.30, P. M., arriving at Covington at 5.30 P. M.

Accommodation Train leaves Cynthiana at 6 o'clock A. M., stopping at all regular and flag stations upon the road, and arriving at Covington at 10.10 A. M. Returning, leave Covington at 3.15 P. M., stopping as above, and arrive at Cynthiana at 7.40 P. M.

Passengers by this train can leave home in the morning, pass five hours in Covington or Cincinnati, and return home before dark.

The Express Train will stop only at the stations named. Passengers for other points must take the Accommodation train.

Freight trains, for the present, will leave Covington Mondays, Wednesdays and Fridays; leave Cynthiana Tuesdays, Thursdays and Saturdays.

Freight will be received at Covington and Cynthiana up to 4 o'clock P. M., for the train of the following morning.

J. M. DOUGHERTY,
jy. 20. Superintendent.

OUR RAILROAD MAP---NEW EDITION.

We have now ready a new and revised edition of our RAILROAD MAP, containing corrections and additions from reliable sources, making it as reliable as it is possible to make such a map.

We are prepared to print maps for Railroad Companies to illustrate their reports, either from the stone as it now is, or make any alterations to suit parties. Railroad Companies will find this much more economical than getting up maps especially for their roads.

Price of maps as follows:

Plain, sized,	40 cents.
Colored in outline,	50 "
Colored in States,	75 "

A liberal discount where a number are taken.

Pittsburgh, Maysville & Cincinnati Railroad Company.

OFFICE AT

McCONNELSVILLE, O.

T. W. Peacock, Pres't.....Rob't McLeod, C. E

G. ESCOL SELLERS.....C. H. DANA.

SELLERS & DANA,

AGENCY FOR THE SALE OF

Railroad Materials and Machinery,

THIRD STREET, (west of Burnet House.)

CINCINNATI, OHIO.

HAVING OPENED a depot for the sale of all articles used by Railroad Companies, we will fill orders promptly at manufacturers' prices, and are now prepared to furnish

Locomotives, Cars, Car-Wheels, and Axles. Ames' Tire and Crank Axles, Chairs and Spikes. Locomotive Head Lights, (of several makers) Car, Conductor's, Signal, Switch, Stoker and other Lanterns. Drawbridge and cross Road signal Lights; Gum Packing and Hose, assorted Car Trimmings, Enameled head and seat Linings, Plated and White Metal Letters.

—ALSO—

Machinists' Tools, particularly adapted to Railroad Work, Mill Work, Shafting and Shop outfits, Punching and Shearing Machines, for Boiler Work; Planers, Lathes, Drills, Portable Forges, etc., etc. Oak-Tanned Belting, of superior quality of all sizes.

jy.13.

Wabash Valley Railroad Company.

NOTICE TO CONTRACTORS.

SEALED proposals will be received at the office o Allen, McGrady & Co., Vincennes, Ind, until the 25th of July, 1854, for the grading, bridging, masonry, furnishing cross-ties, and laying the track of the entire line of the Wabash Valley Railroad, extending from Vincennes, Ind., to Paris, Ill., a distance of sixty-six miles.

Plans, profiles and specifications are ready at the office of Allen, McGrady & Co., Vincennes, and also at the office of the Company, Marshall, Ill.

The line passes through a deusely populated and highly cultivated country, affording every facility for obtaining supplies, and conveniences for carrying on the work.

The work is of an exceedingly favorable character and well worthy the attention of experienced contractors.

Contractors are especially rsquested to give the work personal examination before submitting their propositions.

The work will be divided into sections of about one mile each for the convenience of contractors, and bids will be received for the whole or any portion of the work, reserving the right to reject any or all propositions if deemed unreasonable.

Bids will also be considered for the payment of the work to be either all cash or part cash and part stock.

A. T ELLIS, President.
CHAS SUMMERS, C. E.
Jy.6-3t. ALLEN, McGRADY & Co.

HEWSON & HOLMES

HAVE Auction Sales of Stocks, Bonds, and other Securities every WEDNESDAY and SATURDAY, at 12 o'clock, at the

Merchants' Exchange,

And respectfully tender their services in effecting private sales of the same, and in the negotiating of loans.

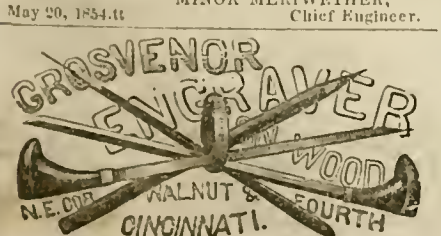
Offices, Nos. 83 and 85 Walnut Street,
CINCINNATI, OHIO.

je.8-†

NOTICE TO CONTRACTORS.

PROPOSALS for the entire Construction and Equipment, or the graduation, bridging and masonry separately, either in whole or in part, of the Mississippi and Tennessee Railroad, (extending from Memphis to Grenada Mississippi, about 97 miles,) will be received at the office of the company in Memphis, till the 20th of July next. Proposals for the entire construction and equipment, and otherwise as favorable, will have preference. Profiles and estimates of the first 60 miles may be seen on application at the Engineer's office in Memphis. Bidders must furnish satisfactry evidence of their ability to complete the work.

MINOR MERIWETHER,
May 20, 1854.tt Chief Engineer.



BANK NOTE ENGRAVING.

DANFORTH, WRIGHT & Co.,
No. 25 West Third Street, Cincinnati.

Bank Notes, Drafts, Bills of Exchange,
RAILROAD BONDS, & CERTIFICATES
†mr3} Engraved in a style unsurpassed.

Rawdon, Wright, Hatch & Edson,

Bank Note Engravers and Printers.

Also, engraved in a style corresponding in excellence with that of Bank Notes—

RAIL ROAD, STATE, AND COUNTY BONDS,
BILLS OF EXCHANGE, CHECKS,
Drafts, Certificates of Stock and Deposit, Promissory Notes, Bill and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, &c., &c.

Constantly on hand, Bank Note Paper, made to order of a superior quality.

The above office is under the supervision of
GEORGE T. JONES,
South-East corner of Main and Fourth Sts., Cin.
mr3

To Railroad Contractors, Quarry Men, &c.

THE attention of those interested is called to ASH'S IMPROVED HORSE POWER ROCK DRILL, for Railroad Excavation, Stone Quarrying, Well Boring &c.

This Drill is worked by HORSE POWER, requiring but one horse and one man, to keep it constantly at work, with great ease and velocity, performing 60 strokes per minute. It is cheap of construction and repair. The AUGER weights from 300 to 500 pounds, will drill a perpendicular or inclined hole FOUR INCHES IN DIAMETER, at the rate of from 8 to 16 feet per day in ordinary lime stone. It has drilled 2 feet in one hour.

For rights to use for Counties or States, apply to the Patentee. WILLIAM F. ASH,
May 20, 3* Springfield, Ohio.

Baltimore & Ohio Railroad.

380 MILES BETWEEN WHEELING AND BALTIMORE.

THIS Road was opened to the Ohio River in the spring of 1853, and has already established a high character with the business community of the West. Its facilities for the transportation of freights are already superior to those of any other great through line—while the attractions of the country through which it runs, and its many admirable provisions for the expedition, comfort and safety of travelers, it has received such favor as a passenger road, (with its present connections,) as to show that it will become the preferred route for all portions of the West and South-West as soon as its further connections are formed by the completion of the Central Ohio, North-Western Virginia and other Railroads now rapidly flushing.

FOR PASSENGERS BY THIS ROUTE,

Through Tickets from all Parts of the West,

ARE NOW SOLD IN

Cincinnati, Louisville, Madison, Indianapolis, St. Louis, Chicago, Toledo, Detroit, Cleveland, Columbus, Zanesville and other Cities.

AT ALL OF WHICH ARRANGEMENTS HAVE BEEN EFFECTED

For Sending Travelers Direct to WASHINGTON, BALTIMORE, PHILADELPHIA, NEW YORK, and other ATLANTIC CITIES.

FOR FREIGHTS IN EITHER DIRECTION

The fullest accommodations are provided. In motive power and Cars, the company has abundant resources, which are being further extended to meet the demands of Western Trade. In the dispatch and regularity of transpart, and in the careful landing of property, this road challenges a comparison with its rivals. At Baltimore, the road connects directly in the streets and at the wharves with the

PHILADELPHIA AND NEW YORK RAILROADS,

The numerous Steamers of the Parker Vein Line to New York and Boston, the Eriesson Steamers by Canal to Philadelphia and New York,

And various other Lines of Steamers and Sailing Vessels to the Eastern Ports, and to Richmond, Norfolk, Charleston, Savannah, etc.

J. B. FORD is the Company's Receiving Agent at Wheeling.

WM. G. HARRISON, President. *JOHN H. DONE,* Mast. of Transportation,
Je. 8† Baltimore.

OFFICE CINCINNATI WESTERN RR. Co.
Cincinnati, June 13, 1854.

THE Stockholders of the Cincinnati Western Railroad Co., are hereby notified that the third instalment of five dollars per share, due the 20th July next, and the fourth instalment of five dollars per share, due the 20th August next, are called for, payable at the office of the Company, No. 33 west Third street.

By order of the Board. CALEB B. SMITH,
je21 President.

OFFICE OF THE AGENCY OF THE

Indianapolis and Cincinnati Junction Railroad Company.

No. 23 West Sixth Street, bet. Main and Walnut Sts.,
CINCINNATI.

THE following Directors of the above company, re-elected on the 20th inst., at Connersville, Ia., to serve for one year, viz:

JOHN WOODS, President.
John D. Jones, Cincinnati.
Jonathan M. Ridenour, College Corner.
Samuel W. Parker, Connersville.
George Hibbon, Rushville.
James Blake, Indianapolis.
Wm. M. Smith, Connersville.

This road connects with the Cincinnati, Hamilton and Dayton Railroad at Hamilton, thence to Oxford, College Corner, Liberty, Brownsville, Connersville Rushville, Burlington, Morristown, Palestine and Indianapolis, passing through five of the best counties in the state of Indiana, viz: Union, Fayette, Rush Hancock and Marion.

M. JONES, Ag't,
Junction Railroad Co.
January 7th, 1854. jan. 12-tf.

ADRIAN H. MULLER & CO.,

AUCTIONEERS

Of the City of New York.

Hold their regular Auction Sales of Stocks, Bonds and other Securities every Wednesday at 12½ o'clock, at the Merchants' Exchange. They would respectfully tender their services in the negotiation of the same, either at private or public sale.

Office, No. 2, Pine Street, corner of Broadway, Metropolitan Bank Building.

REFERENCES BY PERMISSION:

Moses Taylor, Esq.; W. W. DeForest, Esq.; Geo. S. Robins, Esq.; Dow D. Williamson, Esq., Pres. Farmers' Loan and Trust Co.; Wm. F. Hayemeyer, Esq., Pres. Bank North America; Edward Whitehouse, Esq.; Messrs. Camman & Co.; Messrs. Carpenter & Vermilye; Messrs. Fisher, Denny & Co.; Messrs. Wm. & Jno. O'Brien; Messrs Week, & Co. mh9 6*

Office Cincinnati & Chicago RR. Co.
(late Cincinnati Western RR.Co.)
CINCINNATI, June 26, 1854

NOTICE is hereby given that by a Decree of the Court of Common Pleas of Hamilton County, Ohio, the corporate name of the (late) Cincinnati Western Railroad Company, has been changed to the "Cincinnati and Chicago Railroad Company," by which name the business of the said Company will hereafter be transacted. CALEB B. SMITH,
je.29* President.

JAMES W. HOOKER,

Commission Merchant,

AGRICULTURAL WAREHOUSE,

—AND—

MACHINERY DEPOT,

35 Lloyd Street,
BUFFALO, N. Y.

Commission Dealer in Portable and Stationary Engines Iron Planers, Lathes, Universal Checks, Belting, Oils, Rubber Packing and Hose, Scales, Safes, Mill Stones and Machinery generally. Post Paid Letters will receive prompt attention,
je. 1-tf.

"GARDNER'S ROCK DRILL."



DESIGNED for Mining, Tunneling, Quarry Use, and Rock Excavations of all descriptions, by use of which a saving of 50 to 75 per cent, is made. This drill can be operated by hand, horse or steam power A Machine is now in operation at the Crystal Palace.

Applications for Territorial Rights and Machines must be made to the Patentee.

G. ARTHUR GARDNER,
nov.17† Trinity Building, New York

For Sale.

AN ALLIGATOR SQUEEZER, complete, entirely new and in perfect order to be put up at once. It is of the most approved construction with cam, cam-shafts and pedestals, and with heavy driving gearing for intermediate shaft, if required by the purchaser, and will be sold at a bargain.

For further particulars, address
ROBERT BRIGGS, Jr.
Sup't Renssalear Iron Works, Troy, N. Y

Also, for sale, Seven Dimpfel Patent Fans, 2 feet by 9 inches, second hand. Apply as above. [jy.13-6t.

BAILEY'S PATENT DUMPING CAR.

Fig. 1.

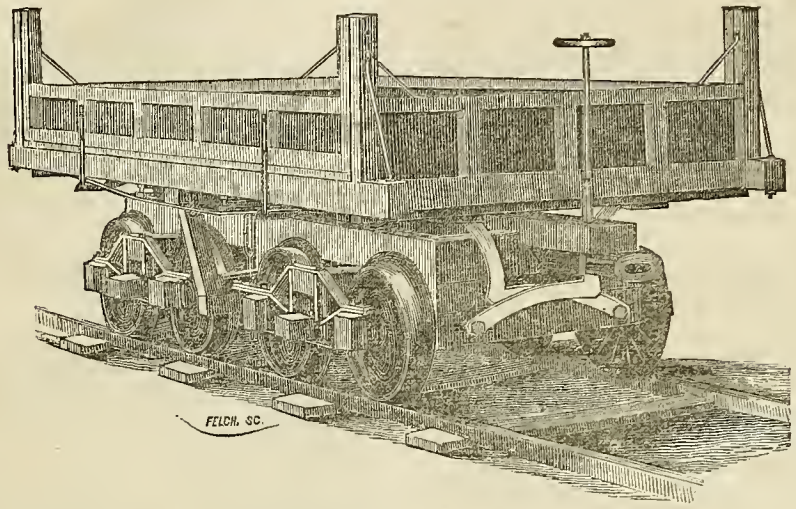
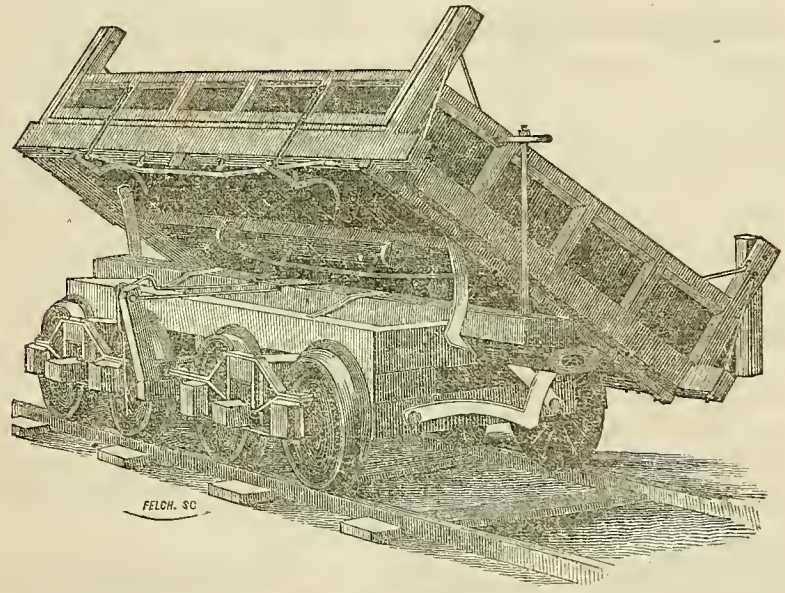


Fig 2.



The above engravings are views of a most important improvement in Railroad Dumping Cars. A patent was granted to C. P. Bailey for the improvement. January 24th, 1854.

Fig. 1 is a view of the car ready to receive the load.

Fig. 2 when dumped, or the load discharged.

This improvement has been in use on the Central Ohio Railroad for several months; also, on the Cincinnati, Hamilton & Dayton; Cleveland, Zanesville & Cincinnati; Cleveland & Columbus; and other Railroads in this state. Also upon the Illinois Central, in Illinois.

The improvement consists mainly, in the adoption of the Wrought Iron Transverse Bars, instead of the Cast Iron Rockers, generally in use. There are, however, other details of importance.

The box or body of the car rests on the ends of the Transverse Bars, whose other and lower ends are attached to the frame of the truck; two of the (wrought iron) bars are used at each end of the cars, to support and operate as guides in dumping the car. This improvement can be applied equally as well to the four-wheeled as to the eight-wheeled car.

One man will dump this car with ease when loaded, in less time than ten men can dump the rocker car, (the long or eight wheeled car is alluded to.) Contractors who have been using it, state that in graveling roads, **it is a saving of two cents per yard**, over the rocker car—that it is a much safer and easier car to manage, preferring it to any other car now in use for similar purposes.

Its liability to get out of repair is not one-tenth that of the Rocker Car. It is also well calculated for carrying and unloading Coal, Lime, Plaster, and all such materials as are carried in Dumping Cars—giving greater inclination in dumping, and discharging the load with greater facility than any other car.

The attention of Railroad Companies wanting Gravel Cars, as well as Coal Cars, is respectfully solicited to this improvement. The cost of this car does not exceed that of the Rocker Car,

To Railroad Companies and Car Builders who wish to purchase Rights, or wish information on the subject, letters addressed to me at Columbus, Ohio, will receive immediate attention.

GEO. L. CHASE.

Columbus, Ohio, June, 1854. Sole Agent for the United States.

TESTIMONIALS.

Engineer's Office, C.O. R. R.
Zanesville, Ohio, Nov. 21st, 1853.

Charles P. Bailey, Esq.,

Dear Sir:—At your request, some two months since, I caused to be placed on this road two of your newly invented Gravel or Dumping Cars. From what I have seen of their work I am clearly of the opinion that they will soon supercede all others of the kind now in use

We have had the long car filled to its utmost capacity with the various kinds of excavation, and placed it in every position, and one man would dump it with ease in ten seconds, whereas, with the ordinary Rocker Car, it takes ten men one minute to perform the same labor.

The Car is simple in construction—not liable to get out of repair, as there is but little cast-iron about it. It tips to a greater angle than the ordinary car, therefore leaving its load in a better shape. I have no hesitation in saying that when more cars of the kind are wanted on this road they will be built after your model.

Wishing you every success in your undertaking, I remain, with great respect,

Yours, &c.,
GEO. T. CLARKE,
Chief Engineer.

I have purchased for the use of this company, two Gravel Cars, built after the plan of Mr. Bailey, and fully agree to the opinion above expressed.

HENRY O. AMES,
Sup't Cin., Ham. & Dayton Railroad.

I fully agree in the statement made by the gentlemen in this letter, and may also state that they are the best Gravel Cars ever built, in my opinion.

DANIEL McLAREN.
Mast. Machinist Cin., Ham. & Dayton Railroad.

Zanesville, Dec. 21, 1853.

Charles P. Bailey, Esq.,

Dear Sir:—From an experience in using your Improved Dumping Car, we have no hesitation in saying that two cents per yard is saved, (in labor and time) by using your car instead of the present Rocker Car.

That the repairs incidental to your car are not one-tenth of what they are on the Rocker Car.

That it is much the most profitable car for contractors as well as the safest one for laborers to use, being easier to handle.

We consider it superior, in every reapect, to all other cars of the kind now in use.

Yours, truly,
E. NEWCOMB,
C. BARRET.
Cont'rs for grav. East. Div. C. O Railroad.

I have seen the car above referred to at work, upon the Eastern Division Central Ohio Railroad, and fully concur with the opinion of Messrs. Newcomb & Barret

E. B. DUVAL,
Mast. Machinist, Central Ohio Railroad.
Zanesville, December 21, 1853.

Zanesville, Dec. 22, 1853.

Mr. C. P. Bailey,

Dear Sir:—As you desire my opinion of your Improved Dump or Gravel Car, that has been in use for the last three months on the Central Ohio Railroad, I do not hesitate to recommend it as being the best plan for a Gravel or Dump Car I have ever seen. The bills for repairing Dump Cars, such as are now in general use, it is well known, constitute a serious item of expense. On this account alone, your plan deserves a preference over all others, as there is but little liability about your car to any such accidents as are constantly occurring to the others. It dumps to a greater angle, and one or two men can dump it in less time, and with greater ease than the ordinary Rocker is dumped by ten or twelve men.

It will give me pleasure to recommend it as superior to any improvement of the kind in use.

ROBERT MACLEOD.
Chief Engineer, P. M. & C. R. R.

At a meeting of the Ohio Association of Railroad Superintendents, held at Cincinnati, March 8, 1854, the Committee appointed to examine Bailey's Patent Dumping Car,

REPORT,

That they have examined the Car, and consider the improvement a valuable one; and would recommend to any members of the Association who may need Gravel Cars, to examine and test this Car, before purchasing elsewhere.

W. H. CLEMENT,
For the Committee.

Clev Col. & Cin. and Clev. & Erie R. R.
Supt.'s Office, Cleveland, O., Apr. 24, 1854.

Mr. Charles P. Bailey,

Dear Sir:—Two of your Patent Dumping Gravel Cars have been used on the Cleveland, Columbus & Cincinnati Railroad for several weeks, and I am so well satisfied that they are better than any others, that I have just ordered thirty more of the same sort,

Respectfully,
L TILTON
Supt.

ENGINEERING!!

The undersigned is prepared to furnish
SPECIFICATIONS, ESTIMATES, AND PLANS,
In general or detail of all kinds of
Steam Vessels, Engines, Boilers, Mill Work, &c.
Particular attention given to the superintending of
LOCOMOTIVES, TENDERS, CARS,
And Railway Machinery of every Description,
While under construction.

AGENT FOR THE PURCHASE of, on commission, all articles required for Railroads, Steam Vessels, Locomotives. Engines, Boilers, Machinery, &c.

General Agent for
ASHCROFT'S STEAM GAUGE, ALLEN AND NOYES' METALIC SELF ADJUSTING CONICAL PACKING. DUDGEON'S HYDRAULIC JACK.

Also, or Water Gauges, Indicators, Steam Whistles, &c., &c. CHAS. W. COPELAND,
Consulting Engineer,
×5-tf 64 Broadway, N. Y.

TOPPAN, CARPENTER, CASILEAR & Co.,
Bank Note Engravers & Printers.

Also, of Drafts, Notes, Certificates of Stock and Deposit; Bonds for U. S. Government, State Governments, Railroad and other Corporations, &c., New York, Philadelphia, Boston and Cincinnati.

All the best securities against counterfeiting and alterations are combined in the Notes and other instruments executed by this establishment for every State in the Union, and for the General Government; for Canada and other countries. Their means of supplying the demands of business with *new Designs* and Ornamental Die-work are unsurpassed.

Bank Note Paper of a superior quality, manufactured with particular regards to strength and durability, constantly on hand.

Cincinnati Office, corner of Third and Walnut Streets. [†mr3] CHAS. A. JEWETT, Ag't.

ENGINEERS' MATERIALS.

EGGERS & CO.,
WHOLESALE DEALERS IN
PAPER & STATIONERY,
Since first January,
No. 127 Walnut St., bet. Third and Fourth.
CINCINNATI,

Keep the most complete stock in the West of every thing used by Engineers. On application, a catalogue with prices will be forwarded. jy21†

Lithography and Engraving.

RAILROAD BONDS,
CERTIFICATES AND MAPS,
BUSINESS AND SHOW CARDS.
Views of Buildings, Diplomas, and Portraits,
And all kinds of
Lithographic Engraving,
DESIGNING AND PRINTING,
Executed in the finest style.
MIDDLETON & WALLACE,
No. 115 Walnut Street, Odd Fellow's Building,
†mr3 Cincinnati, Ohio.

Mathematical Instruments.



T. F. RANDOLPH & BRO.,
N. W. Corner Fifth and Walnut sts.,
No. 1, 2D STORY APOLLO BUILDING,
CINCINNATI, O.
MANUFACTURERS OF
Surveyors' and Engineers' Instruments, Theodolites, Transits, Levels, &c.
REPAIRING AND ADJUSTING INSTRUMENTS DONE TO ORDER.
Orders promptly attended to.

Railroad Car Findings.

BRIDGES & BROTHER.
64 Courtlandt Street, New York.
Wheels & Axles, Jaws, Boxes, and Castings Fitted
Wrought Nuts, Bolts, & Washers,
Engine and Car Screw Bolts, all sizes; Coach Lag and Telegraph Screws,
LOCOMOTIVE ENGINE LANTERNS,
From the best Manufacturers, and at their prices. Car Hand, and Signal Lanterns.
Cotton Duck for Car Covering,
Of any required width to 124 inches.
ENAMELLED HEAD LININGS,
Plush and Curled Hair.

Hand Cars and Baggage Barrows. Passenger, Freight-Car, and Switch Locks, Door Knobs and Butts. Brass and Iron Wood Screws. Brass and Silver Plated Trimmings for Windows and Seats. Varnish, Coach Japan, and Glue; Paints, Varnish and Glue Brushes.

Silver Plated and White Metal Letters. Engine and Signal Bells, anti-friction or Babbitt Metal.

Portable Forges and Jack Screws.

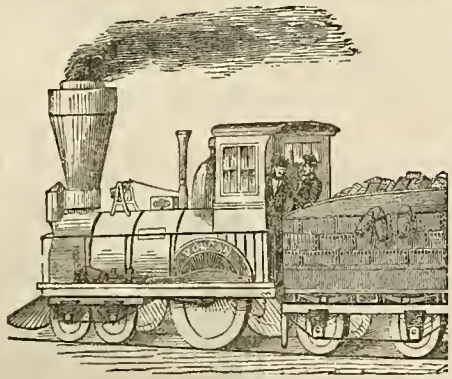
Hemp Packing,, American, Russia, and Italian. Conductors' Badges and Baggage Checks. Iron, Bronzed and Brass Hat Hooks. Ventilators and White Metal Rings. And all other Articles pertaining to Cars.
ALBERT BRIDGES,
Late Davenport & Bridges, Car Manufacturers, Cambridgeport, Mass.
ALFRED BRIDGES,
Late Davenport, Bridges & Co., Fitchburg, Mass.
†oc6

WASON'S
CAR MANUFACTORY,

Near the Pittsburgh R. R. Shops,
CLEVELAND, OHIO.
Passenger, Baggage, Freight, Dumpers, Hand Cars, &c.,
Of the best quality in all respects, style, workmanship, and material, made to order with promptness.
Orders respectfully solicited, with the assurance that no pains will be spared to give entire satisfaction in all cases.
CHARLES WASON,
Late of the firm of T. & E. Wason, Springfield,
†oc20 Massachusetts.

S. C. THOMSON & CO.,
MANUFACTURERS OF
PATENT PAD LOCKS,
For Railroad Switches, Merchandise Cars, Stores, Cemeteries, Iron Safes, &c.,
Cor. Railroad Avenue and Market st.,
jan.12† NEWARK, N. J.

Cincinnati Locomotive Works!



THE undersigned are prepared to furnish Locomotives equal in efficiency and durability to the best Eastern manufacture. Also, Shaping and Slotting Machines suitable for railroad shops. Also, all kinds of heavy forging and casting done at short notice. Also, bolts for bridges cut with dispatch.
ap. 20 MOORE & RICHARDSON.

ALBERT H. NICOLAY,

AUCTIONEER.

Holds his regular auction sales of Stocks, Bonds and other securities, every Monday and Thursday, at 12½ o'clock, at the Merchants' Exchange. First class Stocks and Bonds, at private sale.

Office No. 4 Broad street, New York.

TYLER DAVIDSON & CO.,
Agents for the
BOSTON BELTING COMPANY!

India Rubber Machine Belting in any quantity, from 2 to 20 inches.

India Rubber Steam Packing;

Mixed	do	do	1-32 to ¾ inch thick.
Plain	do	do	1-32 to 1 inch thick.
Pure	do	do	

Pipe and Manhole Rings, all sizes;
Square or Rope Packing, do.

HOSE.

India Rubber, Hydrant, Conducting, Fire Engine, and Locomotive, of all sizes, manufactured from the best of Vulcanized Rubber, and for sale only by the agents.

Car Springs, and all other kinds of Vulcanized India Rubber used for Mechanical and Manufacturing purposes.

The undersigned, having been appointed Agents of the Boston Belting Company, beg leave to advise Dealers and Consumers that they are now prepared to supply the above goods in any quantities, on the most favorable terms. On hand and for sale,

50,000 Feet Vulcanized India Rubber Machine Beltings, from 2 inch to 20 inches, 3 and 4 ply.

TO STEAMBOATS AND RAILROADS.

India Rubber Hose, for Pavements, Streets, Gardens, Locomotives, Engines, etc.

40,000 feet Hose, 3, 4, 5, 6, and 7 plys, suitable for pavements, streets, gardens, locomotives, fire engines, etc., 1 to 3 inch, warranted extra quality. Also,

THE vulcanized India Rubber Break Springs now in use by all the Eastern Railroads, and posessing decided advantage over the Steel Springs now in use, for the following reasons:

1st, They are much easier put on.
2d, They are a great deal cheaper.
3d, They are much more durable than steel, and no time lost in making them, the weather having no effect on them.

ALSO—Large 6 inch hose for water stations.—This is a new and important invention. The coldest weather will have no effect on them whatever They are warranted to remain as pliable, in the COLDEST of weatber, as they are in 150 Fahrenheit heat.

Armitage Anvils, -10 casks, assorted weights now in store.

Allen's Revolvers and Self-Cocking Pistols.—Now in store, a large assortment of the above, 3, 4, and 5 inch Revolvers; 3, 4, 5, and 6 inch Pocket Pistols. Also, Ducling Pistols.

Leland's Superior C. S. Car and Auger Bitts.—All sizes.

Brass Kettles, and Sheet Brass, &c.—Brass Kettles, assorted from 6 to 30; Sheet Brass assorted from No. 0 to 30; Brass Wire, do do do.

Star Breast Chains.—Four casks of those superior double-linked Chains, just received.

Walker's Trace Chains.—70 casks of those superior goods, warranted full length and sizes, 8 to 20 links, straight and twisted, now in store.

American Anvils.—Eagle brand, faced with with cast steel, and warranted by the manufacturers equal to Armitage's Mousehole.

Plated Spoons.—Plain, tipped, and threaded heavy plate, on best quality of German Silver.

Premium Gimlet Screws.—10,000 gross just received.

Mill Saws. Hoe & Co.'s C. S. Wm. Rowlond's, and W. H. Rowland's 6, 6½, 7, 7½, and 8 ft

Cross Cut Saws.—Hoe & Co.'s C. S., Johnockerell's C. S. and G. S., Wm. Rowland's and W. & H. Rowland's 5, 5½, 6, 6½, 7, 7½, and 8 feet Also, 4 and 4½ feet Tennon Saws.

Axes—1000 doz. Axes, assorted Yankee and Kentucky patterns, first, second, and third quality

Nails.—4000 kegs Shoenberger's and Wheeling Nails, now in store.

For sale by TYLER DAVIDSON & CO.,
mr 3 140 and 142 Main street

TO BUFFALO, NIAGARA FALLS, BOSTON AND NEW YORK,

VIA

Cincinnati, Hamilton and Dayton,

AND

Mad River and Lake Erie Railroads!

FARE REDUCED!

ONLY FOUR DOLLARS FROM CINCINNATI TO BUFFALO ! !

SEVEN HOURS RAILROAD RIDE

FROM CINCINNATI TO THE LAKE.

ONLY ROUTE FREE FROM DUST ! ! !

FOUR DOLLAR TICKET GOOD ON ALL TRAINS.

☞ Hamilton and Dayton Railroad the first to reduce the Fare.

Passengers leaving on 6 A. M. Train have three hours at Dayton.

Through from Cincinnati to Sandusky without change of cars.

Baggage checked to Buffalo.

Depot in the west end of the city, on Sixth street.

☞ Cheapest and most pleasant route between Cincinnati and the Eastern Cities.

Passengers leaving Cincinnati by 8.20 Morning Train, on Cincinnati, Hamilton and Dayton Railroad, arrive at Sandusky at 4 P. M., and go immediately on board the splendid and gorgeous steamers,

ST. LAWRENCE.....Capt. Mead.
MISSISSIPPI.....Capt. Hazard.

And arrive at Buffalo next morning, after a refreshing night's sleep, in time for early trains to Niagara Falls, New York, Boston, etc., arriving in New York in time for supper.

The roads composing this route from Cincinnati to the Lake are laid throughout with heavy T rail, and in construction of track, rolling machinery, comfort of cars, and general management, and almost entire freedom from dust, are not surpassed by any in the West. It passes through the densely populated and highly cultivated valleys of the Great Miami and Mad Rivers, also, running through the large and beautiful towns of Hamilton, Dayton, Springfield, Urbana, Bellefontaine, Kenton, Carey and Sandusky.

The Steamers of this Line were built expressly for comfort, safety and speed, and no efforts will be spared to render comfortable those who may patronize them.

By this route passengers have four or five hours daylight on the Lake. Each boat is provided with splendid bands, for the especial accommodation of pleasure travelers, and every facility is afforded to dancing parties.

Reserved State Rooms will be telegraphed for, by passengers leaving their names at the Ticket Offices.

The following rates of Fare includes Meals and State Rooms on Lake Steamers.

FARE.	
From Cincinnati to Buffalo	$ 4 00
From Cincinnati to New York (RR. from Buffalo)	11 50
From Cincinnati to N. Y. via Hud. Riv. Steamers.	10 50
From Cincinnati to Boston	14 00
Montreal	13 00
Burlington	12 00
Rutland	12 50
Bellows Falls	13 00
Concord	13 50
Lowell	13 50

Excursion Tickets.

Cincinnati to Buffalo and back	$8 00
Cincinnati to Niagara Falls and back	9 00

For through tickets and information, please apply at Cincinnati, Hamilton and Dayton Railroad Office, north west corner of Broadway and Front streets, under the Spencer House, or to J. W. SHIPLEY, at Railroad Office on Walnut street, between Fourth and Fifth streets, one door south of the Gibson House, or at Sixth street Depot.

H. O. AMES, Superintendent.
W. A. LATHAM, Agent.

The Omnibus Line will call for passengers by leaving their orders at the offices.

jy.12 WM. H. SMITH, Conductor.

Myers' Patent Cylindrical Car.

NOTICE.—The Subscriber having become proprietor of MYERS' PATENT CYLINDER CAR, for a considerable portion of Western territory, including the State of Ohio, offers the same to Rail Road Companies on favorable terms. The public will be furnished within a short time with complete explanations of its operation, together with the results of actual experiments testing its applicability to all the uses for which it is recommended.

W. CLOUGH,
South-western Car Works.

Madison, Indiana, May 11.

OFFICE OF THE

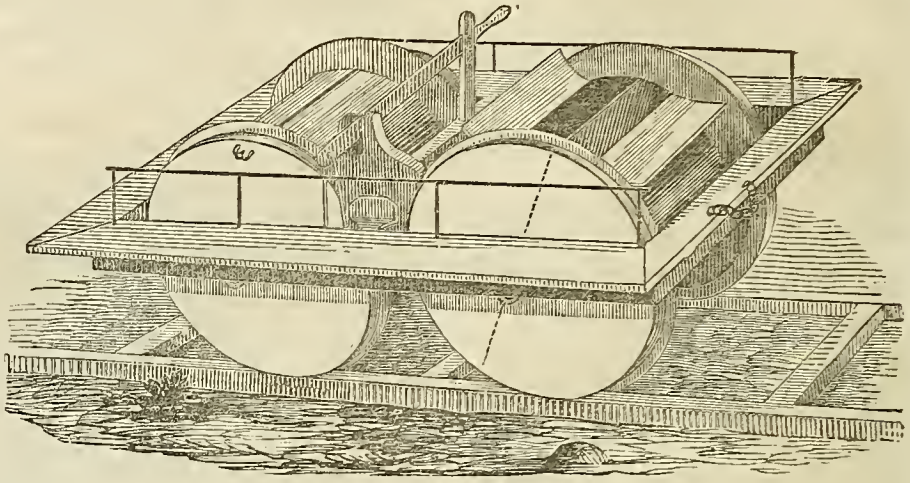
Cincinnati & Portsmouth Railroad Co.

Felicity, Clermont County.

☞ Communications addressed to T. H. WHETSTONE President, and left with Messrs. JOHN F. DAIR & Co. Cincinnati, will receive prompt attention. au29-tf

MYERS' PATENT CAR,

FOR COAL, GRAIN, &c., &c.



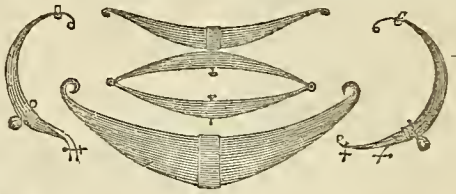
FOR PARTICULARS OF COST, RIGHT OF USE, &c., ADDRESS,

C. TIERS MYERS,

No. 33 WALNUT STREET,

dec15-3* PHILADELPHIA.

McDANEL & HORNER,

LOCO-MOTIVE  AND CAR SPRING

MANUFACTURERS, WILMINGTON, DEL.

Locomotive and Car Springs of all descriptions manufactured on the most reasonable terms, made of the best STEEL, which we have manufactured to order from the BEST SWEDE IRON. Orders from any part of the United States will be thankfully received and promptly attended to

McDANEL & HORNER.

All Springs ordered from a distance will be delivered on shipboard at *Philadelphia* free of charge

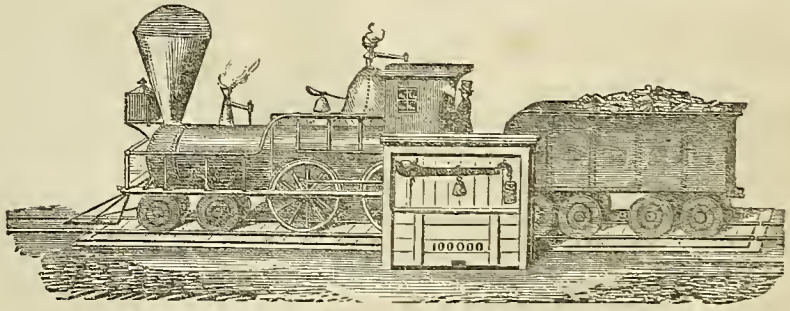
References.

NORRIS BROTHERS, Locomotive Builders, Philad.
A. C. GRAY, Pres't New Castle Manuf. Co.
U. WELLS, R. R. Car Manuf. Petersburg, Va.
I. R. TRIMBLE, Supt. Philad. R. R. Co.
M. B. MILLEN, Gen. Supt. C. R. R. Savannah, Ga.
EMERSON FOOTE, Supt. M. & W. R. R. Macon, Ga
THOMAS DOUGHERTY, Master Mach. do.
THOS. SHARP, Supt. R. F. & P. R. R. Richmond, Va

†May 19.

ISAAC RIGDON. EDWARD C. RYLAND. WM. HUDDART.

OHIO SCALE WORKS.



Rigdon, Ryland & Co.,

No. 39 Vine Street, between Front and Columbia Streets,

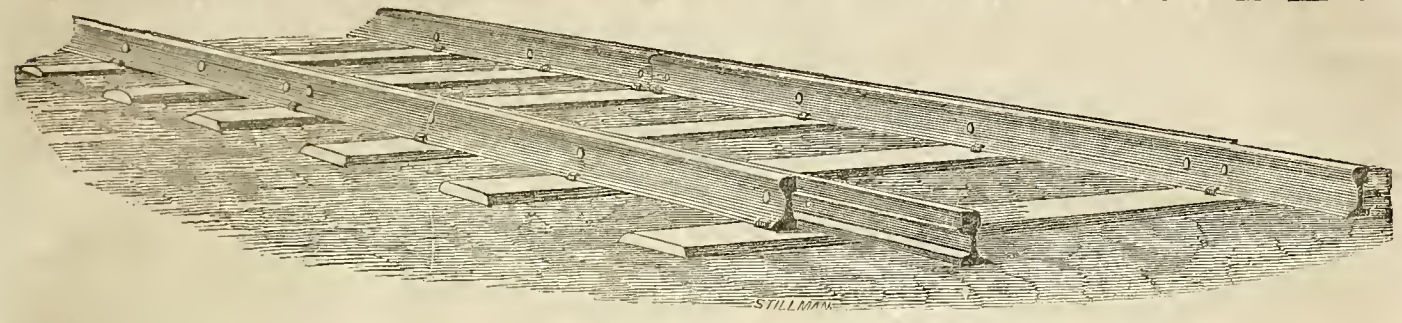
CINCINNATI.

WE are now prepared to furnish **Railroad Track and Depot Scales** of all sizes, which we warrant in every respect equal to any manufactured in the United States.

Being practical workmen ourselves, we feel confident that we can furnish the West and South with as good an article and cheaper than can be bought East.

Cincinnati, June 29, 1854.

WINSLOW'S
PATENT COMPOUND RAIL.



THIS RAIL, which is represented by the above, has now been in use on several Roads for upwards of three years; during which time it has become established among Railroad Managers as realizing the advantages of a

THEORETICALLY PERFECT RAIL.

Its advantages over the common form of "T" Rail are—a saving in the wear and tear of Machinery—it saves, to a great extent, in the repairs of track—it secures a high rate of speed with the same power, and what is certainly of equal importance, complete protection against some of the accidents to which roads are liable Being practically a continuous Rail for the entire length of the road, without break at the ends of bars, the jarring motion communicated thereby in passing over the common "T" Rail is avoided, as is also its effects upon Cars and Machinery. The comfort of travelers must of course be greatly increased.

This Rail is now manufactured at Hanging Rock Iron Works, upon the Ohio River, and at Mt. Savage Iron Works, Maryland. Specimens of the Rail and patterns of the same will be gladly shown, as well as information in relation thereto, given by application to

A. S. WINSLOW, Nos. 9 & 11 West Second Street, bet. Main and Walnut Sts., CINCINNATI.

J. F. WINSLOW, Troy, New York.
ERASTUS CORNING & CO., Albany, N. Y.

ap.7-tf

WHEELBARROWS!



ON hand, Wheelbarrows, of my own manufacture, suitable for Railroad, Turnpike, Canaling, etc., in lots to suit purchasers. Orders filled for any reasonable amount. HENRY RCCKEY,
jy. 20. No. 21 East Front st.

CAR MANUFACTORY,

Dayton, Ohio.

E. THRESHER & CO., having enlarged their shops, are prepared to contract on favorable terms, for building every variety of railroad Cars, in any quantity and on short notice, made of the best materials, and of the most approved workmanship.

They are prepared also to furnish Jaws and boxes; the Washburn Wheel, 30 and 33 inch, adapted to inside or outside bearing; cast iron frogs, steel plated; and switches of the most approved patterns.

They also manufacture blacksmith tuyeres, Harris' Patent; portable bolt forges; bolt heading and bolt cutting machines; upright drills, wheel presses; wood planers; tenoning and mortising machines, etc.

They respectfully invite the attention of railroad directors and superintendents to their establishment.
Dayton, Jan. 24th, 1853. Jan.25-†

Notice to Carpenters.

WANTED Immediately, 50 good Carpenters to work at Railroad Bridging. Apply at our Framing Yard in Covington, Ky., near the Washington House.
KITTREDGE & SMITH,
Bridge Architects and Builders,
Jy.13-2t* Covington, Ky.

GUNPOWDER,

MANUFACTURED BY

The Hazard Powder Company.

HAZARDVILLE, CONN.
H. G. HAZARD, President.
A. E. DOUGLASS, Secretary.

The undersigned are always prepared to furnish Mining and Blasting Powder to any extent, delivered at any point on the lines of railroads, or other places of public improvements in the West or South, at the very lowest rates. Also, SAFETY FUSE of the best Eastern manufacture.

We would respectfully urge all contractors and consumers to call upon or correspond with either of us before arranging for their supplies elsewhere.

To the trade generally we would offer all the brands of Sporting and Rifle Powder manufactured by the above concern.

M. D. W LOOMIS,
Southeast corner Main and Second Sts.,
Cincinnati, O.
S. H. LOOMIS,
Nashville, Tenn.

August 16, 1853.—au18†

TO RAILROAD COMPANIES.

THE subscriber, manufacturer and agent for manufacturers of railroad materials, would solicit from railroad managers in the West their orders for

RAILROAD SPIKES, CAR AXLES, RUBBER SPRINGS, RUBBER HOSE, LOCOMOTIVE TIRES, SPRING STEEL, CAST STEEL, NUTS AND WASHERS, LOCOMOTIVE LANTERNS, ETC.

A. S. WINSLOW,
9 and 11 West Second St.,
Between Main and Walnut St., Cincinnati
tmr24

Locomotive Tires and Car Axles.

THE undersigned is prepared to supply Railroad Companies and Builders with Tires and Axles of superior quality and finish, made from faggoted charcoal Iron, formed and finished entirely under the hammer For the character of the manufacture he refers to builders and companies who have used them in the West.

A. S. WINSLOW,
tmr24 9 ar 11 West SecondSt., Cincinnati

Norris' Locomotive Works,



PHILADELPHIA.

ENGAGED for many years in manufacturing Locomotives, offer to Railroad Companies to construct of any plan or size,

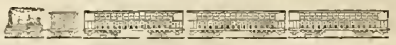
LOCOMOTIVES OF SUPERIOR QUALITY.

Our facilities for doing work have been largely increased this year, and orders can be executed with despatch.
Jy7 RICHARD NORRIS & SON.

KENTUCKY LOCOMOTIVE WORKS.

CORNER OF KENTUCKY AND TENTH STS.

LOUISVILLE, K.



THE Proprietors of the Kentucky Locomotive Works would respectfully inform Railroad Companies and the public generally that, having completed their establishment, they are now prepared to receive and execute orders with fidelity and dispatch.

They will contract for

Locomotives, Passenger, Baggage, Freight, Gravel and Hand Cars,

Of every style and pattern, as well as all kinds of St and Machinery required for railroads.

Particular attention will be paid to repairing, which they have every facility.

They are also prepared to contract on favorable terms for building all kinds of Machine Tools, such as Turning Engines, Lathes, Planers, Drills, Slotting, Spliting, and Shaping Machines, of every variety of pattern.

Having also a large FOUNDRY connected with the establishment, orders for Castings are solicited, and will be filled with promptness.

Car Wheels of any pattern can be furnished on short notice. Double and single plate and Spoke Wheels all sizes constantly on hand.

☞ Communications or orders must be addressed
OLMSTED, TENNYS & PECK,
jo.8-tf Louisville, Ky.

ASHCROFT'S
METALLIC STEAM GAUGE.

(BOURDEN'S PATENT)

THE subscribers offer for sale this valuable Gauge. It is adapted to Locomotive and other steam boilers, indicating with accuracy the continual variations of steam within the boiler, enabling the Engineer to maintain a uniform and safe pressure. Any of the Eastern Railroads may be referred to for proof of its importance and value. BRIDGES & BROTHER,
sep.15-tf 64 Courtlandt St., New York.

Indianapolis and Cincinnati Railroad, via Lawrenceburgh.

Through to Chicago in 15 Hours!

Shortest line to Indianapolis, Terre Haute, Lafayette, and Chicago.

Through from Cincinnati to Indianapolis in six hours. and to Chicago in 15 hours!

TWO TRAINS DAILY, Boat or Cars, each way, (Sundays excepted,) Passengers who prefer taking Steamboat for the first twenty miles, will go by the Steamer **Forest Queen,** foot of Main street, at 12 M.

Those who prefer the Cars for the whole distance, will go by the regular passenger trains of the

OHIO & MISSISSIPPI RAILROAD,

Which leave Cincinnati at 6.30 A. M. and 3.45 P. M.—The train which leaves Cincinnati at 6.30 A. M. connects at Lawrenceburgh with the Indianapolis and Cincinnati Railroad train for Indianapolis, Lafayette, Terre Haute, Michigan City and Chicago.

Baggage checked through and a Baggage Master accompanies the same.

Fare from Cincinnati to Indianapolis.....$3 00
Do do Lafayette..... 5 00
Do do Chicago..... 9 00

At Shelbyville passengers may take the Jefferson, Rushville, Kingstown or Columbus Cars.

GEO. HAVEN, Sup't.

Through tickets may be procured on board the boat, or at the Office of the Ohio and Mississippi Railroad, Fourth street, near Vine, or of

C. S. RUSSELL Ag't.
Ind. and Cin. R R. Office, corner of Main and Water streets, Cincinnati.

☞ Omnibusses will call for passengers, by leaving their names at either of the above offices.

Cincinnati, June 1†.

Cincinnati, Logansport & Chicago Railroad.

TO CHICAGO IN 15 HOURS.
ALL THE WAY BY RAILROAD.

TWO daily trains, at 6 10 A. M. and 3 30 P. M. Cincinnati, Hamilton and Dayton Railroad.

BAGGAGE CHECKED THROUGH.

FARE:

From Cincinnati to Indianapolis.....$3 00
do do Lafayette..... 5 00
do do Chicago..... 9 00

For information and through tickets, please apply at the General Railroad Ticket Office, No. 169 Walnut st, next door below the Gibson House, or at the Sixth street Depot.

JOHN W. SHIPLEY, Agent.

The Hamilton and Dayton Railroad Omnibus Line will call for passengers in any part of the city by leaving directions at the Ticket Office.

W. H. SMITH, Conductor.

Trains run by Columbus time, seven minutes faster than Cincinnati.

Change of Time on Cincinnati, Hamilton, Eaton & Richmond Railroad.

ON and after TUESDAY, April 4th, 1854, the Morning Train for Richmond and Indianapolis, will leave Depot, foot of Sixth street, at 6.10 o'clock, A. M.

Passengers by this Train connect at Indianapolis with the 1 o'clock, P. M. Train on Lafayette and Indianapolis Railroad for Lafayette and Chicago; arriving at Chicago by 9 o'clock, P. M., of same day, being 9 hours less time than by any other railroad route leaving Cincinnati.

Also, connect at Indianapolis with 1.15 P. M. Train for Terre Haute.

Trains for St. Louis leave Chicago at 11 o'clock P. M., after the arrival of 1 P. M. Train from Indianapolis in the morning, making this the quickest route by far between Cincinnati and St. Louis.

Evening Train will leave as usual, at 3.30 P. M. connecting at Richmond with 7 P. M. Train for Indianapolis; arriving at Indianapolis at 10.30 P. M.

FARE—Cincinnati to Richmond.....$1 75
Cincinnati to Indianapolis..... 3 00
Cincinnati to Chicago..... 9 00

ap. 6 D. M. MORROW, Sup't.

James' Railroad & Route Book

NEW EDITION:

Containing a list of all the Western and Southern Roads, with distances, fares, connections, etc., etc. Price, 15 cents.

J. A. & U. P. JAMES,
Publishers, 167, Walnut st., Cincinnati, O.

THE SHORTEST ROUTE TO CHICAGO.

Ohio & Mississippi Railroad

THREE regular passenger Trains daily, (except Sundays.) On Monday, April 17th, and until further notice,

Leave Cincinnati at 6.15 A. M., 2.15 P. M., and 4.40 P. M. Connecting at Lawrenceburg, at 7.30 A. M., and 3.30 P. M. with Train for Indianapolis, Terre Haute, Lafayette and Chicago.

AND RETURNING,

Leave Aurora at 6.40 A. M., 4.20 P. M., and 8.20 P. M. connecting at Lawrenceburgh, at 4.30 P. M. and at 8.30 P. M. with the Trains that leave Indianapolis at 12 A. M. and 4 P. M., uniting at that point with all the Trains from the North and West.

☞ Tickets may be procured at the office on Fourth street, near Vine.

☞ Omnibusses will run to and from the cars in the customary manner.

S. S. POST,
Chief Engineer and Superintendent.

Cincinnati, April 14, 1854.

Marietta & Cincinnati Railroad.

OPEN between CHILLICOTHE and GREENFIELD, Connected by Stage at Hillsborough, with Hillsborough and Cincinnati, and Little Miami Railroad Trains, forming a through daily line each way.

On and after Monday, the 8th of May, passenger trains will run as follows, viz:

Leave Chillicothe at 9 00 A. M.
Returning do Greenfield at 5 30 P. M.

Passengers from Cincinnati leave by Little Miami Railroad, at 7 40 A. M., dine at Hillsborough and reach Chillicothe the same Evening.

Fare from Cincinnati to Chillicothe, $3 45.

J. W. STOWELL,
Chillicothe, May 6th, '54— Sup't.

MUSKINGUM WORKS,

ZANESVILLE, OHIO.

DOUGLASS, SMITH & CO.

WOULD respectfully call the attention of Railroad Companies to their establishment at Zanesville They are prepared to execute orders, on short notice, for

Passenger Cars of the most superior description,

Second Class Passenger, Mail Express, and Baggage Cars; Freight, Cattle, four or eight wheeled Gravel Cars.

We manufacture a superior

CAR WHEEL,

Over 2500 of which are now running on the Central Ohio Railroad, and many of these have been in use on the road over two years, having in that time only three to crack, and two to be renewed in consequence of the wearing of the Chill. We have also commenced the manufacture of the celebrated

WASHBURN WHEEL,

And are prepared to furnish this wheel, with or without axles. Also, castings for Cars fitted to order at the shortest notice.

BOLLMAN'S PATENT IRON & WOOD BRIDGE.

We are also agents and builders of the above celebrated Bridge. Are now placing upon the piers an iron bridge on this plan over the Muskingum river at Zanesville. We are ready to contract with companies for the construction of this Bridge. All orders addressed

DOUGLASS, SMITH & CO.,
au4tf. Muskingum Works, Zanesville, O.

Lightner's Patent Axle Boxes for Railroad Cars.

THE attention of Railroad Managers and others is called to this valuable improvement in

AXLE BOXES.

The first cost and "fitting up" of these boxes is 20 to 25 per cent below that of most boxes in use. They will save about 75 per cent in consumption of oil. The construction is simple; they are not liable to become loose, nor "heated" by severe service. The Reservoir is held close to the shaft, and the oil journals, are secure from dust yet easy of access; the brasses may be removed from the journals, while under the car, in a few minutes. Cars furnished with these boxes run from 4 to 5 weeks without replenishing the oil, and are not detained from the road for repairs ONE TENTH part of the time which is necessary when other boxes are used.

The business of a railroad can be done with a much less number of cars, with these boxes than if any other kind are used.

The first railroad men in the country have certified that Lightner's improvements in AXLE BOXES are among the first of the times.

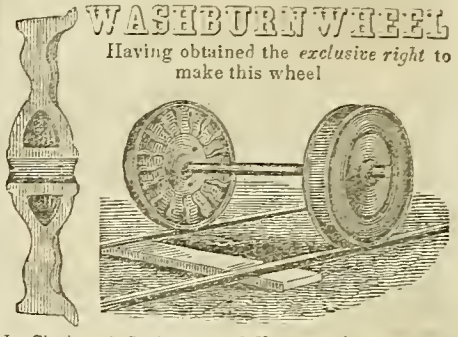
Models and Testimony of the above Boxes, may be examined, and arrangements may be made for the right to use the same, with the subscriber.

WILLIAM SHERBURNE,
PRINCIPAL AGENT,
May 18.6* Office, No. 167 Broadway, New York.

FULTON CAR WORKS,

CINCINNATI, OHIO.

THE Proprietors of this establishment would respectfully call the attention of Railroad Companies in the West and South to their establishment at Cincinnati.—Their facilities for manufacturing are extensive, and the means of transportation to the different points speedy and economical. They are prepared to execute to order on short notice, eight-wheeled Passenger Cars of the most superior description. Four or eight-wheeled Baggage, Cattle, Freight and Gravel Cars. Also, Crank and Lever Hand Cars, Trucks, Wheels, and Axles fitted.



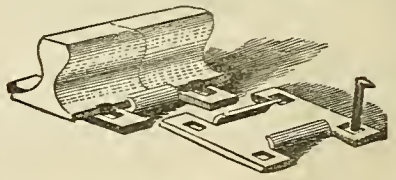
WASHBURN WHEEL

Having obtained the *exclusive right* to make this wheel

In Cincinnati, Covington and Newport, they are now prepared to furnish Railroad Companies with that Celebrated wheel, with or without Axles. Also, Journal Oil Boxes of any pattern, and Castings for cars fitted to order at the shortest notice.

Address KECK & HUBBARD,
Fulton Car Works Cincinnati, Ohio.
ap.12 Office 62 East Second Street.

RAILROAD SPIKES,



WROUGHT IRON

Chairs and Fastenings.

THE subscriber continues to manufacture with increased facilities, Hook and Flat-Head Railroad Spikes, and wrought Iron Chairs of any pattern, either punched or plain. The best quality of Iron is used, and the articles are guaranteed to give satisfaction in every respect. We are prepared to fill orders for any quantity with dispatch, and at the lowest market prices.

All communications addressed to us will meet with prompt attention.

SMITH & TYSON,
No. 25 South Charles Street, Baltimore.

J. DAVENPORT. . . . M. D. WELLMAN. . . . C. M. RUSSELL.

DAVENPORT, RUSSEL & CO.,

Railway Car Manufacturers,

MASSILON, OHIO.

THE subscriber, late of the firm of Davenport, Bridges & Co., Fitchburgh, Mass., having associated himself with Messrs. Wellman and Russell, under the above name, would respectfully solicit calls for any kind of Passenger, Baggage, Post Office, Freight, Coal, Gravel or Hand Cars.

Having had fifteen years experience in the business and having secured the best of workmen from the Car Factory in Cambridge, Mass., I feel confident that perfect satisfaction can be given in all work entrusted to our care.

We have now on hand the best of dry White-Oak with which we think we can build Cars as cheap and as well as any other establishment in the States.

Feb. 16.* JOSEPH DAVENPORT.

ENGINEERS' & SURVEYORS' INSTRUMENTS!

JAMES FOSTER, Jr.,

MATHEMATICAL AND PHILOSOPHICAL

INSTRUMENT MAKER!

HAVING removed from his old stand to south-west corner of Fifth and Race street, and increased his facilities for making instruments, is now ready to supply Levels, Transits, Theodolites, the Dumpy or Gravatt Level, Circular Protractors of Troughton & Simms model, Surveyors Compasses, Pocket Compasses with and without sights, in great variety. All kinds of Land Chains; Ivory and Box wood Scales of all kinds and graduation; Drawing instruments of all kinds, brass and German silver. Measuring tapes of all kinds, Magnets, Magnifyers, Barometers, Spy Glasses, &c., &c. Repairing promptly attended to. ap.*-*.

Railroad Line.

Cincinnati, Hamilton & Dayton Railroad.

Summer Arrangement.

COMMENCING WEDNESDAY, JUNE 20th, 1854.

TRAINS will run by standard time, which is seven minutes faster than that of Cincinnati.

First Train

At 6 o'clock, A. M., Lightning Express for Dayton, Crestline, Pittsburgh, Philadelphia and Baltimore.

Second Train

At 6.10 A. M., for Hamilton, Richmond, Indianapolis, Terre Haute, Lafayette and Chicago, direct.

Third Train

At 8.20 A. M., for Dayton, Sandusky, Toledo, Detroit, Chicago Cleveland, Buffalo, New York, Boston, Pittsburgh, Philadelphia, Baltimore and Washington.

Fourth Train

At 2 P. M. for Dayton, Greenville and Union.

Fifth Train

At 3.30 P. M., for Hamilton, Richmoud, Indianapolis, Terre Haute, Lafayette and Chicago.

Sixth Train

At 5 P. M., for Dayton, Troy and Piqua, and intermediate stations.

Seventh Train

At 6.30 P. M., for Hamilton and intermediate stations.

The 1st Train, Express,

Will stop only at Hamilton and Middletown.

2d, 3d, 4th, 5th and 6th Trains,

Will stop at all regular stations.

The Seventh Train

Will stop at all way and flag stations.

The 1st Train

Will connect at Crestline at 12.30 P. M., with the Ohio & Pennsylvania Train for Pittsburgh, Philadelphia, Baltimore, etc., forming a direct and continuous line for each of these cities. Cars run through to Crestline without change. Baggage checked to Pittsbugh.

2d Train

Will connect at Richmond at 9.05 A. M., with Train of Indiana Central Road for Indianapolis; arrive at that place at 12 M., thence to Terre Haute, Lafayette, or Chicago without detention. Time as short as by any other route.

3d Train

Will connect at Dayton at 10.45 A. M., with Mad River Train, and arrive at Sandusky at 4 P. M., and go immediately on board the splendid steamers **St. Lawrence** and **Mississippi**, to Buffalo; thence at 7.30 A. M., with Buffalo and N. Y. City Road, to New York; arriving at that place at 10 P. M., also at Crestline 4.20 P. M., with Ohio and Penna. Train for Pittsburgh, Philadelphia, Baltimore and Washington.

The Same Train

Will also connect at Clyde with Cleveland and Toledo Train to Toledo, Chicago and intermediate points; and at Sandusky at 5 P. M., with steamer **Bay City**, for Detroit. Also, with Dayton and Michigan Railroad to Troy and Piqua, and at Piqua with Doyle & Co's Canal Packet Line to all points on Wabash and Miami Canals.

Fourth Train

Will connect at Dayton with Dayton and Greenville Railroad to Greenville, Union, and all points on Bellefontaine and Indianapolis Railroad.

Fifth Train

Will connect at Richmond at 6.40 P. M., with Indiana Central Train for Indianapolis, Terre Haute, Lafayette.

Passengers will bear in mind that the following rates of fare, via Lake Steamers, include both Meals and Staterooms, and that the fare to Philadelphia and Baltimore is One Dollar cheaper, and one less change of cars than by the Columbus route.

FARE:

From Cincinnati	to	Hamilton	$ 60
Do	do	Eaton	1 35
Do	do	Richmond	1 75
Do	do	Indianapolis	3 00
Do	do	Terre Haute	5 00
Do	do	Lafayette	5 00
Do	do	Chicago	9 00
Do	do	Dayton	1 50
Do	do	Troy	2 10
Do	do	Piqua	2 35
Do	do	Springfield	2 10
Do	do	Sandusky	3 00
Do	do	Toledo	3 75
Do	do	Cleveland	6 00
Do	do	Buffalo, via Lake steamers	4 00
Do	do	New York, RR. from Buffalo	11 50
Do	do	New York, via steamers	10 50
Do	do	Montreal, via Lake Ontario	14 00
Do	do	Boston	14 00
Do	do	Pittsburgh, first class	7 00
Do	do	do front car	5 00
Do	do	Philadelphia	14 00
Do	do	Baltimore	14 00
Do	do	New York, via Pittsburgh and Philadelphia, (Railroad all the way)	16 00

For further information or tickets apply to W. A. LATHAM, General Agent, at the office, corner Broadway and Front streets, under Spencer House, or at the Office on Walnut street, next door to the Gibson House, or at the Sixth street Depot.

HENRY O. AMES,
Cincinnati, June 21 '54.—jo8† Sup't.

Railroad Line.

CINCIN'I, COLUMBUS & CLEVELAND ROUTE.

To New York, via Railway, in	30	hours.
To N. Y., by Lake Steamers via Cleveland	39	"
To Pittsburgh in	14	"
To Boston in	34½	"
To Philadelphia in	38	"
To Baltimore in	38	"
To Wheeling in	18	"

VIA LITTLE MIAMI RAILWAY.

FOUR DAILY TRAINS.

First Train—Lightning Express—at ...6 o'clock, A. M.
Second Train—Accommodation Ex....7.45 " "
Third Train—Hillsborough Train.....3.10 " P. M
Fourth Train—Even'g Accommoda...5 " "

The roads of this route are laid throughout with heavy T rail.

New York, Boston, and Montreal.

First Train—Lightning Express leaves Cincinnati at 6 o'clock A. M., connecting at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo; connecting at Dunkirk with New York and Erie Railroad, and at Buffalo with Buffalo and Albany Railroad to New York and Boston.

Second Train—Accommodation Express, at 7.45 o'clock, A. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad, at Buffalo with Buffalo and Albany and New York City Railroads, and at Buffalo with Niagara Falls Railroad, to New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

—ALSO—

Connects at Cleveland with the new and magnificent low pressure steamers QUEEN OF THE WEST, Capt. McBride; CRESCENT CITY, Capt. Pease; connecting at Buffalo with the Buffalo and Albany, New York City, and Niagara Falls Railroads, for New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

Fourth Train—Evening Express, at 5 o'clock P. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad; connecting at Buffalo with New York City, Buffalo and Albany, and Niagara Falls Railroads, to New York, Boston, and Niagara Falls.

Pittsburgh, Philadelphia, and Baltimore.

First Train—Lightning Express, leaves Cincinnati at 6 o'clock A. M., connecting at Crestline with Ohio and Pennsylvania Railroad to Pittsburgh, connecting with Pennsylvania Railroad to Philadelphia and Baltimore.

Through from Cincinnati to Philadelphia and Baltimore direct.

Zanesville, Wheeling, Baltimore, &c.

First Train—Lightning Express, at 6 o'clock A. M., and second Train, Accommodation Express, at 7.45 o'clock A. M., connect at Columbus with Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Lines, via National road to Wheeling, connecting with Baltimore and Ohio Railroad to Baltimore, Philadelphia, Washington, etc.

Fourth Train—Evening Express, at 5 o'clock P. M. Passengers by this Train sleep at Columbus and resume by Morning Train, via Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Line to Wheeling.

Hillsborough.

Third Train—Leaves Cincinnati at 3 P. M., connecting at Hillsborough with Ohio Stage Co.'s Lines to Chillicothe, Piketou, etc.

FARE.

From Cincinnati to New York via Railroad, either route	$16 00
From Cincinnati to New York via Railroad to Albany, and Hudson river steamer	15 00
From Cincinnati to New York via Lake Steamers to Buffalo, and Railroad to New York	15 00
From Cincinnati to New York via Lake Steamers to Buffalo, Railroad to Albany, and Hudson river steamer to New York	14 00
From Cincinnati to Boston via Lake Shore, New York and Erie, and New York City Roads	20 00
From Cincinnati to Boston via Lake Steamers and New York City and Erie Roads	19 00
From Cincinnati to Boston via Lake Shore, Buffalo, Albany and Western Roads	19 00
From Cincinnati to Boston via Lake Steamer, Buffalo, Albany, and Western Roads. An additional charge of fifty cents via Niagara Falls and above routes.	18 00
From Cincinnati to Montreal via Lake Shore Road,	18 00
From Cincinnati to Montreal via Lake steamer	17 00
From Cincinnati to Boston via Lake Shore Road and Ogdensburg	18 00
From Cincinnati to Boston via Lake Steamer and Ogdensburg	17 00
From Cincinnati to New York via Lake Shore Road and Ogdensburg	16 75
From Cincinnati to New York via Lake Steamer and Ogdensburg	15 75
From Cincinnati to Buffalo via Lake Shore Road,	9 00
From Cincinnati to Buffalo via Lake Steamer	8 00
From Cincinnati to Philadelphia or Baltimore via Crestline and Pittsburgh	15 00
From Cincinnati to Philadelphia or Baltimore via Cleveland and Pittsburgh	15 50
From Cincinnati to Pittsburgh via Crestline	7 00
From Cincinnati to Pittsburgh via Cleveland	9 00
From Cincinnati to Baltimore via Wheeling	14 00
From Cincinnati to Washington via Wheeling	15 00
From Cincinnati to Philadelphia via Wheeling	15 00
From Cincinnati to Wheeling	7 00
From Cincinnati to Cleveland	6 00
From Cincinnati to Zanesville	4 00
From Cincinnati to Columbus	3 00
From Cincinnati to Springfield	2 00

☞ For all information and Through Tickets, please apply at office, southeast corner of Broadway and Front sts., Cincinnati.

au25 P. W. STRADER, Gen'l Agent.

Cincinnati, Wilmington and Zanesville Railroad.

OPEN TO LANCASTER.—Two daily Trains, (Sundays excepted) between Lancaster and Cincinnati. On and after Monday, June 26th, 1854, until further notice, trains will run as follows:

The morning Train leaves Lancaster at 5.10 A. M., and arrives at Cincinnati at 11 15. Returning leaves Cincinnati at 3.05 P. M. and arrives at Lancaster at 9.30 P. M.

The downward accommodation train leaves Lancaster at 10.05 A. M., and arrives at Cincinnati at 5.40 P. M.

The upward accommodation train leaves Cincinnati at 7.30 A. M., and arrives at Lancaster at 4.00 P. M.

Trains will stop for passengers as follows: At Amanda, Stout's, Circleville, Williamsport, Four Corners, New Holland, Washington, Rattle Snake, Sabina, Cross Roads, Wilmington, Sligo, Clarksville and Morrow; and on the Little Miami Road at Deerfield, Butterworth's, Water Station, Loveland, Miamiville, Milford and Plainville, and on proper signal by flag, or to the Conductor, at Branch Hill and Linwood, at Turnpike.

The downward Trains connect at Morrow with the Trains on the Little Miami Road for Columbus.

Lines of Omnibusses and Packets will run between Circleville and Chillicothe, and Stages and Packets between Lancaster, Logan, Nelsonville, Athens and Pomery; and Stages between Lancaster, Somerset and Zanesville connecting with the morning train from, and evening train to, Cincinnati.

Fare from Cincinnati	to	Washington		$2 50
"	"	"	Circleville	3 00
"	"	"	Lancaster	3 60
"	"	"	Chillicothe	4 00

For other information and Tickets, apply at Ticket office, corner of Broadway and Front sts, and at the Little Miami Depot, or to the Station Agents on the line.

E. W. WOODWARD,
Engineer and Superintendent.

☞ The Omnibus Line will call for and deliver passengers to and from the trains to any part of the City.

J. HOWELL, Conductor.

☞ The Company will not be responsible for baggage exceeding $50 in value, unless the same be returned to the Conductor or Agent, and freight paid at the rate of a passage for every $500 in value above that amount.

je.29

COLUMBUS PIQUA, AND INDIANA RAILROAD.

New route from Columbus, West and from Urbana, East.

On and after Monday September 19, 1853, two trains per day, (Sunday excepted) each way, will run on this Road, between COLUMBUS and URBANA. Will leave Columbus at 4.50 a.m., and 3.30 p.m.—arriving at Urbana at 8.12 a.m., and 6.14 p.m. Returning—will leave Urbana, for Columbus, at 9.15 a.m., and 3.00 p.m.—arriving at 12.05 and 6.55 p.m.

The 4.50 a.m. train, from Columbus, will connect with the night Express train from Cleveland and arrive at Urbana in time for the morning train north for Sandusky and intermediate points. Persons arriving by the morning Cleveland and Zanesville trains can have a few hours at Columbus and leave by the 3.30 p.m. train—arriving at Urbana in time to get supper and take the 5.35 p.m. train for Dayton and Cincinnati.

The 9.15 a.m. train from Urbana connects with the morning train from Cincinnati and Dayton that arrives at Urbana 8.40 a.m.—arriving at Columbus at 12.05 p.m in time for the 1 p.m. train for Cleveland, connecting with the Buffalo and Dunkirk boats. The 3.00 p.m. train will leave Urbana on the arrival of the Sandusky train—reaching Urbana at 2.45 p.m.—and arrive in Columbus in time for the various night trains.

A line of Omnibuses will connect with the trains at Urbana for the conveyence of passengers to and from Piqua and Greenville over a good Macadamized road.

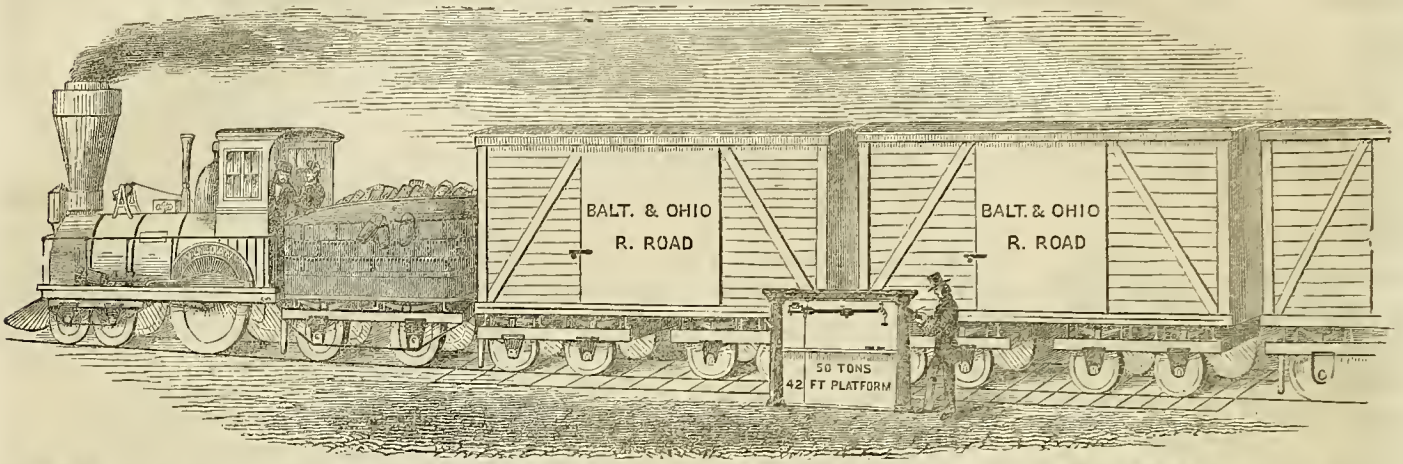
A. G CONOVER, Sup

Piqua, Sept. 13, 1853. s29-tf.

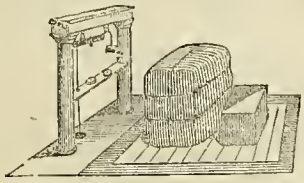
RAILROAD IRON, LIGHT WEIGHT.

170 TONS, 47 lbs. per yard, good quality and pattern, now lying at New Orleans. For terms, apply to VOSE, PERKINS & CO.,
ap27-tf New York.

FAIRBANKS' SCALES.



Railroad Track Scale---50 Tons.



DEPOT SCALES 12,000 LBS.

FAIRBANKS & CO'S

PLATFORM SCALES,

Long known—Severely tested—Always right—The acknowledged standard—Adapted to every required operation of weighing, as

Railroad Track and Depot Scales,

In use on nearly all the prineipal Railroads in the United States and Great Britain.

WAREHOUSE SCALES,
Dormant and Portable.

HEAVY PORTABLE SCALES,
On Wheels,
For Foundries, Rolling Mills, Iron Houses, &c.,

STORE SCALES,
Varions Modifieations.

COUNTER SCALES, &c.,

HAY & COAL DEALERS' SCALES.
Made entirely of Iron and Steel.

GENERAL AGENTS:

FAIRBANKS & CO., 89 Water Street, New York.
TRABER & AUBERY, Cincinnati.
L. F. BURGESS, Cleveland.
BROWNING & MAYER, Indianapolis.
C. L. HARMON, & CO., 197 South Water St. Chicago.
S. M. EDGELL & CO., 20 Pine St., St. Louis.
W. B. BELKNAP & CO., Louisville.
M. P. HUTCHINS, Detroit.
J. & F. DAWSON, Charleston, S, C.
GEO. C. EWING, 21 South Charles St., Baltimore.

MANUFACTURERS

E & T. FAIRBANKS & CO.,

ST JOHNSBURY, VT.

TESTIMONIALS:

OFFICE OF THE G. & C. U. RAILROAD CO.,
CHICAGO, FEB. 20TH, 1854.

MESSRS. E. & T. FAIRBANKS & CO.,

GENTLEMEN:—All of the principal station buildings on this road are furnished with your Depot and Platform Scales, with the exceptions of two scales. Your Scales were adopted after trial with those of other makers, and I take pleasure in now saying, that after more than four years trial, they have given entire satisfactiou to us, and the public doing business with the Company.

I am not aware of a dollar's expense being incurred from wear or defect of materials in any part of the scales. The Track Scale, with suspended platform, which you have recently put into our principal depot at this place, judging from present appearance and the use to which it has been put, will, I doubt not, answer the purpose desired, and be equally satisfactory.

JOHN B. TURNER,
Pres't and Sup't.

CENTRAL RAILROAD CO.
SAVANNAH, JAN. 6TH, 1853.

MESSRS. E. & T. FAIRBANKS & CO.,
St. Johnsbury, Vt.

DEAR SIRS:—Your Scales, which we have used for many years, gave so much satisfaction, that we ordered from your House, all the Scales necessary for our large new Warehouse. Your agent has just finished putting up twenty-two of your No. 1 and No. 2 Depot Scales and a large Road Scale, and I am pleased with the manner in which the job has been done. I trust and believe that this work will do credit to your establishment.

Respectfully, your obedient servant,
R. R. CUYLER, Pres't.

PORT RICHMOND, PA. MARCH 2D, 1852.

MESSRS. E. & T. FAIRBANKS & CO.,
St. Johnsbury, Vt.,

GENTLEMEN:—There are now in the Richmond Wharves at the terminus of the Reading Railroad, Twenty-six of your ten ton Track Scales, which have been in constant use for more than six years. The least quantity of Coal weighed annually upon any one wharf has been 400,000 tons. The aggregate quantity weighed upon the twenty-six scales, has been more than one million two hundred thousand tons per annum.

During the time since they have been in use, they have always retained their adjustment without any expense for repairs. They have been tested every year by the Sealer of Weights for the county of Philadelphia, and always found correct, and at the present time their operation is apparently as perfect and as sensitive as when first built.

JOHN E. HOBERT,
Superintendent of Wharves.

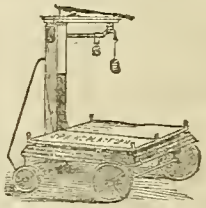
STATE OF NEW YORK,
CANAL COMMISSIONERS OFFICE,
ALBANY, JUNE 21, 1852.

MESSRS. E. & T. FAIRBANKS & CO.,

GENTLEMEN:—Your favor of the 10th, asking my views of the Weigh Lock Scales, manufactured by you, and introduced upon the Erie Canal, is received.

I have no hesitation in saying, that they have fully answered your recommendation in every particular. Their capacity for streugth is fully equal to sustain the required burthen. They are not liable to get out of adjustment or repair. The arrangement of the Weighing Beam is admirably adapted to obtain rapid results. I know of no Scale superior to them, in this or any other country.

In great haste, Yours truly,
JOHN C. MATHER,
Canal Commissioner.



PORTABLE SCALES.

The following Railroads have been furnished exclusively, or nearly so, with FAIRBANKS' SCALES:

Alabama & Tennessee.	Huron & Oxford.
Allegheny Valley.	Illinois Central.
Androscoggin & Kennebec	Indiana Central.
Ashuelot.	Indianapolis & Bellefontaine
Atlantic & St. Lawrence.	Iron.
Baltimore & Ohio.	Jeffersonville.
Baltimore & Susquehanna.	Kennebec & Portland.
Belvidere, Delaware.	Knightstown & Shelbyville.
Boston, Coucord & Montreal	Macon & Western.
Boston & Maine.	Mad River & Lake Erie.
Boston & Providence.	Manchester & Lawreuce.
Buffalo, Brautford & Goder'h	Memphis & Charleston.
Buffalo, Corning & N. York.	Michigan & Southern.
Buffalo & New York City.	Milwaukee & Mississippi.
Buffalo & State Line.	Naugatuck.
Canandaigua & Elmira.	New Albany & Salem.
Central. (Ga.)	Newburyport.
Central. (Va.)	New Haven & New London.
Champlain & St. Lawrence.	New Haven & Northampton
Charlotte & South Carolina.	New Jersey Central.
Cheshire.	New York Central.
Cleveland, Columbus & Cincinuati.	New York & Erie.
	New York & New Haven.
Cincinnati, Hamilton & Dayton.	Norfolk County.
	Northern Indiana.
Cincinnati, Logansport & Chicago.	Northern, (N. H.)
	Northern. (N. Y.)
Cinciuuati, Wilmington & Zanesville.	Norwich & Worcester.
	Old Colouy.
Cleveland & Erie.	Orange & Alexandria.
Clevelaud & Pittsburgh,	Oswego & Syracuse.
Cocheco.	Petersburg.
Columbus, Piqua & Indiana	Philadelphia & Readiug.
Columbus & Xenia.	Pittsfield & North Adams.
Concord,	Plattsburg & Montreal.
Concord & Clarement.	Portland, Saco & Portsmouth
Connecticut River.	Providence & Worcester.
Conn. & Passumpsic River.	Renssalaer & Saratoga.
Dayton & Michigan.	Richmond & Danville.
Easteru.	Richmond & Petersburg.
Essex.	Rome, (Ga.)
East Tennessee & Georgia.	Rome & Watertown.
Evansville & Crawfordsville	Rutland & Burlington.
Fitchburgh.	Rutland & Washington.
Galena & Chicago Union.	Saudusky, Mausfield & New ark.
Georgia.	
Grand Trunk, (Canada.)	Scioto & Hocking Valley.
Great Western, do.	South Reading Branch.
Great Western, (Ill.)	South Side.
Greenville & Columbia.	South Western.
Greenville & Miami.	Springfield, Mt. Vernon
Hartford, Providence & Fishkill.	Pittsburgh.
	St. Charles Branch.
Housatonic.	Steubenville. & Indiana.
Hudson River.	St. Lawrence & Atlantic.
Hudson & Berkshire.	Stouy Brook.

RAILROAD RECORD.

AND

Journal of Commerce, Banking, Manufactures, and Statistics.

Vol. 2.---No. 22. CINCINNATI, THURSDAY, JULY 27, 1854. Whole No. 74.

Railroad Record

PUBLISHED EVERY THURSDAY MORNING,
By J. A. & U. P. JAMES.
At No. 167 Walnut Street, Cincinnati.
E. D. MANSFIELD, Editor.

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J. A. & U. P. JAMES,
Publishers, and Proprietors,
167 Walnut st., Cincinnati.

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Cincinnati, Lebanon & Xenia Railroad.
OFFICE
No. 106 West Fourth street, west of Vine street.
CINCINNATI, O.
J. P. Gilchrist.....President.

Cincinnati & Cleveland Short Line Railroad.
OFFICE
No. 106 west Fourth street, west of Vine street.
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THE REMISSION OF DUTY ON RAILROAD IRON.

The Congress of the United States are asked to remit and repeal the tax imposed upon bar iron used in the construction of railways. The object is to aid the construction of railways, or rather, to prevent the stoppage of work on a great many railway lines already commenced; and thus to prevent throwing out of employment tens of thousands of laborers, mechanics, artizans, engineers, and persons in all pursuits, who have found employment for their labor and sale for their products in these great enterprises; in fine, to prevent a sudden and depreciating change in the labor and economy of the country. The statesman who acts upon this subject will ask—1st. Whether this tax on railway iron is really such a burden as represented? 2d. If it is, whether the tax has aided the mining and manufacturing interest to an extent which will compensate the injury to railways? 3d, Whether a change thus produced in the industry and economy of the country will not be far more injurious to the country, than the tax is a benefit?

1. Is the tax on railway iron a real and positive burden, likely to interfere in the construction of railways? To this we answer that *it is*. The proof of this is found in the *amount* paid, and still more in the fact, that it is *cash* payment. As to the *amount* actually paid by railways at the present time, as a tax on their iron, we have two modes of ascertaining, both of which are accurate, and which effectually test each other.

First. We have the Treasury returns of the importation of this species of iron, and the duties paid on it. It is well known that the great increase in Railway construction has been in the last five years, and the Treasury returns show precisely what is the increased import of railway iron in that time.—Thus:

Bar, or rolled iron, imported in the year ending 30th of June, 1848	$3,679,598
Bar, or rolled iron, imported in the year ending 30th of June, 1853	$45,402,776
Increase per annum	$11,723,178

Now, it is well known, that almost this entire increase is in railway iron. The iron manufactures of the country have rapidly increased; and there is very little, probably no increased importation of common bar iron.—Taking the average weight of iron per mile,

and the cost of importation (independent of duty,) and the above increased value will be equivalent to the iron on 2,000 miles of railway. Now, how does that correspond with the actual railway construction? The progress of railway construction in the last three years has been as follows:

Railways in May, 1852, according to Andrews' Report	12,808 miles.
Railways in January, 1853, according to the American Almanac	14,494 "
Railways in June, 1854, according to the most accurate returns	17,500 "
Increase in two years	5,692 "
Increase in one year	2,846 "

It will be a most ample allowance, if we suppose what is over 2,000 miles to have been ironed with American metal. Thus we find: That the Treasury Report of the increased import of bar iron, and the amount actually required for railway construction, correspond exactly, when we have made some allowance for the occasional use of American iron.

But we must go further than this, and consider that at this time, the number and length of railways in construction are much greater than ever before. But suppose we go back a year or two, and test the annual construction by what was then in construction. The time required to construct a medium railway now, is about three years. But we will allow *four*. We have then this data.

Miles of railway in actual construction in May 1852, according to Andrew's Report	12,600
Average per annum ¼	3,150

This, again, corresponds very well with the number of miles actually constructed since that time. On a careful revision of the various lines of railway now in progress, it will be found that there are now 12,000 miles of railway in course of construction, and for which the iron is not yet provided. If the work on these lines be not arrested, there will be constructed in the next four years, 3,000 miles of railway per annum, of which at least three-fourths, (2,250 miles) must receive the iron from Europe. This may be assumed as a certainty, because the tax on importation has not been able to prevent the importation of a single bar of iron, however onerous that tax may be.

Let us now see what the railways *have paid* and what they *will pay*, as a tax, or burden on their iron. In 1848, the value of imported bar iron was $3,679,598, of which less than three millions, certainly, was in iron used for ordinary purposes. We may assume three millions as the average value of ordinary bar iron imported, and we have the following results, viz:

In the year ending	Total imports of Bar Iron.	For Common use.	For Railways.
30th June, 1848	$3,679 598	$3,000,000	$ 679,598
" " 1849	6,060,068	3,000,000	3,060,068
" " 1850	7,397,166	3,000,000	4,397,166
" " 1851	7,324,283	3,000,000	4,324,283
" " 1852	8,568,317	3,000,000	5,568,317
" " 1853	15,402,776	3,000,000	12,402,776
Six years	$48,432,208	$18,000,000	$30,432,208
Tax paid by railways in six years past			$9,129.662

In the six years past railways have paid near ten millions of dollars as a tax on their iron. But supposing no new railways are commenced, and only those in progress completed, *what will they pay in the next four years?* We here see that the importation of bar iron in 1852–3 was, in value, $15,400,000, and that $12,400,000 of that was for railroad iron. In 1853–4 there will be imported a much larger amount, and that must continue for the next four years, or the works must be stopped. The number of miles to be ironed from Europe will be 2,250 per annum. This will require 225,000 tons. To this must be added 75,000 tons more for double tracks, side tracks, switches, etc., now constructing on nearly all railways. 300,000 tons will be valued, independent of duty, at $55 per ton, amounting to $16,500,000; on which the duty (30 per cent.) is $4,950,000; in round numbers, *five millions of dollars*. If the railways are to go on, in the next four years *they will pay to the government an actual sum of twenty millions!* This is a very heavy amount even in the great outlays in railways; but when we come to consider the mode of payment, this burden is more than doubled.

Let us analyze the *mode* of payments in the construction of railways. The statistics of railways prove that one *half* the cost of construction has been paid for by the creation of an outstanding debt, mostly in mortgage bonds, which have been distributed throughout Europe and America. This half the money paid out, therefore, has not been raised by the stockholders, nor the community in which the road is made, but by capitalists having surplus funds. Again, it may be assumed as a fair average, that 20 per cent., of all the railway stocks, especially in the Western states, has been taken by the contractors, distributed to sub-contractors, paid out for provisions, and thus becomes a sort of medium of exchange in the construction of the work. We have then this result, in the actual payment for construction of railways:

30 per cent. cash, raised by stockholders.
20 per cent. stock paid out for work and labor.
50 per cent raised on bond and mortgage.

In the Valley of the Mississippi, the average cost of railways, when fully equipped, may be called $30,000 per mile, though many are made for less. That $30,000 will be paid thus:

In cash by stockholders	$9,000
In cash by creditors	15,000
In stock distributed for work	6,000

Now of this total, $10,000 per mile has been paid, all in all, for iron. The iron bought in Europe is almost universally bought with bonds; but *the duty is cash*. This *cash tax* is equal to $2,000 per mile. Thus the cash duty per mile, paid to the government, on iron alone, *amounts to 22 per cent. of all the money actually raised by the stockholders!* Again, the stockholders' payments are called in, and distributed during the three years, making 33 per cent. per annum. So that the *cash* duty paid to the government on iron, will amount to *two-thirds of all the stockholders of a Western railway raise in a single year*. To this there may be exceptions; but the history and statistics of the railways constructed in the last five years, show that this statement is very nearly accurate.

The question, then, whether the tax on railway iron is an actual and positive *burden* on the construction of railways, and likely to seriously retard, if not arrest altogether their progress, is fully answered. We have proved—

1. That if the railways begun, go on to completion, they must pay

First. Five millions per annum for the next four years.

Second. They must pay 22 per cent. of all the money actually raised by stockholders, for iron duties alone.

Third. They must pay in *cash* two-thirds of what the stockholders raise in the year of payments.

It is thus very evident, that the payments at the Custom House are now one of the most serious draw-backs on the construction of Western railways, and one which, if there be a continued scarcity of capital, for that purpose, will probably stop many, even the best. Ought not this *burden* to be removed? Is it necessary to the revenue of the Government, or the protection of American manufacture that it should be continued? This we propose to answer, by proving that it is neither necessary or useful to either.

Railroads.

LOUISVILLE AND FRANKFORT RAILROAD.

From the sixth report of the President and Directors of the Louisville and Frankfort Railroad Company, we gather as follows: The receipts from June 1st, 1853, to May 31st, 1854, were $267,070 03. These receipts show an excess or 30¾ per cent. on last year, and those of last year showed an excess on the preceding year, of 21⅝ per cent. The expenses during the last year have been $153,918 92—leaving the net earnings $113,-151 11. The expenses are thus 57⅝ per cent. of the receipts. A dividend of 6 per cent., payable in stock, has been declared; the earnings of the road, which would otherwise have been appropriated to the payment of a cash dividend, having been applied to the construction of switches, new water stations, and for purchase of real estate equal in amount to that sum.

The construction of the Newport branch, as also the construction of the Knoxville branch, have been abandoned for the present, owing to the money crisis.

The company endorsed bonds to the amount of $100.000 of the Lexington and Maysville Railroad Company, but in consequence of in-

creased embarrassments they could not be sold. The President of the Maysville road had, however, pledged 57 of these bonds and 43 bonds of the city of Maysville, for $54,000, to New York bankers. To obtain the $100,000 bonds of the Louisville and Frankfort Railroad Company, the President gave the New York bankers a bonus of $18.000.

The report of the Superintendent, Mr. Gamble, shows that many improvements have been made to the road during the past year. The company has 13 locomotives, 10 passenger, and 123 freight and other cars. The Superintendent adds that the road is in better condition than it ever has been before.

Only one serious accident has occurred, which caused the life of a brakesman, who carelessly attempted to get on a train while in motion.

OPELIKA RAILROAD, GA.

The City Council, says the *Columbus Times*, have passed and confirmed an ordinance granting the Opelika Railroad Company the right of way across the river, and a depot on the north commons. In the former contract, the City Council charged the company $5,000 for the lot, in the latter only $5, with these stipulations: If they ever join their track with any other on the east side of the river, or allow any other track to connect with them, they shall forfeit the depot, the right of way from the river to the depot, and the bridge; all of which in that event, shall revert to, and become the property of the city.

The two hundred thousand dollar bond, by which they were withheld from uniting with any other road, within three miles of the city, east of the river, was annulled, and a clause inserted in the present contract, which forbids the company from moving the bridge or the depot buildings from the place selected and assigned to them. A slight alteration has been made in the tariff of freights and charges. and in no manner are the company to discriminate to the prejudice of Columbus.

We hope soon to see the completion of the Opelika road, and to hear the whistle sound the glad tidings that the waters of the Chattahoochee and the Alabama are united by the bands of iron. What say you, citizens of Montgomery, to a Railroad Festival? Let us unite and shake hands. We have been separated by vast plains, high hills, prairies and cane brakes, but soon we will have annihilated this space, and Columbus and Montgomery will be as neighborly as we are with Macon.

METEOROLOGY.—The last month has been characterized by a most extraordinary degree of heat. On July 5th, the Thermometer stood at 101 deg. in the shade, at Hillsborough, a place elevated 600 feet above Cincinnati.—Wednesday, the 19th, it was 101 deg. in Cincinnati, and on the 20th July, it was 100 deg. at Hillsborough; and with little exception it was intenaely hot for five weeks.

Railroad Earnings.

June, 1853--4.

EASTERN:

Name of Roads.	Miles.	1853.	1854	Increase.	Per Cent.
Hudson River - - - - -	150	$94.978 79	$128,073 38	$33,094 59	34.84
New York & New Haven, -	76	59,738 80	70.254 75	11,515 95	19.28
Pennsylvania Central, - -	357	156,978 59	227,652 04	70.673 45	45.02
Baltimore & Ohio, - - -	380	189,967 50	316,802 34	126,834 84	66.77
Do do Wash. Br. -	40	36,782 84	31,878 98	Decrease.	
New York Central, - - -	320	382,653 88	493,733 66	111,079 78	29.03
Watertown & Rome, - - -	97	31,018 74	44,224 81	13,126 67	42.31
Sixth Av. N. Y City - - -	3½		21,976 00		
Eighth " " " - - - -	3½		25,758 00		

WESTERN:

Name of Roads.	Miles.	1853.	1854.	Increase.	Per Cent.
Cincinnati, Ham. & Dayton -	60	$ 32.302 93	$ 39,975 15	$ 7,672 22	23.75
Ohio & Pennsylvania, - -	187	55,350 31	82,059 22	26,708 91	48.24
Chicago & Rock Island, - -	181	38,189 36	113,008 49	74,819 13	195 90
Milwaukee & Mississippi, -	88	18,535 24	45,078 83	26,493 59	14.36
Cleveland & Pittsburgh, - -	99	35,825 92	47,729 74	11,903 82	33.22
Indiana Central, - - - -	72	New.	27,250 00		
Michigan Central, - - - -	278	119,433 44	171,359 14	51,925 70	43.56
Mich. So. & Nor. Ind. - -	247	148,946 19	185,653 17	36,706 98	25.31
Louisville & Frankfort. - -	65	18,561 98	18,789 80	227 82	1.22
Macon & Western, - - -	101	15,592 01	19,750 29	4,158 28	22.66

Our table of Earnings for the past month is quite small, despite our exertions to make it more comprehensive. We find that six Eastern roads, 1,380 miles, have increased in the aggregate, - - - - - 237.25 pr. ct.
Or per mile, - - - - - 17.20 "

Nine Western roads, 1,306 miles, have increased in the aggregate, - - 422.22 pr. ct.
Or per mile, - - - - - 32.32 "

Among the Western roads some of the best are not enumerated in the table.

From this exhibit it is evident railroads still continue to be profitable investments, notwithstanding the present low price of shares in the market. The want of confidence, caused by the recent disclosures at the East, is gradually subsiding, and the appearance of railroad matters generally, is much brighter. Now is a good time for judicious investment.

MEMPHIS & OHIO RAILROAD.—The Memphis *Eagle* of the 12th, says: "The Board of Directors met to-day, and the most important business done was the location of the road from Trenton to Paris, passing within five miles of McLemoresville, in Carroll county.

"This will penetrate the wealthiest regions of Carroll, Weakly and Henry, and the road will bring the citizens of these counties within four or five hours ride of Memphis.

"Col. R. Topp, the President, left last evening for the Eastern cities, to negotiate the city and county bonds for the benefit of the contractors, Messrs. Harris, Black & Co.—These gentlemen take our bonds (city and county) at par; but the proceeds are to be paid to them only as the monthly estimates for work, etc., are furnished by the engineer. They are energetic, pushing men, however, and Col. T. is disposed to aid them in selling the bonds at as high a price as possible."

OHIO SALT.

The manufacture of salt is increasing in Ohio, especially in the vicinity of Meigs county. Some three or four years since, a well was sunk at Pomeroy to the extent of one thousand feet, the result of which was salt water of greater strength than any heretofore used in the West. Since then a number of wells and furnaces have been established in that vicinity. West Columbia, spoken of below, is in Virginia. The other places are in Ohio.

The *Pomeroy Telegraph* contains an article on the Salt Manufacture in that vicinity. It places the manufacture at 2,000 bushels a day, to-wit: Pomeroy Salt Co., 700 bush.; Coal Ridge Co., 500; Coalport, 400; and West Columbia 400—or about 600,000 bushels a year. The value, allowing 20 cents a bushel at the yard, is $120,000 a year; the business is yet in its infancy at that place. Two new salt furnaces are now being built, one at Coalport, the other at West Columbia. The salt water is obtained by boring to the depth of 700 or 1,000 feet, and is brought to the surface thro' copper pipes, by means of pumps worked by steam—except at the Pomeroy well, where the water rises to the surface spontaneously.

COAL TRADE OF POMEROY.—The *Telegraph* gives some interesting statistics of the Coal Trade of Pomeroy and that vicinity. In 1843 about 1,000,000 bushels were mined for exportation; in 1847 the number of bushels had increased to 2,000,000; in 1850 to 3,000,000; in 1852 to 4,000,000; in 1853 to 6,000,000; and the number of bushels mined in the first six months of 1854 was 4,500,000—but from increased facilities for mining, etc., the *Telegraph* supposes that there will be a large increase during the latter half of 1854, consequently sets down the product of the mines, during the present year, at 10,000,000 bushels, 1,000,000 of which will be used at home.

THE RECENT DEFALCATION AND FRAUDS IN WALL STREET.

Though Wall Street has witnessed numerous defalcations and financial frauds, yet, none has ever before occurred, where the parties implicated have stood so high, and where the amount involved, the ruin caused, and the sensation upon the public mind, have been so great, as in the case of Robert Schuyler.

Being of one of the oldest families, and having heretofore borne an unblemished and unimpeached character, as a business man and a financier, large operations, and the control of numerous companies were entrusted to his management; but in an unguarded hour he gave way to temptation, and in one short moment all the hard earned reputation of family—of years of honor and integrity, were swept away; and his name has become a by-word and reproach in the places where he was wont to transact his extensive business.

His extended business connections have made it impossible yet to tell certainly, to what extent his frauds have been carried.—The amount already ascertained, cannot fall short of $3.5000,000. Whether this is all or not will be decided only when the investigations now going on, shall be brought to a close.

R. & G. L. Schuyler were officers in, and intimately connected, with a number of railroad and other companies, and this it is, which has so effected confidence, as none can say where the fraud has ceased. Each one now desires to control his own funds, and with great caution only consents to place his means in the hands of others.

Were it so that none but the parties immediately interested in the companies, upon whom the several frauds have been perpetrated, were the losers, it would not seem so deplorable; but, the loss is not confined to these; it unfortunately falls heavily, and onerously upon innocent parties, by causing such a general lack of confidence, as to depress all classes of stock—even the best, to an unprecedented degree. The last week's operations in the stock market, in Wall street, have been sorely pressed, in consequence of this lack of confidence; nor can we hope for better times until the full extent of the over-issues and the consequences shall have been ascertained and determined, which cannot be for some time yet.

Mr. Schuyler's is not the only case recently brought to light; further investigation in his case discovered an over issue of Harlem Stock, to the extent of some $4,000, made by Alexander Kyle, Jr., Secretary of the Company, and appropriated to his own use.—And then immediately upon this comes the fraud of Mr. Edward Crane, President of the Vermont Central Road, to the amount of 8000 shares of stock of that company; and if to this be added the Parker Vein fraud, it will make a nice little show of the financiering ability of some of our capitalists, so considered. The exhibit is as follows;

Stock.	Shares.	Amount at par.
New Haven	20,000	2,000,000
Harlem	4,000	200,000
Vermont Central	8,000	800,000
Parker Vein	17,000	17,000,000
Total		$20,000,000

Can it be wondered at that confidence is unsettled? All of these over issues have been so placed in the market by hypothecation, sale and transfer, as to prevent entirely any possibility of distinguishing the genuine from the bogus issue; thus leaving it a question for the Courts to decide, whether the companies shall be held or not.

It seems wrong that the innocent should suffer with the guilty; or in other words, that roads and companies in no way implicated in these transactions, should feel so strongly the effects of this cause. But so it is; and we trust that it will be a bitter though salutary lesson to railroad companies in future, and that they will cease to put themselves in the power of any one man, how exalted soever his character may be.

IRON BY THE RENTON PROCESS.

We have had several enquiries made of us, in relation to the manufacture of iron, by the Renton Process. The following article may prove satisfactory.

The Forest City Iron Works, manufacturing iron by the Renton Process, says the Cleveland *Leader*, went into operation on the 1st day of July. The *Leader* remarks:

"After encountering a series of difficulties, incident to all new projects, the new principle was put to a final test last Saturday afternoon, and the result was a complete vindication of the sagacity of the projectors and of the skill of Mr. Renton. We had the pleasure of being present during the trial. In a period of three hours, six blooms, varying in weight from 60 to 161 pounds were run off. Within five hours 1,188 pounds were run off, averaging per hour during the first three hours 227 pounds, and during the last two hours 303 pounds. There will be no difficulty in running off three tons of blooms per day, from each furnace, and as the present works will contain twelve furnaces, the product each day, will be about forty tons.

The new process is extremely simple to any one acquainted with the qualities of iron. The portion of ore usually called dross, is more easily melted than the iron; and this fact, probably, suggested the idea of the new process to Mr. Renton. By reducing the ore to about the consistency of coarse sand, and subjecting it to a heat sufficient to cause the particles of iron to cement, the dross is melted and thus separated from the iron which is taken out in masses, called balls, and beaten into blooms. The hammer weighs nearly 10,000 pounds, and the ore crusher possesses such vast power that fifteen tons can be crushed in sixty minutes.

Several scientific gentleman were present during the trial, among them Mr. Foljambe, Mr. Renton, Mr. Houston, who is erecting iron works on the same principle, and a gentleman from Boston, eminent in the literary world. All perfectly satisfied in regard to the result."

THE FRENCH RAILWAYS.

The report of the minister of Public Works for France has lately been published, and is made up almost entirely upon the subject of railways. During the past year charters have been granted for eighteen new lines of road, and for the reconstruction of one old line.—The sum of their lengths is 1,325 miles.—Some of them will add largely to the facilities of commerce with adjoining nations; others will have for their more direct and main effect to develop the native resources of districts hitherto secluded from the advantages of great central markets. They will help to make the "Mediterranean a French lake," and the Rhine a French river, and Paris an Atlantic seaport, in a better way than the old Napoleon purposed. It is observed on the financial side, that these lines are for the most part to be built at the cost and risk of private companies. Five of them only, receive pecuniary aid from the state, the sum total of which amounts to less than eight million of dollars. The calculated cost of construction for all the lines is about ninety millions of our money, plus the eight millions furnished by the state. The cost to the state, of railways chartered previously to February 1848, has been, on an average, $20,000 per kilometre; of those chartered between that date and December 2, 1851, it has been nearly $40,000 per kilometre; of those chartered between this last named date and the close of 1852, it has been $90,000 per kilometre; while of those chartered the past year, the charge upon the state averages but a little over $4,000 per kilometre. The kilometre is about three-fifths of our mile; 3,281 feet accurately. No charters have been granted except on the condition of the pre-payment of two-fifths of the par value of each share of stock. The income of railways in operation is from $26,000,000 in 1852 to $32,000,000 (our money) in 1853; the average product per kilometre the past year was $82,000. During the year a commission, acting under the Minister of Public Works, has been engaged in surveying new routes, measuring in all about 27,000 miles. The ultimate purpose of this measure is to complete the railway network that is to overspread the country, and to extend its benefits to those portions of the national territory which, from their poverty or geological disadvantages, seemed likely to be long deprived of them. The road about Paris, connecting all the railways which have a terminus in that city, is completed and will soon be opened, so that a car freighted at Havre or Bordeaux can proceed directly to Strasburg, or, as will soon be the case, to Marseilles. The entire length of railways in operation and in course of construction in France is about 5,590 miles. Three-fifths of them have been chartered since the Revolution of 1848.

EXPERIMENTS WITH ROBBINS' SELF-ACTING BRAKES FOR RAILWAY CARRIAGES.

An important incident in railway history, says the *London Times*, and one in which the public safety is intimately interested, took place on Wednesday last, (the 11th ult.,) when an experimental run was made from Waterloo station to Windsor, for the purpose of testing the efficiency of Major Robbins' invention for applying self-acting brakes to railway carriages. The train consisted of engine and tender, with a brake van and 16 carriages, only eight of which, however, were furnished with this new contrivance. The object of thus lengthening the train by these eight carriages unfurnished with the apparatus, was to put to a severe test the facility of backing with the self-acting brake—a part of the experiment about which some slight doubt had existed, but which proved, even under disadvantageous circumstances, triumphantly successful. There were present several engineers and men of science connected with the leading railways of the country to witness this important trial. The first stoppage made was at the Wandsworth station, which, being near the Junction, the speed attained did not exceed 20 miles an hour; proceeding at which rate the train was brought to a stand, without perceptible abruptness, in an incredibly short distance. Between this station and Putney, a speed was reached of 35 miles an hour, when a second experiment stopped the train within a distance of 250 yards. It is important to remark that an ordinary train proceeding at this rate could not be stopped in less than 800 yards. The next experiment was tried at a speed of 40 miles an hour, in which the stoppage was effected in 450 yards, and in about 50 seconds of time. On returning from Windsor, fog signals were placed upon the line in situations unknown, till they they announced themselves by their explosion, to any person on the train. On passing over the first, the train was advancing at a speed of 35 miles per hour. The steam was instantly shut off which process alone immediately brings this brake into operation, and the train was brought to a stand at 460 yards from the point at which the signal exploded. Had all the carriages been furnished with these brakes and the experiment thus disembarrassed of the additional *momentum*, caused by the eight unfurnished, there can be no doubt that the stoppages would have been effected in a much shorter time and distance. On the return of the train to Waterloo, it was evident that the trial had proved highly satisfactory. The great difficulty in connection with the self-acting brakes has always been, that of so arranging the apparatus as to allow the engine driver to back his train as occasion might require. The difficulty it would appear, has been entirely overcome by the invention of Mr. Robbins, the train having been repeatedly shunted in the course of the experiments for the purpose of testing its capabilities in this respect.

SURVEY OF THE CHATTANOOGA & CLEVELAND RAILROAD.

Through the kindness of John B. Whiteside, Esq., (says the *Chattanooga Advertiser*,) Assistant Engineer of this route, we have had the pleasure of examining the maps and profiles of the experimental surveys made, as a preliminary to locating the road. The length of the road to Cleveland will be about 29 miles. The nature of the country is such that an air-line cannot be constructed, except at an immense outlay; but by repeated trials, a very direct and practical route has been attained, which, in a general sense may be termed an air-line. The country between Chattanooga and Cleveland is made up of numerous ridges and valleys, at right angles, with the hearing of this road, and hence slight deviations were necessary to reach certain gaps, through which only the line could be constructed. The first route taken involved *two tunnels*, the one through Missionary Ridge of 2,500 feet, and a second some distance from this, of 500 feet, with grades of 80 feet to the mile. This route was thrown aside and another more eastward, running through a gap on the land of B. F. Scott, Esq., in Missionary Ridge, which is passed by a tunnel of only 1,000 feet, and a grade of 50 feet to the mile. It then passes over House's Camp Ground Ridge, which is the highest land between the two termini—Cleveland being only a few feet higher than Chattanooga. Beyond, a line is taken east of the first line, which is some longer, say 2,000 feet, but a tunnel is cleared and the curves and grades are much better, so as to make this route preferred.

Leaving Chattanooga, the C. & C. R. R. will cross *above* the Western and Atlantic Railroad it some 20 feet, so that no collision can occur. This point is 9 miles from this city by the Western & Atlantic Railroad, but only *seven miles* by the Chattanooga and Cleveland Railroad, near which both roads cross Chickamauga Creek by a bridge. This bridge is the *first* on the C. & C. R. R., and the *third* on the W. & A. R. R., so that in running from the same city to this junction, *two miles of road* and *two heavy bridges* are cleared in favor of the C. & C. R. R. route.

Between Chattanooga and Cleveland there will be only *three* bridges which is very favorable, for the country is full of streams, but the line selected avoids bridging the most of them.

The final locating of the road is now in progress, and before many weeks pass, it will be under contract. Robt. Gray, Esq., of Opelika, Ga., proposes to construct the road on terms advantageous to the company, and his offer will probably be accepted. We understand that other responsible contractors have given in bids for the entire road, so that there need be no delay in its construction.

Translated for the Journal of the Franklin Institute.

VERITES ELECTRO-MAGNETIC SAFETY APPARATUS FOR RAILWAY TRAINS.

In a preceding number of the *Journal*, we gave a description of an electric clock, by M. Verite, of Beauvais, extracted from the Parisian journal, *Cosmos*. From the same journal, for 6th January, we take a notice of another invention, by the same author, for the purpose of guarding against accidents to railway trains :

"We will suppose, for the purpose of fixing our ideas, that it is required to regulate the running of the trains on the Northern Railroad from Paris to Amieus. At each end are placed two connected dials, supported on a small pillar of wood or cast iron, one of them facing Paris, the other Amiens, so placed as to be easily seen by the engine drivers when they arrive at the station. Each of them carries a plainly visible needle, and their circumference is divided into as many parts as there are kilometres between the two consecutive stations at which they are placed.—Each of these spaces is numbered beginning with this at the upper part of the dial, which is 0.

Let us suppose that a train leaves the Northern Depot, and that the first station is at St. Dennis, distant from Paris eight kilom.—The dial at Paris will be divided into eight equal parts, and at the departure of the train, the needle will be vertical, its point showing 0. When the train has run one kilometre the needle will pass from 0 to 1; it will pass to 2 when the train has run two kilometres, and so on; so that if the train arrive at St. Denis without interruption, the needle will have described the whole circumference, and will have returned to 0, ready for the departure of the next train. The first locomotive on reaching St. Denis, will come into communication with a second dial, (whose index is at 0,) divided into as many parts as there are kilometres between St. Denis and Engheim, the second station. The train in its progress will operate on the dial at St. Denis as it operated on that at Paris, and when it has reached Engheiem, the index at St. Denis will have returned to 0. And this operation will take place from station to station, until the train reaches the extremity of the line.

In this way the progress of the train may be followed from station to station, kilometre by kilometre. If any accident should happen or any delay in the train, notice will be immediately given by the movement of the hand on the dial, the needle stopping at the same time as the train, will show by the number to which it points, the distance at which the accident has happened.

In general, the service of the most crowded lines does not require that the trains should be running at the same time between any two stations. In fact, the distance between no two stations is more than twenty kilometres at most, which the locomotives run over in less than twenty-five minutes. To suppose that two trains are at any time between the same two stations, it is to admit that the trains are running within twenty-five minutes of each other; but the interests of the passengers, whose safety should be secured as far as possible, as well as the interests of the company, which must take care of their stock, demand, it seems to us, that the trains should not run closer than this.

As then the conductors of the trains will see, immediately on their arrival at the station, where the train ahead of them is, and as they will not quit that station until the needle of the dial, by its return to 0, shows that the first train had reached the next station it will be absolutely impossible for the second train to run into the one before it.

In exceptional cases, where trains have to run more closely than this, and where, in in consequence, two trains may be between the same stations, it will be easy to establish one or two systems of connected dials between the stations.

We will now explain the method devised by M. Verite to secure the motion of the index on the dials.

Behind each dial is a wheel, with a number of teeth equal to the number of kilometres between the two stations. This wheel is governed by an escapement, which allows one tooth to pass every time that it is moved.—The escapement is put in motion by the attraction of an electro-magnet, operated on by a current, which is closed by the locomotive itself, every time that it has run one kilometre.

One of the poles of the battery is put in communication with a wire, hung like our ordinary telegraph wires, upon posts, along the track. At every kilometre a branch of this wire is taken down and terminates by an inclined plane near the rail; the other pole communicates with the ground, or, still better, with one of the rails of the track. The locomotive or tender is also supplied with a moveable piece of metal, terminating in an inclined plane, and so placed as necessarily to meet as it passes the inclined planes in which the conducting wires terminate. Thus, with whatever speed it may be running, on arriving at the end of the kilometre, the locomotive will always close the circuit; the closed circuit will magnetize the wire, which will work the escapement, the escapement will pass one tooth of the wheel, and the index moving forward one number will indicate that the train has made one kilometre more.

If it be required to prevent the much more rare accidents caused by the collision of two trains moving in opposite directions, on the same track, special dials may be placed and properly arranged, on which the conductors may read as they pass, the distance which separates them from the train moving towards them. They will then slacken their speed, or take other means to avoid the collision.

M. Verite has constructed, in his shop at Beauvais, a model on a small scale, of the apparatus which we have described. This apparatus succeeds so well as to render him almost certain of its success on a large scale. He is now ready to apply it on a line of railroad, as soon as he may be invited to do so by his Excellency, the Minister of Public Works." *Cosmos*, vol. iv., p. 7.

Hempfield Railroad.—Our Wheeling exchanges say, "We regret to learn that the strike for wages continues on many sections of the Hempfield railroad. Though the hands returned to their work on some of the heaviest sections last week, at the rates offered, they have again, to a considerable extent, withdrawn.

We understand, however, that the engineers are confident that the workmen will be compelled to come to terms when they find the condition of neighboring lines.

The work on the Allegheny Valley road, and many of the Western roads, is entirely suspended for want of funds, and laborers will cheerfully take 90 cents a day when they find that work is not to be had elsewhere at any price.

LOUISVILLE & SANDUSKY, JUNCTION, RAILROAD.

The Sandusky *Commercial Register* in speaking of this project, and the Record, says:

"It is needless to advise the Cincinnati public that this great road will be built at an early day, without any aid or sympathy from the press of that city; and such illy timed representations, as this of the *Gazette*, come with a very bad grace. This place, and routes entering here, have never received justice at the hands of the *Gazette*, or that grossly partial sheet — the *Railroad Record*;—but since we neither need nor solicit their aid, their misrepresentions are as powerless as they are ungrateful."

We trust that the *Register* man will keep his temper, this hot weather, and endeavor to tell the truth when speaking of his neighbors. The Record has spoken of this road a number of times, and *misrepresented it* in no instance. As to our *partiality*, it consists in noticing a great many roads and people to which and to whom we are under no obligations.

Experiments with Self-Acting Signals.—The self-acting signals are being adopted on French lines. *Galignani* speaks of an experiment made in presence of a commission on the Bordeaux and Triest railway. The invention consists of mechanisms placed on the external edge of the rails, and united together by an electrical wire, which gives the signal of the arrival of the train on a curve or in a tunnel. The apparatus may be established in such a manner as to act not only at a distance of 700 metres, but even 3000 metres. The passage of a train on entering on a curve or on approaching a tunnel, causes, by the pressure of the springs of the apparatus, the explosion of petards, which are heard at a great distance, and at the same moment moves a colored disk, which gives the signal to the approaching train to stop.—*London Builder*.

Ashtabula & New Lisbon Railroad.—At the annual meeting of the stockholders of this company, held at Ashtabula on the 4th inst., the following persons were chosen directors for the ensuing year: Henry Hubbard, Frederic Carlisle, G. W. Griswold, and Aaron E. Austin, of Ashtabula county; Frederick Kinsman, of Trumbull county; John Whetmore of Mahoning county; L. A. Brewer, of Columbiana county. The prospects of the road are reported as favorable.—*Trumbull Democrat.*

Gallipolis, Jackson & Chillicothe Railroad.—From an advertisement in the Gallipolis *Courier*, we learn that there was to have been an election of directors of this company on the 19th. We cannot hear, however, that any thing is being done upon the road.

Trial of the Strength of Bridges

A large number of gentlemen, says the New York *Times*, assembled on Tuesday afternoon at the Crystal Palace, to witness an exhibition of strength of two models of bridges, which have been for some time displayed at that place. The models were perfect in their construction, being in every particular, except as to size, like a practical bridge.—They were the Arch Truss Bridge, invented by Henry Lanergan, of Boston, and the Uncle Sam, invented by Hammond Howe of Cincinnati. They were models of Bridges of four hundred and fifty feet span. The models were about sixteen feet span, and the sides about a foot high. Both were constructed of white pine, and presented a very attractive appearance. The Uncle Sam model weighed 64 pounds, and the Arch Truss 61 pounds.—The inventor of the former had announced that his model would sustain twice the weight of the latter; or be broken in the attempt.—The weight on the Arch Truss was from time to time increased until three thousand and four ponnds and a half were put npon it.—The weight on the "Uncle Sam" was then increased to six thousand and sixteen pounds. For a few moments the bridge sustained this immense pressure—nearly a hundred times its own weight—but soon after the timbers broke. Subsequentlyabout five hnndred pounds weight more was added to the pressure on the Arch bridge but without its breaking. Its strength was not tested further.

Rock Islann Railroad.—We learn from the New York *Tribune* that the contractors, Messrs. Sheffield & Farnum have delivered the road to the Company. Henry Farnum, Esq., was subsequently elected President of the company. The interests of the road could not possibly have been committed to better bands. The untiring energy and consummate ability which he has shown in building and equipping an entire line of railroad, one hundred and eighty-one miles, in about two years, are sufficient to mark him as one of the first railroad men in the Union. Under his management the road will be sure to prosper.

Scioto & Hocking Valley Railroad.—The gross receipts of the Scioto and Hocking Valley Railroad for the months of May and June, were $15,328 41. Net earnings $11,000. Efforts are now making to complete the road from Jackson to Newark, the grading being mostly completed.

Mississippi & Missouri Railroad.—The election of officers of this road, held at Davenport recently, resulted in the election of Hon. John A. Dix, of New York, President; and E. Cook, Esq., of Davenport, Vice President.

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

CORRECTED TO WEDNESDAY OF EACH WEEK.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'D.	ASK'D.
Alabama and Tennessee	1st mortgage, convertible till 1872	7	1872		96
Baltimore and Ohio	Transferable. Taxed	6	1885	87	83½
Do do	Coupons. Not Taxed	6	1875	88	89
Do do	" "	6	1880	84	87
Do do	"	7	1860		87
Do do		6	1885	83	85
Bellefontaine and Indiana	1st mortgage, convertible	6	1866	100	100
Buffalo and Penn. State Line	1st mortgage, not convertible	7	1866	97	101
Chicago and Rock Island	1st mortgage, convertible	7	1870	91	92
Chicago and Mississippi	1st " "	7	1862	90	92
Do do	2d " "	7	1874	75	77
Chicago and Aurora	1st " "	7	1866	90	92½
Cincinnati and Fort Wayne			....		
Cleveland, Columbus, and Cincinnati	1st mortgage, convertible	7	1859	128	130
Do do do	No mortgage, convertible	7	1855	124	127
Cleveland and Mahoning			....		
Cleveland, Painesville and Ashtabula	1st mortgage	7	1861	92	95
Do do	2d " not convertible	7	1861	99	100
Cleveland and Pittsburgh	1st " convertible	7	1860	95	96
do do		7	1873	85	90
Cloveland, Zanesville, and Cincinnati			....		
Cincinnati, Hamilton and Dayton	1st mortgage " till 1855	7	1861		95
do do do	2d mortgage	7	1868		95
do do do	3d mortgage	7	1880		90
Cincinnati, New Castle and Michigan	1st mortgage, roal estate, convertible	10	5 & 10 y's	96	100
Cincinnati Western	1st " " " "	10	5 & 10 y's	90	98
Cincinnati, Wilmington and Zanesville	1st "	7	1862	94	95
Cincinnati, Indianapolis and Chicago			....		
Columbus and Lake Erie			....		
Columbus, Piqua and Indiana	1st mortgage, convertible	7	1862	84	86
Do do do	2d "		1852	80	83
Columbus and Xenia	1st mortgage, convertible	7	1859	118	120
Covington and Lexington	1st " " till 1862	7	1883		57
Do do	2d " "	6	1862	83	87½
Dayton and Michigan	1st " "	7	1867	94	97
Dayton and Western	1st " "	7	1862	90	97
Dayton, Xenia and Belpro			....		
Eaton and Hamilton	1st mortgage	7	1862	84	87
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.	7	1862	93	96
Evansville and Illinois	1st Mortgage, convertible 1857	7	1862	85	87
Frankfort and Lexington	1st " "	6	....		
Franklin and Warren			....		
Galena and Chicago Union	Pledge of 2d section, convertible	10	1853-6	125	130
Do do do	1st mort., 2d " not convertible	7	1862	89	90
Illinois Central	1st mortgage, not convertible	6	1875	78	79
Illinois and Wisconsin		10	....		
Indiana Central	1st mortgage, convertible	7	1866	95	97
Do do	" "	10	1857	99	100
Indianapolis and Bellefontaine	1st " "	7	1860-1	94	98
Indianapolis and Lafayette	" "	7	1861	95	100
Jeffersonville	1st " not "	7	1861	87	94
Junction (Ohio)	1st " "	7	1867	106	108
Do do	2d " "	7	....	104	106
Lawrenceburg and Upper Mississippi	1st mortgage, convertible	7	1866		95
Lexington and Big Sandy			....		
Little Miami	No mortgage, convertible 1852-4	7	1858-61	114	116
Do	" " till 1855	7	1861	117	120
Louisville and Nashville			....		
Lyons', Iowa, Central	1st mortgage, convertible	7	1873	8	
Mad River and Lake Erie	1st mortgage, convertible till 1855	7	1855-6	97½	100
Do do	2d " "	7	1866	87	90
Do do	Dividend	7	1860	78	83
Madison and Indianapolis	1st mortgage, convertible after 1853	6	1861	100	103
Marietta and Cincinnati	1st " convertible	7	1868		87½
Maysville and Big Sandy			....		
Maysville and Lexington	1st mortgage, convertible	6	1873	51½	70
Memphis and Charleston			....		
Michigan Central	No mortgage, convertible	8	1860	103½	
Do do	" "	8	1855-6	100	102
Do do	" not "	8	1857-8		101
Michigan Southern	1st " " "	7	1860		95
Milwaukie and Mississippi	1st " " 1857	8	1862	100	101
Mobile and Ohio	1st mortgage 6s. 1884		....		
Nashville and Chattanooga			....	83	93
New Albany and Salem	mortgage on 1st section	10	1858-62	109	111
Do do	1st " on other sections, convert.	8	1864-75	87	90
New Castle and Richmond	1st " convertible	6	1873	87	90
New Orleans and Ohio, Ky	Guar. of McCracken Co		....	86	93
New York and Erie	1st mortgage, not convertible	7	1867	115	116
Do do	2d " convertible	7	1859	100	101
Do do	Income, not convertible	7	1855	97	98
Do do	Convertible till 1861	7	1871	86	85
Do do	" " 1862	7	1862	84	88
Northern Indiana	1st mortgage, not convertible	7	1860	95	96
Do do	2d "	7	1863	82	85
Do do	1st mortgage Goshen line		....	92	95
Do do	Construction Bonds		....	102	105
Ohio Central	1st mortgage, convertible, west section	7	1861		
Do	1st " " east "	7	1864	94½	97
Ohio and Indiana	1st " "	7	1867	97	100
Ohio and Pennsylvania	" "	7	1865-6	102	104½
Do do	Income. No mortgage, convertible	?	1872	87	95
Pacific, Mo			....		
Panama	1st mortgage, convertible	7	1866	106	107
Parkersburgh (or Northwestern Va.)	" Guar. City of Baltimore	7	1873	94	96
Pennsylvania	1st mortgage, convertible till 1860	6	1880	97	98
Peru and Indinnapolis	1st " convertible	7	....	78	83
Rock River Valley Union	1st " convertible	7	1872	98	100
Sandusky and Mansfield	1st "	7	1860	71	75
Do do	2d "	10	1853-7	102	104
Scioto and Hocking Valley	1st " conv. coupons	7	1861	87	90
Southwestern, Tennessee			....		
Springfield and Columbus			....		
Steubenville and Indiana	1st mortgage, convertible	7	1865	84	85
Terre Haute and Alton	1st " convertible		1862-72	87	92
Do do	2d " do	8	1865		
Terre Haute and Richmond	1st mortgage, convertible	6	1860	100	103
Toledo, Norwalk and Cleveland	1st "	7	1863	87¾	90
Do do do	2d "		....	90	95
Do do do	" Guar of C. C. & C.		1883	90	95

TABLES OF RAILROAD SHARES.

☞ The following quotations are not PER SHARE, but upon the HUNDRED DOLLARS.

	shares.	off'd.	ask'd.
Baltimore and Ohio	100	53	54
Bellefontaine and Delaware	50	40	50
Bellefontaine and Indiana	50	80	90
Belleville and Illinoistown			
Buffalo and Pennsylvania State Lino		120	125
Central Military Tract			
Central Ohio	50	75	90
Chicago and Rock Island		94	96
Chicago & Miss., (Alton & Springf'd.)			
Cincinnati, Cambridge and Chicago		25	30
Cincinnati and Fort Wayne			
Cincinnati Hamilton and Dayton	100	92	100
Cincinnati, Indianapolis and Chicago			
Cincinnati, Logansport and Chicago	50		90
Cincinnati Western	50	25	35
Cin. Wilmington and Zanesville	50	65	80
Cleveland, Columbus and Cin	100	100	105
Cleveland, Medina and Tuscarawas			
Cleveland, Painesville and Ashtabula	100	100	105
Cleveland and Pittsburgh	50	65	75
Cleveland and Mahoning			
Cleveland and Toledo	50	70	90
Cleveland, Zanesville, and Cincinnatt.			
Clinton Line			
Columbus and Lake Erie	50	50	70
Columbus, Piqua and Indiana	50	50	65
Columbus and Xenia	50	100	105
Covington and Lexington	50	50	66
Covington and Ohio, Va			
Dayton and Michigan	50	50	65
Dayton and Western	50	65	80
Dayton Short Line	50		
Dayton, Xenia and Belpre			
Detroit and Pontiac			
Eaton and Hamilton	25	50	60
Eaton and Piqua			
Erie and Northeast		110	112
Erie and Kalamazoo		90	100
Evansville and Crawfordsville			
Fort Wayne and Mississippi	50		
Fort Wayne and Southern	25		
Franklin and Warren			
Galena and Chicago Union	100	118	125
Greenville and Miami	50	70	75
Hannibal and St. Joseph			
Hempfield			
Henderson and Nashville			
Hillsboro' and Cincinnati	50	45	55
Illinois Central	100	105	108
Illinois and Wisconsin			
Indiana Central	50	73	85
Do do 10 per cent	50	73	85
Indianapolis and Bellefontaine	25	78	95
Indianapolis and Cincinnati	50	65	75
Indianapolis and Lafayette	50	76	80
Jeffersonville and Indianapolis	50	72	78
Junction (Ohio)	50	90	95
La Crosse and Milwaukie	100		
Lake Erie, Wabash and St. Louis			
Lawrenceburg and Upper Mississippi	50	60	75
Lexington and Frankfort			
Lexington and Danville			
Little Miami	50	100	110
Logansport and Pacific			
Logansport and Marion			
Louisville and Frankfort	50	62	70
Louisville and Nashville	100		
Macon, Georgia	10	100	105
Mad River and Lake Erie	50	65	80
Madison and Indianapolis	50	40	50
Madison, Indianapolis and Peru	50	55	60
Marietta and Cincinnati	50	48	65
Marion and Mississinewa Valley			
Maysville and Lexington	50	50	60
Maysville and Big Sandy			
Memphis and Charleston			
Michigan Central		90	100
Michigan Southern		95	100
Milwaukie and Mississippi		77	82
Mobile and Ohio			
Nashville and Chattanooga			
New Albany and Salem	50	40	50
New Orleans and Ohio			
New York Central		91	100
New York and Erie	100	46½	60
Northern Indiana		90½	100
Ohio and Indiana		76	80
Ohio and Mississippi	50	80	90
Ohio and Pennsylvania	50	84	85
Ohio River and Wabash			
Owl Creek Valley			
Pacific, Mo			
Panama		96¼	100
Parkersburg, or Northwestern Va			
Pennsylvania	50	87	92
Peru and Indianapolis	25	68½	75
Sandusky and Mansfield	50	55	60
Sandusky, Mansfield, and Newark	50		
Sangamon & Morgan, or Great West'n,			
Scioto and Hocking Valley	50	50	60
Southwestern Indiana			
Southwestern, Tenn			
Springfiled Mt. Vernon and Pittsb'gh.	50	65	80
Springfield and Columbus			
Steubenville and Indiana			
Terre Haute and Alton			
Terre Haute and Richmond		100	102
Toledo and Illinois			
Toledo, Norwalk and Cleveland	50	78	90

STOCK TABLE.

CORRECTED WEEKLY.

Government Securities.

	INT.	DUE.	OFF'D.	ASK'D.
U. S. Loan	6	1850	105	106
Do	6	1862	114	115½
Do	6	1867	120	120
Do	6	1868	120	121
Do (int. ceased July 1).	5	1853	101¾	102
Do Coupons		1862	117½	118
Do "	6	1868	120	123
Do "		1853	100	101

State.

Alabama	5	....	90	95
Do	6	....	102	104
Arkansas	6	....	95	100
Georgia	6	....	107	108
Do	7	....		
Illinois Canal Bonds		1860	96	98
Do do registered		1860	110	110½
Do do		1847	92	95
Do do registered		1847	90	96
Do do Internal Impt.	6	1847	86	89
Do Interest do	6	....	60	64
Indiana	5	....	97	100
Do	2½	....	60	62
Do Canal Loan	6	....	93	94
Do do preferred	5	....	54	55
Do do deferred	5	....	30	32
Do special preferred	5	....	24	25
Do do deferred.	5	....	10	11
Kentucky, 30 years	6	1871	101	102
Do 15 years	6	....	107	108
Do large bonds	6	0869-72	104	105
Do	5	....	92½	93½
Micbigan	6	....	94½	96
Ohio	6	1856	102	103
Do	6	1860	105	106
Do	6	1870	108	113
Do	6	1873	109	
Do	5	1853	102	105
Do	5	1864	104	106
Pennsylvania	6	....	103	105
Do	5	1870	86	87
Tennessee, new loan	6	1890	105	106
Do Coupons	5	....		90
Virginia Coupons	6	1886	106	107

City Securities.

Albany	6	1867-9	106	107
Allogheny	6	1873	75	76
Baltimore	6	1870-90	99½	101
Do	5	1865	87	89
Boston Bonds	4½	1860	101	102
Chicago	6	1876-7	99	100
Covington	6	1881	93	95
Cincinnati	6	1860	97	100
Do	6	1897	97	100
Do	5	1884	86	87
Do W. W	6	1865	102	103
Joffersonville, Indiana	7	1872-82	85	88
Lawrenceburgh, Ia	7	....	80	90
Louisville	6	1880	82	85
Memphis	6	1882	90	92
New York	7	1857	101	103
Do	5	1858-60	97	98
Do	5	1870-5	102	103
Do	5	1890	105	107
Philadelphia	6	1876-90	98	99
Pittsburgb	6	1869-71	92	98
Do coupons	6	1883		87
Riehmond	6	1882	93	94
St. Louis	6	1870	89	90
Wheeling	6	1872	105	106

County Bonds.

Bourbon, Ky	6	1881	89½	90
Darke, O	7	....	92	95
Fairfield, O	7	1862	90	92
Fayette, Ky	6	1881-2	80	84
Guernsey, O	7	1862	97	99
Mason, Ky	6	1881	80	84
McCraken co. Ky., endorsed by New Orleans und Ohio R.R.			86	93
St. Louis	6	1866	83	85
Do	7	1871	107	108

Banks.

OHIO.

Obio Life Insurance and Trust Co	93	95
Lafayette, Cincinnati, (closing)	113	115
Franklin do		
Commercial dc		
Mech. & Traders do		
State Branchez		

KENTUCKY.

Bank of Kentucky and Branches	107	108
Northern, and Branches	115	116
Soutbern, and Branches	103	106
Bank of Louisville	111	112
Kentucky Trust Co	99	100
Farmers' Bunk of Kentucky	107	110
Newport Safety Fund Bank	98	100
Commercial Bank of Kentucky		

INDIANA.

State Bank and Braneches		

TENNESSEE.

State Bank and Braneches		
Union	94	100
Planters'	97½	100

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g.
On New York	Sight	1½	1¾ prem.
Boston	Sight	1½	1¾ prem.
Philadelphia	Sight	1½	1¾ prem.
Baltimore	Sight	1½	1¾ prem.
New Orleans	Sight		prem.
England		110½	112½.

SPECIE.

GOLD.

California, ℔ oz	$17 50	@	$17 65
Spanish Doubloons	16 50	@	16 60
Patriot Doubloons	15 60	@	15 80
Sovereigns	4 85	@	4 88
Guineas	5 00	@	5 00
American, new	1 00½	@	1 01
American, old	1 04	@	1 06
Portuguese	1 00	@	1 01

SILVER.

American Dollars	1 02	@	1 04
American, halves	1 02	@	1 04
Spanish Dollars	1 05	@	1 07
Spanish Quarters	1 02	@	1 03
Mexican Dollars	1 03	@	1 04
Five Franc pieces	95	@	96

LAND WARRANTS.

	Off'd.	Ask'd
160 acre warrants	$185	$190
80 acre warrants	95	98
40 acre warrants	46½	47¾

Reported for the Railroad Record.

CINCINNATI STOCK SALES.

AT THE STOCK BOARD,

MERCHANTS' EXCHANGE

And at Private Sale.

BY HEWSON & HOLMES,

For the week ending Wednesday, July 26, 1854

No report.

MONETARY.

At the East there is no especial change in the rates for money, though the commencement of a better feeling is appareut. Money is readily to be had on strictly prime paper, at 9 a 10 per cent., and on call at 6 a 7 per cent.

The downward tendency of the Stock Market has been checked, and a much better feeling is apparent.—The falling off in Stocks has been sudden and severe.—We subjoin a table of some few of them:

	July 1.	July 19.	Fall
Erie Railroad	63	46¾	16¼
New York Central	99½	89	10½
Michigan Central	95	88	7
Reading Central	78	64	14
Nicaragua	28	19¼	9
Cleveland and Toledo	87	70	17
Canton Company	25	22	3
McCulloch Gold	4	1½	2½
New Haven Railroad	82	shut.	
Harlem Railroad	46	shut.	
Hudson River	62	51	11

Tho sales have been as follows:

By A. H. Nicolay, July 17th—

$3,000 Bonds Cleve. & Pitts. RR. 7s. '73 conv.	$79 00
7,000 Gr. West. Ills. 10s, '68	86 50
10,000 N. Y. & New Haven 7s	53 00

The above were with interest.

By the same, 20th—

1 Original share Breckenridge Coal Co., equal to 280 present shares. Sold in quarters of 70 shares, per quarter	1,750 00
3 " " " " "	1,500 00
16 Bonds $500 each, City of Stockton, 10s. '73	69 00
4 " 100 " " " "	79 00
$10,000 Bonds N. Y. & Haven, 7s, '66	66 00
5,000 " " " " "	69 00
3,000 " " " " "	71 00
2,000 N. Y. & Harlem 7s. '73	87 50
5,000 " " " "	82 50
6,000 " " " "	82 00
5,000 " " " "	81 50
5,000 Flushing R. R. 1st mor bonds 7s. '68	64 00
5,000 " " " "	71 00
5,000 Sec. Av. 7s. '59	69 00
5,000 " " "	64 50
15,000 Mineral Point, 7s	20 00
All the above with interest.	
290 Shares Danbury & Norwalk RR	60 50
100 Shares New Haven & N. London	20 50
200 Shares New Haven & Northampton	36 00
250 Shares Rutland & Whitehall	23 00
1,000 Shares N. Y. & Harlem (pref. full)	85 00
4,500 Shares Ill. Central ($5 per share paid)	105 25

At the West nothing new has occurred in the Money Market. There is a good deal of money, and demand for prime paper is in advance of the supply. Rates 10 a 11 per cent. for number one, 12 a 18 for less known.

Eastern Exchange has advanced to 1¼ to 1¾ prem.

Sales of Stock, etc., have been quite limited and prices merely nominal.

Cincinnati, Harrison & Indianapolis Straight Line Railroad,

NOTICE is hereby given that the annnal meeting of the stockholders of the Cincinnati, Harrison & Indianapolis Straight Line Railroad Company, for the election of Directors, and for such other business as may come before them, will be held at the office of the Company in Cincinnati, on THURSDAY, the 10th day of August next, at 10 o'clock A. M. The Polls for said election will be kept open from 10 o'clock, A. M., to 4 o'clock, P. M., of said day By order of the Directors.

jy.20-1t J. W. TABER, Sec'y.

Locomotive for Sale.

ONE 8 wheel, 16 ton Engine. Cylinder 13 by 20, 4½ feet driving wheels, 2 pair drivers connected, and truck. Tender holding about 1400 gallons.

The Engine is in good condition; manufactured by Rogers, Ketchum & Grosvenor, Patterson, N. J.

Address ENOCH JOHNSON,
Sup't C., Z. & C. RR.
jy.20-tf. Akron, Ohio.

Covington and Lexington Railroad.



OPEN to Cynthiana, 66 miles. Two Daily Passenger Trains.

On and after Thursday, May 25th, and until further notice, Trains will run as follows:

Express Train leaves Covington at 8 o'clock, A. M. stopping at Benton, Demossville, Butler, Falmouth, Callenville, Boyd's, Berry's, Robinson's and Garnett's only, and arriving at Cynthiana at 11.50 A. M. Returning, leave Cynthiana, at 1.30 P. M., stopping at the above stations, and arriving at Covington at 5.30 P. M.

Passengers for Paris and Lexington, by taking the above train, will take dinner at Cynthiana. and by Messrs. Thurston and Thompson's line of Omnibusses, will reach Paris at 4 o'clock, P. M. The Evening Train of the Maysville and Lexington Road, leaves Paris at 5 o'clock, P. M., enabling passengers by this route to reach Lexington at 6 o'clock, P. M. Returning, leave Lexington by the 7 A. M. Train of the Maysville and Lexington Road for Paris, leave Paris by Messrs Thurston & Thompson's line of Omnibusses at 8.30 A. M. arriving at Cynthiana in time for dinner, and connect with the train for Covington at 1.30, P. M., arriving at Covington at 5.30 P. M.

Accommodation Train leaves Cynthiana at 6 o'clock A. M., stopping at all regular and flag stations upon the road, and arriving at Covington at 10.10 A. M. Returning, leave Covington at 3.15 P. M., stopping as above, and arrive at Cynthiana at 7.40 P. M.

Passengers by this train can leave home in the morning, pass five hours in Covington or Cincinnati, and return home before dark.

The Express Train will stop only at the stations named. Passengers for other points must take the Accommodation train.

Freight trains, for the present, will leave Covington Moodays, Wednesdays and Fridays; leave Cynthiana Tuesdays, Thursdays and Saturdays.

Freight will be received at Covington and Cynthiana up to 4 o'clock P. M., for the train of the following morniug.

J. M. DOUGHERTY,
jy. 20. Superintendent.

OUR RAILROAD MAP---NEW EDITION.

We have now ready a new and revised edition of our RAILROAD MAP, containing corrections and additions from reliable sonrces, making it as reliable as it is possible to make such a map.

We are prepared to print maps for Railroad Companies to illustrate their reports, either from the stone as it now is, or make any alterations to suit parties. Railroad Companies will find this much more economical than getting up maps especially for their roads.

Price of maps as follows:

Plain, sized,	40 cents.
Colored in outline,	50 "
Colored in States,	75 "

A liberal discount where a number are taken.

Pittsburgh, Maysville & Cincinnati Railroad Company.

OFFICE AT
McCONNELSVILLE, O.

T. W. Peacock, Pres't.....Rob't McLeod, C. E

G. ESCOL SELLERS.....C. D. DANA.

SELLERS & DANA,

AGENCY FOR THE SALE OF

Railroad Materials and Machinery,

THIRD STREET, (west of Burnet House.)

CINCINNATI, OHIO.

HAVING OPENED a depot for the sale of all articles used by Railroad Companies, we will fill orders promptly at manufacturers' prices, and are now prepared to furnish

Locomotives, Cars, Car-Wheels, and Axles. Ames' Tire and Crank Axles, Chairs and Spikes. Locomotive Head Lights, (of several makers) Car, Conductor's, Signal, Switch, Stoker and other Lanterns. Drawbridge and cross Road signal Lights; Gum Packing and Hose, assorted Car Trimmings, Enameled head and seat Linings, Plated and White Metal Letters.

—ALSO—

Machinists' Tools, particularly adapted to Railroad Work, Mill Work, Shafting and Shop outfits, Punching and Shearing Machines, for Boiler Work; Planers, Lathes, Drills, Portable Forges, etc., etc. Oak-Tanned Belting, of superior quality of all sizes.

jy.13.

Wabash Valley Railroad Company.

NOTICE TO CONTRACTORS.

SEALED proposals will be received at the office o Allen, McGrady & Co., Vincennes, Ind., until the 25th of July, 1854, for the grading, bridging, masonry, furnishing cross-ties, and laying the track of the entire line of the Wabash Valley Railroad, extending from Vincennes, Ind., to Paris, Ill., a distance of sixty-six miles.

Plans, profiles and specifications are ready at the office of Allen, McGrady & Co., Vincennes, and also at the office of the Company, Marshall, Ill.

The line passes through a densely populated and highly cultivated country, affording every facility for obtaining supplies, and conveniences for carrying on the work.

The work is of an exceedingly favorable character and well worthy the attention of experienced contractors.

Contractors are especially rsquested to give the work personal examination before submitting their propositions.

The work will be divided into sections of about one mile each for the convenience of contractors, and bids will be received for the whole or any portion of the work, reserving the right to reject any or all propositions if deemed unreasonable.

Bids will also be considered for the payment of the work to be either all cash or part cash and part stock.

A. T. ELLIS, President.
CHAS SUMMERS, C. E.
jy.6-3t. ALLEN, McGRADY & Co.

HEWSON & HOLMES

HAVE Auction Sales of Stocks, Bonds, and other Securities every WEDNESDAY and SATURDAY, at 12 o'clock, at the

Merchants' Exchange,

And respectfully tender their services in effecting private sales of the same, and in the negotiating of loans.

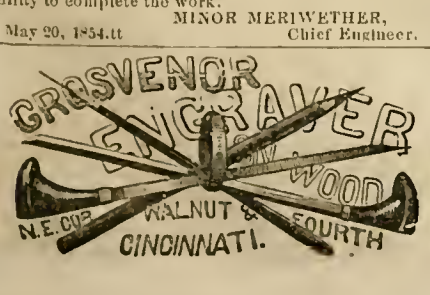
Offices, Nos. 83 and 85 Walnut Street,
CINCINNATI, OHIO.

je.8-†

NOTICE TO CONTRACTORS.

PROPOSALS for the entire Construction and Equipment, or the graduation, bridging and masonry separately, either in whole or in part, of the Mississippi and Tennessee Railroad, (extending from Memphis to Grenada Mississippi, about 97 miles,) will be received at the office of the company in Memphis, till the 20th of July next. Proposals for the entire construction and equipment, and otherwise as favorable, will have preference. Profiles and estimates of the first 60 miles may be seen on application at the Engineer's office in Memphis. Bidders must furnish satisfactry evidence of their ability to complete the work.

MINOR MERIWETHER,
May 20, 1854.tt Chief Engineer.



BANK NOTE ENGRAVING.

DANFORTH, WRIGHT & Co.,
No. 25 West Third Street, Cincinnati.

Bank Notes, Drafts, Bills of Exchange,
RAILROAD BONDS, & CERTIFICATES
†mr3] Engraved in a style unsurpassed.

Rawdon, Wright, Hatch & Edson,

Bank Note Engravers and Printers.

Also, engraved in a style corresponding in excellence with that of Bank Notes—

RAIL ROAD, STATE, AND COUNTY BONDS,

BILLS OF EXCHANGE, CHECKS,
Drafts, Certificates of Stock and Deposit, Promissory Notes, Bill and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, &c., &c.

Constantly on hand, Bank Note Paper, made to order of a superior quality.

The above office is under the supervision of
GEORGE T. JONES,
South-East corner of Main and Fourth Sts., Cin.
m r3

To Railroad Contractors, Quarry Men, &c.

THE attention of those interested is called to ASH'S IMPROVED HORSE POWER ROCK DRILL, for Railroad Excavation, Stone Quarrying, Well Boring &c.

This Drill is worked by HORSE POWER, requiring but one horse and one man, to keep it constantly at work, with great ease and velocity, performing 60 strokes per minute. It is cheap of construction and repair. The AUGER weights from 300 to 500 pounds, will drill a perpendicular or inclined hole FOUR INCHES IN DIAMETER, at the rate of from 8 to 16 feet per day in ordinary lime stone. It has drilled 2 feet in one hour.

For rights to use for Counties or States, apply to the Patentee. WILLIAM F. ASH,
May 20, 3* Springfield, Ohio.

Baltimore & Ohio Railroad.

380 MILES BETWEEN WHEELING AND BALTIMORE.

THIS Road was opened to the Ohio River in the spring of 1853, and has already established a high character with the business community of the West. Its facilities for the transportation of freights are already superior to those of any other great through line—while the attractions of the country through which it runs, and its many admirable provisions for the expedition, comfort and safety of travelers, it has received such favor as a passenger road, (with its present connections,) as to show that it will become the preferred route for all portions of the West and South-West as soon as its further connections are formed by the completion of the Central Ohio, North-Western Virginia and other Railrouds now rapidly finishing.

FOR PASSENGERS BY THIS ROUTE,

Through Tickets from all Parts of the West,

ARE NOW SOLD IN

Cincinnati, Louisville, Madison, Indianapolis, St. Louis, Chicago, Toledo, Detroit, Cleveland, Columbus, Zanesville and other Cities.

AT ALL OF WHICH ARRANGEMENTS HAVE BEEN EFFECTED

For Sending Travelers Direct to

WASHINGTON, BALTIMORE, PHILADELPHIA, NEW YORK, and other ATLANTIC CITIES.

FOR FREIGHTS IN EITHER DIRECTION

The fullest accommodations are provided. In motive power and Cars, the company has abundant resources, which are being further extended to meet the demands of Western Trade. In the dispatch and regularity of transpart, and in the careful landing of property, this road challenges a comparison with its rivals. At Baltimore, the road connects directly in the streets and at the wharves with the

PHILADELPHIA AND NEW YORK RAILROADS,

The numerous Steamers of the Parker Vein Line to New York and Boston, the Ericsson Steamers by Canal to Philadelphia and New York,

And various other Lines of Steamers and Sailing Vessels to the Eastern Ports, and to Richmond, Norfolk, Charleston, Savannah, etc.

J. B. FORD is the Company's Receiving Agent at Wheeling.

WM. G. HARRISON, President. *JOHN H. DONE*, Mast. of Transportation,
Jo. 8† Baltimore.

OFFICE CINCINNATI WESTERN RR. Co. }
Cincinnati, June 13, 1854. }

THE Stockholders of the Cincinnati Western Railroad Co., are hereby notified that the third instalment of five dollars per share, due the 20th July next, and the fourth instalment of five dollars per share, due the 20th August next, are called for, payable at the office of the Company, No. 33 west Third street.

By order of the Board. CALEB B. SMITH,
je21 President.

OFFICE OF THE AGENCY OF THE

Indianapolis and Cincinnati Junction Railroad Company.

No. 23 West Sixth Street, bet. Main and Walnut Sts.,
CINCINNATI.

THE following Directors of the above company, re-elected on the 20th inst., at Connersville, Ia., to serve for one year, viz:

JOHN WOODS, President.
John D. Jones, Cincinnati.
Jonathan M. Ridenour, College Corner.
Samuel W. Parker, Connersville.
George Hibbon, Rushville.
James Blake, Indianapolis.
Wm. M. Smith, Connersville.

This road connects with the Cincinnati, Hamilton and Dayton Railroad at Hamilton, thence to Oxford, College Corner, Liberty, Brownsville, Connersville Rushville, Burlington, Morristown, Palestine and Indianapolis, passing through five of the best counties in the state of Indiana, viz: Union, Fayette, Rush Hancock and Marion.

M. JONES, Ag't,
Junction Railroad Co.
January 7th, 1854. jan. 12-tf.

ADRIAN H. MULLER & CO.,

AUCTIONEERS

Of the City of New York.

Hold their regular Auction Sales of Stocks, Bonds and other Securities every Wednesday at 12½ o'clock, at the Merchants' Exchange. They would respectfully tender their services in the negotiation of the same, either at private or public sale.

Office, No. 2, Pine Street, corner of Broadway, Metropolitan Bank Building.

REFERENCES BY PERMISSION:

Moses Taylor, Esq.; W. W. DeForest, Esq.; Geo. S. Robins, Esq.; Dow D. Williamson, Esq., Pres. Farmers' Loan and Trust Co.; Wm. F. Hayemeyer, Esq., Pres. Bank North America; Edward Whitehouse, Esq.; Messrs. Camman & Co.; Messrs. Carpenter & Vermilye; Messrs. Fisher, Denny & Co.; Messrs. Wm. & Jno. O'Brien; Messrs. Week, & Co. mb9 6*

Office Cincinnati & Chicago RR. Co.,
(late Cincinnati Western RR.Co.)
CINCINNATI, June 26, 1854

NOTICE is hereby given that by a Decree of the Court of Common Pleas of Hamilton County, Ohio, the corporate name of the (late) Cincinnati Western Railroad Company, has been changed to the "Cincinnati and Chicago Railroad Company," by which name the business of the said Company will hereafter be transacted. CALEB B. SMITH,
je.29* President.

JAMES W. HOOKER,

Commission Merchant,

AGRICULTURAL WAREHOUSE,

—AND—

MACHINERY DEPOT,

35 Lloyd Street,
BUFFALO, N. Y.

Commission Dealer in Portable and Stationary Engines Iron Planers, Lathes, Universal Checks, Belting, Oils, Rubber Packing and Hose, Scales, Safes, Mill Stones and Machinery generally. Post Paid Letters will receive prompt attention,
je. 1-tf.

"GARDNER'S ROCK DRILL."



DESIGNED for Mining, Tunneling, Quarry Use, and Rock Excavations of all descriptions, by use of which a saving of 50 to 75 per cent, is made. This drill can be operated by hand, horse or steam power A Machine is now in operation at the Crystal Palace.

Applications for Territorial Rights and Machines must be made to the Patentee.

G. ARTHUR GARDNER,
nov.17† Trinity Building, New York

For Sale.

AN ALLIGATOR SQUEEZER, complete, entirely new and in perfect order to be put up at once. It is of the most approved construction with cam, cam-shafts and pedestals, and with heavy driving gearing for intermediate shaft, if required by the purchaser, and will be sold at a bargain.

For further particulars, address
ROBERT BRIGGS, Jr.
Sup't Renssalear Iron Works, Troy, N. Y

Also, for sale, Seven Dimpfel Patent Fans, 2 feet by 9 inches, second hand. Apply as above. [jy.13-6t.

BAILEY'S PATENT DUMPING CAR.

Fig. 1.

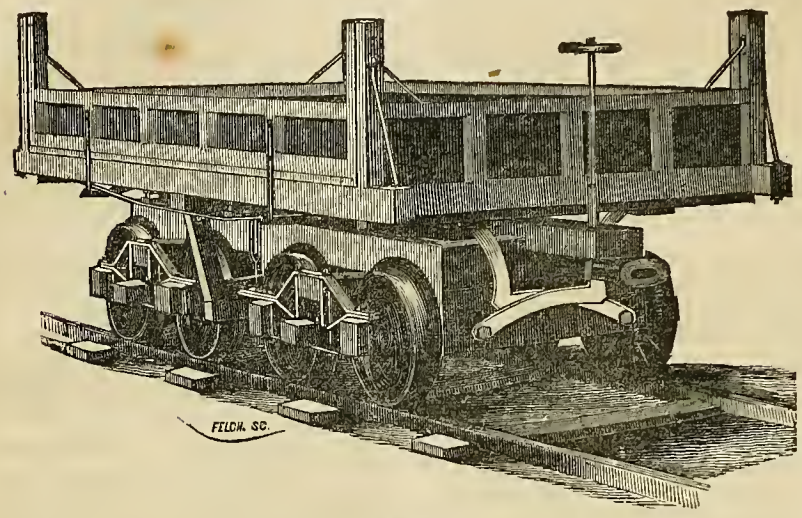
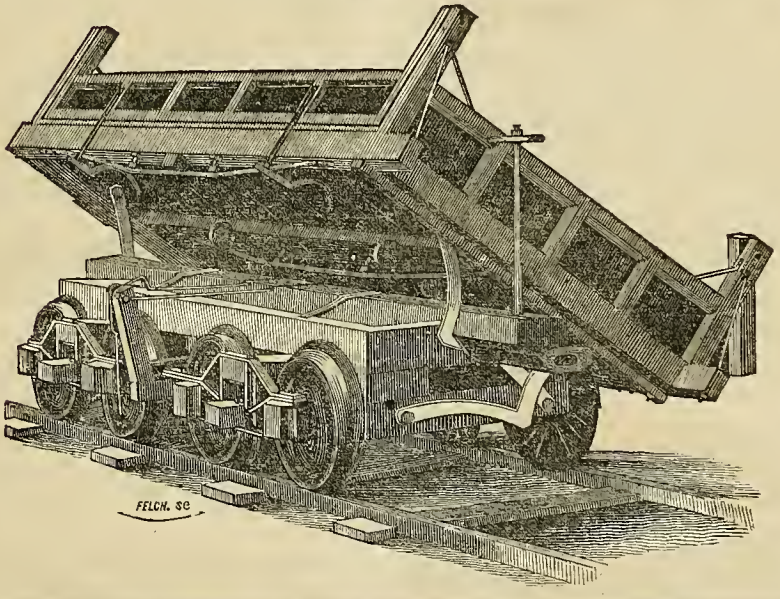


Fig 2.



The above engravings are views of a most important improvement in Railroad Dumping Cars. A patent was granted to C. P. Bailey for the improvement, January 24th, 1854.

Fig. 1 is a view of the car ready to receive the load.

Fig. 2 when dumped, or the load discharged.

This improvement has been in use on the Central Ohio Railroad for several months; also, on the Cincinnati, Hamilton & Dayton; Cleveland, Zanesville & Cincinnati; Cleveland & Columbus; and other Railroads in this state. Also upon the Illinois Central, in Illinois.

The improvement consists mainly, in the adoption of the Wrought Iron Transverse Bars, instead of the Cast Iron Rockers, generally in use. There are, however, other details of importance.

The box or body of the car rests on the ends of the Transverse Bars, whose other and lower ends are attached to the frame of the truck; two of the (wrought iron) bars are used at each end of the cars, to support and operate as guides in dumping the car. This improvement can be applied equally as well to the four-wheeled as to the eight-wheeled car.

One man will dump this car with ease when loaded, in less time than ten men can dump the rocker car, (the long or eight wheeled car is alluded to.) Contractors who have been using it, state that in graveling roads, **it is a saving of two cents per yard,** over the rocker car—that it is a much safer and easier car to manage, preferring it to any other car now in use for similar purposes.

Its liability to get out of repair is not one-tenth that of the Rocker Car. It is also well calculated for carrying and unloading Coal, Lime, Plaster, and all such materials as are carried in Dumping Cars—giving greater inclination in dumping, and discharging the load with greater facility than any other car.

The attention of Railroad Companies wanting Gravel Cars, as well as Coal Cars, is respectfully solicited to this improvement. The cost of this car does not exceed that of the Rocker Car,

To Railroad Companies and Car Builders who wish to purchase Rights, or wish information on the subject, letters addressed to me at Columbus, Ohio, will receive immediate attention.

GEO. L. CHASE.

Columbus, Ohio, June, 1854. Sole Agent for the United States.

TESTIMONIALS.

Engineer's Office, C.O. R. R.
Zanesville, Ohio, Nov. 21st, 1853.

Charles P. Bailey, Esq.,

Dear Sir:—At your request, some two months since, I caused to be placed on this road two of your newly invented Gravel or Dumping Cars. From what I have seen of their work I am clearly of the opinion that they will soon supercede all others of the kind now in use.

We have had the long car filled to its utmost capacity with the various kinds of excavation, and placed it in every position, and one man would dump it with ease in ten seconds, whereas, with the ordinary Rocker Car, it takes ten men one minute to perform the same labor.

The Car is simple in construction—not liable to get out of repair, as there is but little cast-iron about it. It tips to a greater angle than the ordinary car, therefore leaving its load in a better shape. I have no hesitation in saying that when more cars of the kind are wanted on this road they will be built after your model.

Wishing you every success in your undertaking, I remain, with great respect,

Yours, &c.,
GEO. T. CLARKE,
Chief Engineer.

I have purchased for the use of this company, two Gravel Cars, built after the plan of Mr. Bailey, and fully agree in the opinion above expressed.

HENRY O. AMES,
Sup't Cin., Ham. & Dayton Railroad.

I fully agree in the statement made by the gentlemen in this letter, and may also state that they are the best Gravel Cars ever built, in my opinion.

DANIEL McLAREN.
Mast. Machinist Cin., Ham. & Dayton Railroad.

Zanesville, Dec. 21, 1853.

Charles P. Bailey, Esq.,

Dear Sir:—From an experience in using your Improved Dumping Car, we have no hesitation in saying that two cents per yard is saved, (in labor and time) by using your car instead of the present Rocker Car.

That the repairs incidental to your car are not one-tenth of what they are on the Rocker Car.

That it is much the most profitable car for contractors as well as the safest one for laborers to use, being easier to handle.

We consider it superior, in every respect, to all other cars of the kind now in use.

Yours, truly,
E. NEWCOMB
C. BARRET.
Cont'rs for grav. East. Div. C. O Railroad.

I have seen the car above referred to at work, upon the Eastern Division Central Ohio Railroad, and fully concur with the opinion of Messrs. Newcomb & Barret

E. B. DUVAL,
Mast. Machinist, Central Ohio Railroad.
Zanesville, December 21, 1853.

Zanesville, Dec. 22, 1853.

Mr. C. P. Bailey,

Dear Sir:—As you desire my opinion of your Improved Dump or Gravel Car, that has been in use for the last three months on the Central Ohio Railroad, I do not hesitate to recommend it as being the best plan for a Gravel or Dump Car I have ever seen. The bills for repairing Dump Cars, such as are now in general use, it is well known, constitute a serious item of expense. On this account alone, your plan deserves a preference over all others, as there is but little liability about your car to any such accidents as are constantly occurring to the others. It dumps to a greater angle, and one or two men can dump it in less time, and with greater ease than the ordinary Rocker is dumped by ten or twelve men.

It will give me pleasure to recommend it as superior to any improvement of the kind in use.

ROBERT MACLEOD.
Chief Engineer, P. M. & C. R. R.

At a meeting of the Ohio Association of Railroad Superintendents, held at Cincinnati, March 8, 1854, the Committee appointed to examine Bailey's Patent Dumping Car,

REPORT,

That they have examined the Car, and consider the improvement a valuable one; and would recommend to any members of the Association who may need Gravel Cars, to examine and test this Car, before purchasing elsewhere.

W. H. CLEMENT,
For the Committee.

Clev Col. & Cin. and Clev. & Erie R. R.
Supt.'s Office, Cleveland, O., Apr. 24, 1854.

Mr. Charles P. Bailey,

Dear Sir:—Two of your Patent Dumping Gravel Cars have been used on the Cleveland, Columbus & Cincinnati Railroad for several weeks, and I am so well satisfied that they are better than any others, that I have just ordered thirty more of the same sort,

Respectfully,
L TILTON
Sup't.

ENGINEERING!!

The undersigned is prepared to furnish SPECIFICATIONS, ESTIMATES, AND PLANS, In general or detail of all kinds of

Steam Vessels, Engines, Boilers, Mill Work, &c.

Particular attention given to the superintending of

LOCOMOTIVES, TENDERS, CARS,

And Railway Machinery of every Description,

While under construction.

AGENT FOR THE PURCHASE of, on commission, all articles required for Railroads, Steam Vessels, Locomotives. Engines, Boilers, Machinery, &c.

General Agent for

ASHCROFT'S STEAM GAUGE, ALLEN AND NOYES' METALIC SELF ADJUSTING CONICAL PACKING, DUDGEON'S HYDRAULIC JACK.

Also, of Water Gauges, Indicators, Steam Whistles, &c., &c.

CHAS. W. COPELAND,
Consulting Engineer,
64 Broadway, N. Y

s5-tf

TOPPAN, CARPENTER, CASILEAR & Co.,

Bank Note Engravers & Printers.

Also, of Drafts, Notes, Certificates of Steek and Deposit; Bonds for U. S. Government, State Governments, Railroad and other Corporations, &e., New York, Philadelphia, Boston and Cincinnati.

All the best securities against counterfeiting and alterations are combined in the Notes and other instruments executed by this establishment for every State in the Union, and for the General Government; for Canada and other countries. Their means of supplying the demands of business with *new Designs* and Ornamental Die-work are unsurpassed.

Bank Note Paper of a superior quality, manufactured with particular regards to strength and durability, constantly on hand.

Cincinnati Office, corner of Third and Walnut Streets. [†mr3] CHAS. A. JEWETT, Ag't.

ENGINEERS' MATERIALS.

EGGERS & CO.,

WHOLESALE DEALERS IN

PAPER & STATIONERY,

Since first January,

No. 127 Walnut St., bet. Third and Fourth.

CINCINNATI,

Keep the most complete stock in the West of every thing used by Engineers. On application, a catalogue with prices will be forwarded. jy21†

Lithography and Engraving.

RAILROAD BONDS,

CERTIFICATES AND MAPS,

BUSINESS AND SHOW CARDS.

Views of Buildings, Diplomas, and Portraits,

And all kinds of

Lithographic Engraving,

DESIGNING AND PRINTING,

Executed in the finest style.

MIDDLETON & WALLACE,
No. 115 Walnut Street, Odd Fellow's Building,
†mr3 Cincinnati, Ohio.

Mathematical Instruments.



T. F. RANDOLPH & BRO.,

N. W. Corner Fifth and Walnut sts.,
No. 1, 2D STORY APOLLO BUILDING,
CINCINNATI, O.

MANUFACTURERS OF

Surveyors' and Engineers' Instruments, Theodolites, Transits, Levels, &c.

REPAIRING AND ADJUSTING INSTRUMENTS DONE TO ORDER.

Orders promptly attended to.

Railroad Car Findings.

BRIDGES & BROTHER,

64 Courtlandt Street, New York.

Wheels & Axles, Jaws, Boxes, and Castings Fitted

Wrought Nuts, Bolts, & Washers,

Engine and Car Screw Bolts, all sizes; Coach Lag and Telegraph Screws,

LOCOMOTIVE ENGINE LANTERNS,

From the best Manufacturers, and at their prices. Car Hand, and Signal Lanterns.

Cotton Duck for Car Covering,

Of any required width to 124 inches.

ENAMELLED HEAD LININGS,

Plush and Curled Hair.

Hand Cars and Baggage Barrows. Passenger, Freight-Car, and Switch Locks, Door Knobs and Butts. Brass and Iron Wood Screws. Brass and Silver Plated Trimmings for Windows and Seats. Varnish, Coach Japan, and Glue; Paints, Varnish and Glue Brushes.

Silver Plated and White Metal Letters. Engine and Signal Bells, anti-friction or Babbitt Metal.

Portable Forges and Jack Screws.

Hemp Packing,, American, Russia, and Italian. Conductors' Badges and Baggage Checks. Iron, Bronzed and Brass Hat Hooks. Ventilators and White Metal Rings. And all other Articles pertaining to Cars.

ALBERT BRIDGES,
Late Davenport & Bridges, Car Manufacturers,
Cambridgeport, Mass.
ALFRED BRIDGES,
Late Davenport, Bridges & Co., Fitchburg, Mass.
†oc6

WASON'S

CAR MANUFACTORY,

Near the Pittsburgh R. R. Shops,

CLEVELAND, OHIO.

Passenger, Baggage, Freight, Dumpers, Hand Cars, &c.,

Of the best quality in all respects, style, workmanship, and material, made to order with promptness.

Orders respectfully solicited, with the assurance that no pains will be spared to give entire satisfaction in all cases.

CHARLES WASON,
Late of the firm of T. & E. Wason, Springfield,
†oc20 Massachusetts.

S. C. THOMSON & CO.,

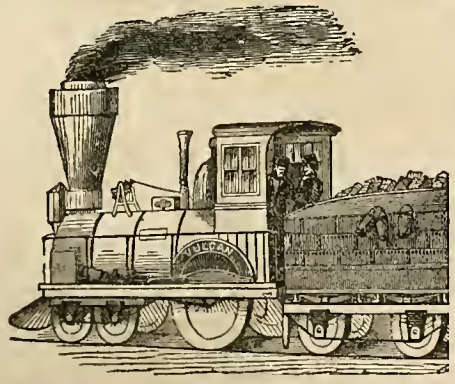
MANUFACTURERS OF

PATENT PAD LOCKS,

For Railroad Switches, Merchandise Cars, Stores, Cemeteries, Iron Safes, &c..

Cor. Railroad Avenue and Market st.,
jan.12† NEWARK, N. J.

Cincinnati Locomotive Works!



THE undersigned are prepared to furnish Locomotives equal in efficiency and durability to the best Eastern manufacture. Also, Shaping and Slotting Machines suitable for railroad shops. Also, all kinds of heavy forging and casting done at short notice. Also, belts for bridges cut with dispatch.

ap. 20 MOORE & RICHARDSON.

ALBERT H. NICOLAY,

AUCTIONEER.

Holds his regular auction sales of Stocks, Bonds and other securities, every Monday and Thursday, at 12½ o'clock, at the Merchants' Exchange. First class Stocks and Bonds, at private sale.

Office No. 4 Broad street, New York.

TYLER DAVIDSON & CO.,

Agents for the

BOSTON BELTING COMPANY!

India Rubber Machine Belting in any quantity, from 2 to 20 inches.

India Rubber Steam Packing;

Mixed	do	do	1-32 to ½ inch thick.
Plain	do	do	1-32 to 1 inch thick.
Pure	do	do	

Pipe and Manhole Rings, all sizes;
Square or Rope Packing, do.

HOSE.

India Rubber, Hydrant, Conducting, Fire Engine, and Locomotive, of all sizes, manufactured from the best of Vulcanized Rubber, and for sale only by the agents.

Car Springs, and all other kinds of Vulcanized India Rubber used for Mechanical and Manufacturing purposes.

The undersigned, having been appointed Agents of the Boston Belting Company, beg leave to advise Dealers and Consumers that they are now prepared to supply the above goods in any quantities, on the most favorable terms. On hand and for sale,

50,000 Feet Vulcanized India Rubber Machine Beltings, from 2 inch to 20 inches, 3 and 4 ply.

TO STEAMBOATS AND RAILROADS.

India Rubber Hose, for Pavements, Streets, Gardens, Locomotives, Engines, etc.

40,000 feet Hose, 3, 4, 5, 6, and 7 plys, suitable for pavements, streets, gardens, locomotives, fire engines, etc., 1 to 3 inch, warranted extra quality. Also,

THE vulcanized India Rubber Break Springs now in use by all the Eastern Railroads, and posessing deeided advantage over the Steel Springs now in use, for the following reasons:

1st, They are much easier put on.

2d, They are a great deal cheaper.

3d, They are much more durable than steel, and no time lost in making them, the weather having no effect on them.

ALSO—Large 6 inch hose for water stations.—This is a new and important invention. The coldest weather will have no effect on them whatever They are warranted to remain as pliable, in the COLDEST of weather, as they are in 150 Fahrenheit heat.

Armitage Anvils,—10 casks, assorted weights now in store.

Allen's Revolvers and Self-Cocking Pistols.—Now in store, a large assortment of the above, 3, 4, and 5 inch Revolvers; 3, 4, 5, and 6 inch Pocket Pistols. Also, Dueling Pistols.

Leland's Superior C. S. Car and Auger Bitts.—All sizes.

Brass Kettles, and Sheet Brass, &c.—Brass Kettles, assorted from 6 to 30; Sheet Brass assorted from No. 0 to 30; Brass Wire, do do do.

Star Breast Chains.—Four casks of those superior double-linked Chains, just received.

Walker's Trace Chains.—70 casks of those superior goods, warranted full length and sizes, 8 to 20 links, straight and twisted, now in store.

American Anvils.—Eagle brand, faced with with east steel, and warranted by the manufacturers equal to Armitage's Mousehole.

Plated Spoons.—Plain, tipped, and threaded heavy plate, on best quality of German Silver.

Premium Gimlet Screws.—10,000 gross just received.

Mill Saws. Hoe & Co.'s C. S. Wm. Rowland's, and W. H. Rowland's 6, 6½, 7, 7½, and 8 ft

Cross Cut Saws.—Hoe & Co.'s C. S., John Dickerell's C. S. and G. S., Wm. Rowland's and W. & H. Rowland's 5, 5½, 6, 6½, 7, 7½, and 8 feet Also, 4 and 4½ feet Tennon Saws.

Axes.—1000 doz. Axes, assorted Yankee and Kentucky patterns, first, second, and third quality

Nails.—4000 kegs Shoenberger's and Wheeling Nails, now in store.

For sale by TYLER DAVIDSON & CO.,
mr 3 140 and 142 Main street

TO BUFFALO, NIAGARA FALLS, BOSTON AND NEW YORK,

VIA

Cincinnati, Hamilton and Dayton,

AND

Mad River and Lake Erie Railroads!

FARE REDUCED!

ONLY FOUR DOLLARS FROM CINCINNATI TO BUFFALO ! !

SEVEN HOURS RAILROAD RIDE

FROM CINCINNATI TO THE LAKE.

ONLY ROUTE FREE FROM DUST ! ! !

FOUR DOLLAR TICKET GOOD ON ALL TRAINS.

☞ Hamilton and Dayton Railroad the first to reduce the Fare.

Passengers leaving on 6 A. M. Train have three hours at Dayton.

Through from Cincinnati to Sandusky without change of cars.

Baggage checked to Buffalo.

Depot in the west end of the city, on Sixth street.

☞ Cheapest and most pleasant route between Cincinnati and the Eastern Cities.

Passengers leaving Cincinnati by 8.20 Morning Train, on Cincinnati, Hamilton and Dayton Railroad, arrive at Sandusky at 4 P. M., and go immediately on board the splendid and gorgeous steamers,

ST. LAWRENCE.....Capt. Mead.
MISSISSIPPI.....Capt. Hazard.

And arrive at Buffalo next morning, after a refreshing night's sleep, in time for early trains to Niagara Falls, New York, Boston, etc., arriving in New York in time for supper.

The roads composing this route from Cincinnati to the Lake are laid throughout with heavy T rail, and in construction of track, rolling machinery, comfort of cars, and general management, and almost entire freedom from dust, are not surpassed by any in the West. It passes through the densely populated and highly cultivated valleys of the Great Miami and Mad Rivers, also, running through the large and beautiful towns of Hamilton, Dayton, Springfield, Urbana, Bellefontaine, Kenton, Carey and Sandusky.

The Steamers of this Line were built expressly for comfort, safety and speed, and no efforts will be spared to render comfortable those who may patronize them.

By this route passengers have four or five hours daylight on the Lake. Each boat is provided with splendid bands, for the especial accommodation of pleasure travelers, and every facility is afforded to dancing parties.

Reserved State Rooms will be telegraphed for, by passengers leaving their names at the Ticket Offices.

The following rates of Fare includes Meals and State Rooms on Lake Steamers.

FARE.

From Cincinnati to Buffalo	$ 4 00
From Cincinnati to New York (RR. from Buffalo)	11 50
From Cincinnati to N. Y. via Hud. Riv. Steamers.	10 50
From Cincinnati to Boston	14 00
Montreal	13 00
Burlington	12 00
Rutland	12 50
Bellows Falls	13 00
Concord	13 50
Lowell	13 50

Excursion Tickets.

Cincinnati to Buffalo and back	$8 00
Cincinnati to Niagara Falls and back	9 00

For through tickets and information, please apply at Cincinnati, Hamilton and Dayton Railroad Office, north west corner of Broadway and Front streets, under the Spencer House, or to J. W. SHIPLEY, at Railroad Office on Walnut street, between Fourth and Fifth streets, one door south of the Gibson House, or at Sixth street Depot.

H. O. AMES, Superintendent.
W. A. LATHAM, Agent.

The Omnibus Line will call for passengers by leaving their orders at the offices.

jy.12 WM. H. SMITH, Conductor.

Myers' Patent Cylindrical Car.

NOTICE.—The Subscriber having become proprietor of MYERS' PATENT CYLINDER CAR, for a considerable portion of Western territory, including the State of Ohio, offers the same to Rail Road Companies on favorable terms. The public will be furnished within a short time with complete explanations of its operation, together with the results of actual experiments testing its applicability to all the uses for which it is recommended.

W. CLOUGH,
South-western Car Works.

Madison, Indiana. May 11.

OFFICE OF THE

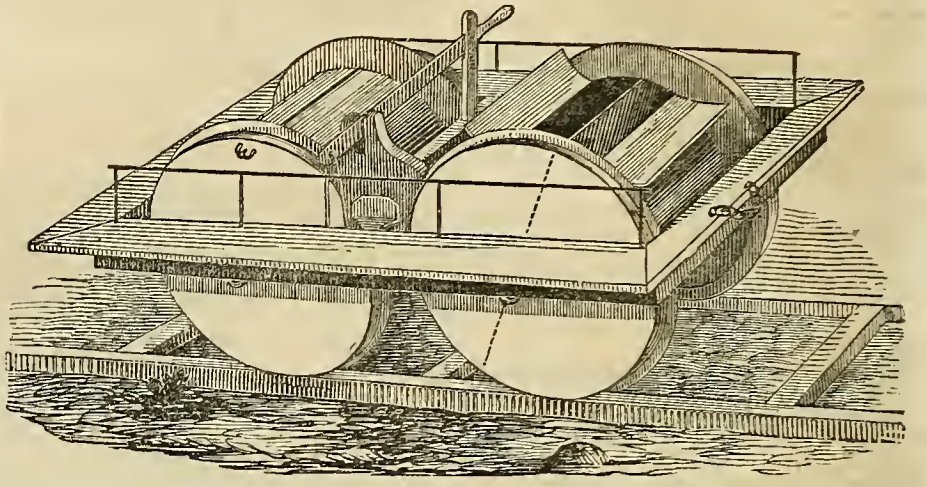
Cincinnati & Portsmouth Railroad Co.

Felicity, Clermont County.

☞ Communications addressed to T. H. WHETSTONE President, and left with Messrs. JOHN F. DAIR & Co. Cincinnati, will receive prompt attention. au29-tf

MYERS' PATENT CAR,

FOR COAL, GRAIN, &c., &c.



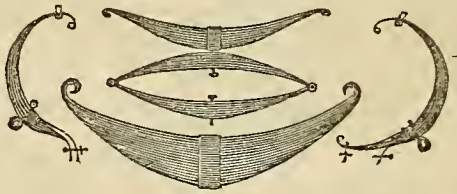
FOR PARTICULARS OF COST, RIGHT OF USE, &c., ADDRESS,

C. TIERS MYERS,

No. 33 WALNUT STREET,

dec15-3* PHILADELPHIA.

McDANEL & HORNER,

LOCO-MOTIVE  **AND CAR SPRING**

MANUFACTURERS, WILMINGTON, DEL.

Locomotive and Car Springs of all descriptions manufactured on the most reasonable terms, made of the best STEEL, which we have manufactured to order from the BEST SWEDE IRON. Orders from any part of the United States will be thankfully received and promptly attended to.

McDANEL & HORNER.

All Springs ordered from a distance will be delivered on shipboard at *Philadelphia* free of charge

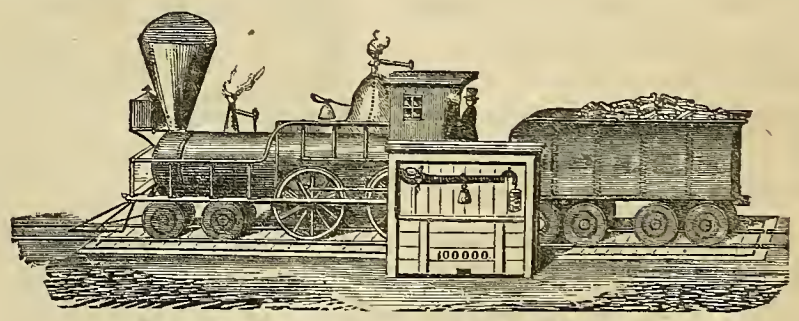
References.

NORRIS BROTHERS, Locomotive Builders, Philad.	M. B. MILLEN, Gen. Supt. C. R. R. Savannah, Ga.
A. C. GRAY, Pres't New Castle Manuf. Co.	EMERSON FOOTE, Supt. M. & W. R. R. Macon, Ga
U. WELLS, R. R. Car Manuf. Petersburg, Va.	THOMAS DOUGHERTY, Master Mach. do.
I. R. TRIMBLE, Supt. Philad. R. R. Co.	THOS. SHARP, Supt. R. F. & P. R. R. Richmond, Va

†May 19.

ISAAC RIGDON. EDWARD C. RYLAND. WM. HUDDART.

OHIO SCALE WORKS.



Rigdon, Ryland & Co.,

No. 39 Vine Street, between Front and Columbia Streets,

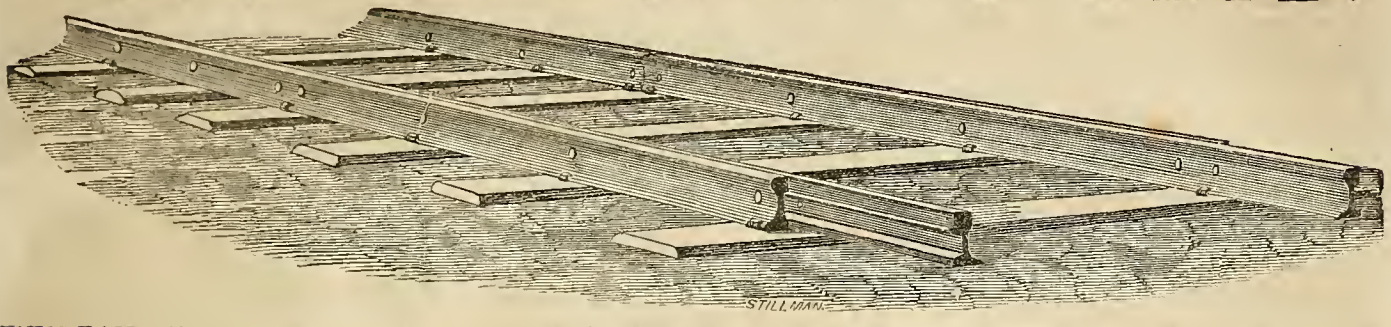
CINCINNATI.

WE are now prepared to furnish **Railroad Track and Depot Scales** of all sizes, which we warrant in every respect equal to any manufactured in the United States.

Being practical workmen ourselves, we feel confident that we can furnish the West and South with as good an article and cheaper than can be bought East.

Cincinnati, June 29, 1854.

WINSLOW'S
PATENT COMPOUND RAIL.



THIS RAIL, which is represented by the above, bas now been in use on several Roads for upwards of three years; during which time it has become established among Railroad Managers as realizing the advantages of a

THEORETICALLY PERFECT RAIL.

Its advantages over the common form of "T" Rail are—a saving in the wear and tear of Machinery—it saves, to a great extent, in the repairs of track—it secures a high rate of speed with the same power, and what is certainly of equal importance, complete protection against some of the accidents to which roads are liable Being practically a continuous Rail for the entire length of the road, without break at the ends of bars, the jarring motion communicated thereby in passing over the common "T" Rail is avoided, as is also its effects upon Cars and Machinery. The comfort of travelers must of course be greatly increased.

This Rail is now manufactured at Hanging Rock Iron Works, upon the Ohio River, and at Mt. Savage Iron Works, Maryland. Specimens of the Rail and pattern of the same will be gladly shown, as well as information in relation thereto, given by application to

A. S. WINSLOW, Nos. 9 & 11 West Second Street, bet. Main and Walnut Sts., CINCINNATI.

J. F. WINSLOW, Troy, New York.
ERASTUS CORNING & CO., Albany, N. Y.

ap.7-tf

WHEELBARROWS!



ON hand, Wheelbarrows, of my own manufacture, suitable for Railroad, Turnpike, Canaling, etc., in lots to suit purchasers. Orders filled for any reasonable amount.

HENRY RCCKEY,
No. 21 East Front st.

Jy. 20.

CAR MANUFACTORY,

Dayton, Ohio.

E. THRESHER & CO., having enlarged their shops, are prepared to contract on favorable terms, for building every variety of railroad Cars, in any quantity and on short notice, made of the best materials, and of the most approved workmanship.

They are prepared also to furnish jaws and boxes; the Washburn Wheel, 30 and 33 inch, adapted to inside or outside bearing; cast iron frogs, steel plated; and switches of the most approved patterns.

They also manufacture blacksmith tuyeres, Harris' Patent; portable bolt forges; bolt heading and bolt cutting machines; upright drills, wheel presses; wood planers; tenoning and mortising machines, etc.

They respectfully invite the attention of railroad directors and superintendents to their establishment.

Dayton, Jan. 24th, 1853. Jan.25-†

Notice to Carpenters.

WANTED immediately, 50 good Carpenters to work at Railroad Bridging. Apply at our Framing Yard in Covington, Ky., near the Washington House.

KITTREDGE & SMITH,
Bridge Architects and Builders,
Covington, Ky.

Jy.13-2t*

GUNPOWDER,

MANUFACTURED BY

The Hazard Powder Company,

HAZARDVILLE, CONN.

H. G. HAZARD, President.
A. E. DOUGLASS, Secretary.

The undersigned are always prepared to furnish Mining and Blasting Powder to any extent, delivered at any point on the lines of railroads, or other places of public improvements in the West or South, at the very lowest rates. Also, SAFETY FUSE of the best Eastern manufacture.

We would respectfully urge all contractors and consumers to call upon or correspond with either of us before arranging for their supplies elsewhere.

To the trade generally we would offer all the brands of Sporting and Rifle Powder manfactured by the above concern.

M. D. W. LOOMIS,
Southeast corner Main and Second Sts.,
Cincinnati, O.
S. H. LOOMIS,
Nashville, Tenn.

August 16, 1853.—au18†

TO RAILROAD COMPANIES.

THE subscriber, manufacturer and agent for manufacturers of railroad materials, would solicit from railroad managers in the West their orders for

RAILROAD SPIKES, CAR AXLES, RUBBER SPRINGS, RUBBER HOSE, LOCOMOTIVE TIRES, SPRING STEEL, CAST STEEL, NUTS AND WASHERS, LOCOMOTIVE LANTERNS, ETC.

A. S. WINSLOW,
9 and 11 West Second St.,
Between Main and Walnut St., Cincinnati

†mr24

Locomotive Tires and Car Axles.

THE undersigned is prepared to supply Railroad Companies and Builders with Tires and Axles of superior quality and finish, made from faggoted charcoal Iron, formed and finished entirely under the hammer For the character of the manufacture he refers to builders and companies who have used them in the West.

A. S. WINSLOW,
†mr24 9 ar 11 West SecondSt., Cincinnati

Norris' Locomotive Works,

PHILADELPHIA.

ENGAGED for many years in manufacturing Locomotives, offer to Railroad Companies to construct of any plan or size,

LOCOMOTIVES OF SUPERIOR QUALITY.

Our facilities for doing work have been largely increased this year, and orders can be executed with despatch.

Jy7 RICHARD NORRIS & SON.

KENTUCKY LOCOMOTIVE WORKS.

CORNER OF KENTUCKY AND TENTH STS.

LOUISVILLE.

THE Proprietors of the Kentucky Locomotive Works would respectfully inform Railroad Companies and the public generally that, having completed their establishment, they are now prepared to receive and execute orders with fidelity and dispatch.

They will contract for

Locomotives, Passenger, Baggage, Freight, Gravel and Hand Cars,

Of every style and pattern, as well as all kinds of St and Machinery required for railroads.

Particular attention will be paid to repairing, which they have every facility.

They are also prepared to contract on favorable terms for building all kinds of Machine Tools, such as Turning Engines, Lathes, Planers, Drills, Slotting, Spliting, and Shaping Machines, of every variety of pattern.

Having also a large FOUNDRY connected with the establishment, orders for Castings are solicited, and will be filled with promptness.

Car Wheels of any pattern can be furnished on short notice. Double and single plate and Spoke Wheels of all sizes constantly on hand.

☞ Communications or orders must be addressed to

OLMSTED, TENNYS & PECK,
Louisville, Ky.

je.8-tf

ASHCROFT'S
METALLIC STEAM GAUGE.

(BOURDEN'S PATENT,

THE subscribers offer for sale this valuable Gauge. It is adapted to Locomotive and other steam boilers, indicating with accuracy the continual variations of steam within the boiler, enabling the Engineer to maintain a uniform and safe pressure. Any of the Eastern Railroads may be referred to for proof of its importance and value.

BRIDGES & BROTHER,
64 Courtlandt St., New York.

sep.15-tf

Indianapolis and Cincinnati Railroad, via Lawrenceburgh.

Through to Chicago in 15 Hours!

Shortest line to Indianapolis, Terre Haute, Lafayette, and Chicago.
Through from Cincinnati to Indianapolis in six hours. and to Chicago in 15 hours!

TWO TRAINS DAILY, Boat or Cars, each way, (Sundays excepted,) Passengers who prefer taking Steamboat for the first twenty miles, will go by the Steamor **Forest Queen**, foot of Main street, at 12 M.

Those who prefer the Cars for the whole distance, will go by the regular passenger trains of the

OHIO & MISSISSIPPI RAILROAD,

Which leave Cincinnati at 6.30 A. M. and 3.45 P. M.—The train which leaves Cincinnati at 6.30 A. M. connects at Lawrenceburgh with the Indianapolis and Cincinnati Railroad train for Indianapolis, Lafayette, Terre Haute, Michigan City and Chicago.

Baggage checked through and a Baggage Master accompanies the same.

Fare from Cincinnati to Indianapolis.....$3 00
Do do Lafayette..... 5 00
Do do Chicago..... 9 00

At Shelbyville passengers may take the Jefferson, Rushville, Kingstown or Columbus Cars.

GEO. HAVEN, Sup't.

Through tickets may be procured on board the boat, or at the Office of the Ohio and Mississippi Railroad, Fourth street, near Vine, or of

C. S. RUSSELL, Ag't.
Ind. and Cin. R R. Office, corner of Main and Water streets, Cincinnati.

☞ Omnibusses will call for passengers, by leaving their names at either of the above offices.

Cincinnati, June 1†.

Cincinnati, Logansport & Chicago Railroad.

TO CHICAGO IN 15 HOURS.
ALL THE WAY BY RAILROAD.

TWO daily trains, at 6 10 A. M. and 3 30 P. M. Cincinnati, Hamilton and Dayton Railroad.

BAGGAGE CHECKED THROUGH.

FARE:

From Cincinnati to Indianapolis.....$3 00
do do Lafayette..... 5 00
do do Chicago..... 9 00

For information and through tickets, please apply at the General Railroad Ticket Office, No. 169 Walnut st., next door below the Gibson House, or at the Sixth street Depot.

JOHN W. SHIPLEY, Agent.

The Hamilton and Dayton Railroad Omnibus Line will call for passengers in any part of the city by leaving directions at the Ticket Office.

W. H. SMITH, Conductor.

Trains run by Columbus time, seven minutes faster than Cincinnati.

Change of Time on Cincinnati, Hamilton, Eaton & Richmond Railroad.

ON and after TUESDAY, April 4th, 1854, the Morning Train for Richmond and Indianapolis, will leave Depot, foot of Sixth street, at 6.10 o'clock, A. M.

Passengers by this Train connect at Indianapolis with the 1 o'clock, P. M. Train on Lafayette and Indianapolis Railroad for Lafayette and Chicago; arriving at Chicago by 9 o'clock, P. M., of same day, being 9 hours less time than by any other railroad route leaving Cincinnati.

Also, connect at Indianapolis with 1.15 P. M. Train for Terre Haute.

Trains for St. Louis leave Chicago at 11 o'clock P. M., after the arrival of 1 P. M. Train from Indianapolis in the morning, making this the quickest route by far between Cincinnati and St. Louis.

Evening Train will leave as usual, at 3.30 P. M. connecting at Richmond with 7 P. M. Train for Indianapolis; arriving at Indianapolis at 10.30 P. M.

FARE—Cincinnati to Richmond.....$1 75
Cincinnati to Indianapolis..... 3 00
Cincinnati to Chicago..... 9 00

ap. 6 D. M. MORROW, Sup't.

James' Railroad & Route Book

NEW EDITION:

Containing a list of all the Western and Southern Roads, with distances, fares, connections, etc., etc. Price, 15 cents.

J. A. & U. P. JAMES,
Publishers, 167, Walnut st., Cincinnati, O.

THE SHORTEST ROUTE TO CHICAGO.

Ohio & Mississippi Railroad

THREE regular passenger Trains daily, (except Sundays.) On Monday, April 17th, and until further notice,

Leave Cincinnati at 6.15 A. M., 2.15 P. M., and 4.40 P. M. Connecting at Lawrenceburg, at 7.30 A. M., and 3.30 P. M. with the Trains that leave Indianapolis at 12 A. M. and 4 P. M., uniting at that point with all the Trains from the North and West.

AND RETURNING,

Leave Aurora at 6.40 A. M., 4.20 P. M., and 8.20 P. M. connecting at Lawrenceburgh, at 4.30 P. M. and at 8.30 P. M. with the Trains that leave Indianapolis at 12 A. M. and 4 P. M., uniting at that point with all the Trains from the North and West.

☞ Tickets may be procured at the office on Fourth street, near Vine.

☞ Omnibusses will run to and from the cars in the customary manner.

S. S. POST,
Chief Engineer and Superintendent.

Cincinnati, April 14, 1854.

Marietta & Cincinnati Railroad.

OPEN between CHILLICOTHE and GREENFIELD, Connected by Stage at Hillsborough, with Hillsborough and Cincinnati, and Little Miami Railroad Trains, forming a through daily line each way.

On and after Monday, the 8th of May, passenger trains will run as follows, viz:

Leave Chillicothe at 9 00 A. M.
Returning do Greenfield at 5 30 P. M.

Passengers from Cincinnati leave by Little Miami Railroad, at 7 40 A. M., dine at Hillsborough and reach Chillicothe the same Evening.

Fare from Cincinnati to Chillicothe, $3 45.

J. W. STOWELL,
Chillicothe, May 6th. '54— Sup't.

MUSKINGUM WORKS,

ZANESVILLE, OHIO.

DOUGLASS, SMITH & CO.

WOULD respectfully call the attention of Railroad Companies to their establishment at Zanesville They are prepared to execute orders, on short notice, for

Passenger Cars of the most superior description,

Second Class Passenger, Mail Express, and Baggage Cars; Freight, Cattle, four or eight wheeled Gravel Cars.

We manufacture a superior

CAR WHEEL,

Over 2500 of which are now running on the Central Ohio Railroad, and many of these have been in use on the road over two years, having in that time only three to crack, and two to be renewed in consequence of the wearing of the Chill. We have also commenced the manufacture of the celebrated

WASHBURN WHEEL,

And are prepared to furnish this wheel, with or without axles. Also, castings for Cars fitted to order at the shortest notice.

BOLLMAN'S PATENT IRON & WOOD BRIDGE.

We are also agents and builders of the above celebrated Bridge. Are now placing upon the piers an iron bridge on this plan over the Muskingum river at Zanesville. We are ready to contract with companies for the construction of this Bridge. All orders addressed

DOUGLASS, SMITH & CO.,
au4tf. Muskingum Works, Zanesville, O.

Lightner's Patent Axle Boxes for Railroad Cars.

THE attention of Railroad Managers and others is called to this valuable improvement in

AXLE BOXES.

The first cost and "fitting up" of these boxes is 20 to 25 per cent below that of most boxes in use. They will save about 75 per cent in consumption of oil. The construction is simple; they are not liable to become loose, nor "heated" by severe service. The Reservoir is held close to the shaft, and the oil journals, are secure from dust yet easy of access; the brasses may be removed from the journals, while under the car, in a few minutes. Cars furnished with these boxes run from 4 to 5 weeks without replenishing the oil, and are not detained from the road for repairs ONE TENTH part of the time which is necessary when other boxes are used.

The business of a railroad can be done with a much less number of cars, with these boxes than if any other kind are used.

The first railroad men in the country have certified that Lightner's improvements in AXLE BOXES are among the first of the times.

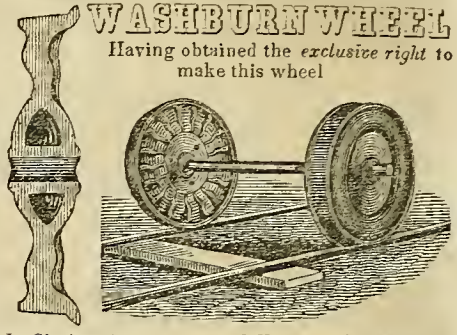
Models and Testimony of the above Boxes, may be examined, and arrangements may be made for the right to use the same, with the subscriber.

WILLIAM SHERBURNE,
PRINCIPAL AGENT,
May 18.6* Office, No. 167 Broadway, New York.

FULTON CAR WORKS,

CINCINNATI, OHIO.

THE Proprietors of this establishment would respectfully call the attention of Railroad Companies in the West and South to their establishment at Cincinnati.—Their facilities for manufacturing are extensive, and the means of transportation to the different points speedy and economical, They are prepared to execute to order on short notice, eight-wheeled Passenger Cars of the most superior description. Four or eight-wheeled Baggage, Cattle, Freight and Gravel Cars. Also, Crank and Lever Hand Cars, Trucks, Wheels, and Axles fitted.

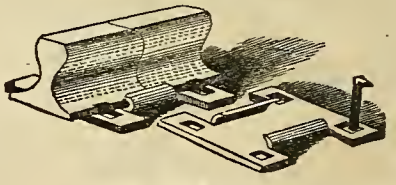


Having obtained the *exclusive right* to make this wheel

In Cincinnati, Covington and Newport, they are now prepared to furnish Railroad Companies with that Celebrated wheel, with or without Axles. Also, Journal Oil Boxes of any pattern, and Castings for cars fitted to order at the shortest notice.

Address KECK & HUBBARD.
Fulton Car Works Cincinnati, Ohio.
ap.12 Office 62 East Second Street.

RAILROAD SPIKES,



WROUGHT IRON

Chairs and Fastenings.

THE subscriber continues to manufacture with increased facilities, Hook and Flat-Head Railroad Spikes, and wrought Iron Chairs of any pattern, either punched or plain. The best quality of Iron is used, and the articles are guaranteed to give satisfaction in every respect. We are prepared to fill orders for any quantity with dispatch, and at the lowest market prices.

All communications addressed to us will meet with prompt attention.

SMITH & TYSON,
No. 25 South Charles Street, Baltimore.

J. DAVENPORT.... M. D. WELLMAN.... C. M. RUSSELL.

DAVENPORT, RUSSEL & CO.,

Railway Car Manufacturers,

MASSILON, OHIO.

THE subscriber, late of the firm of Davenport, Bridges & Co., Fitchburgh, Mass., having associated himself with Messrs. Wellman and Russell, under the above name, would respectfully solicit calls for any kind of Passenger, Baggage, Post Office, Freight, Coal, Gravel or Hand Cars.

Having had fifteen years experience in the business and having secured the best of workmen from the Car Factory in Cambridge, Mass., I feel confident that perfect satisfaction can be given in all work entrusted to our care.

We have now on hand the best of dry White-Oak with which we think we can build Cars as cheap and as well as any other establishment in the States.

Feb. 16†* JOSEPH DAVENPORT.

ENGINEERS' & SURVEYORS' INSTRUMENTS!

JAMES FOSTER, Jr.,

MATHEMATICAL AND PHILOSOPHICAL

INSTRUMENT MAKER!

HAVING removed from his old stand to south-west corner of Fifth and Race street, and increased his facilities for making instruments, is now ready to supply Levels, Transits, Theodolites, the Dnmpy or Gravatt Level, Circular Protractors of Troughton & Simms model, Surveyors Compasses, Pocket Compasses with and without sights, in great variety. All kinds of Land Chains; Ivory and Box wood Scales of all kinds and graduation; Drawing instruments of all kinds, brass and German silver. Measuring tapes of all kinds, Magnets, Magnifyers, Barometers, Spy Glasses, &c., &c. Repairing promptly attended to. ap.6-3*.

Railroad Line.

Cincinnati, Hamilton & Dayton Railroad.

Summer Arrangement.

COMMENCING WEDNESDAY, JUNE 20th, 1854.

TRAINS will run by standard time, which is seven minutes faster than that of Cincinnati.

First Train

At 6 o'clock, A. M., Lightning Express for Dayton, Crestline, Pittsburgh, Philadelphia and Baltimore.

Second Train

At 6.10 A. M., for Hamilton, Richmond, Indianapolis, Terre Haute, Lafayette and Chicago, direct.

Third Train

At 8.20 A. M., for Dayton, Sandusky, Toledo, Detroit, Chicago, Cleveland, Buffalo, New York, Boston, Pittsburgh, Philadelphia, Baltimore and Washington.

Fourth Train

At 2 P. M. for Dayton, Greenville and Union.

Fifth Train

At 3.30 P. M., for Hamilton, Richmond, Indianapolis, Terre Haute, Lafayette and Chicago.

Sixth Train

At 5 P. M., for Dayton, Troy and Piqua, and intermediate stations.

Seventh Train

At 6.30 P. M., for Hamilton and intermediate stations.

The 1st Train, Express,

Will stop only at Hamilton and Middletown.

2d, 3d, 4th, 5th and 6th Trains,

Will stop at all regular stations.

The Seventh Train

Will stop at all way and flag stations.

The 1st Train

Will connect at Crestline at 12.30 P. M., with the Ohio & Pennsylvania Train for Pittsburgh, Philadelphia, Baltimore, etc., forming a direct and continuous line for each of these cities. Cars run through to Crestline without change. Baggage checked to Pittsbugh.

2d Train

Will connect at Richmond at 9.05 A. M., with Train of Indiana Central Road for Indianapolis; arrive at that place at 12 M., thence to Terre Haute, Lafayette, or Chicago without detention. Time as short as by any other route.

3d Train

Will connect at Dayton at 10.45 A. M., with Mad River Train, and arrive at Sandusky at 4 P. M., and go immediately on board the splendid steamers **St. Lawrence** and **Mississippi**, to Buffalo; thence at 7.30 A. M., with Buffalo and N. Y. City Road, to New York; arriving at that place at 10 P. M., also at Crestline 4.20 P. M., with Ohio and Penna. Train for Pittsburgh, Philadelphia, Baltimore and Washington.

The Same Train

Will also connect at Clyde with Cleveland and Toledo Train to Toledo, Chicago and intermediate points; and at Sandusky at 5 P. M., with steamer **Bay City**, for Detroit. Also, with Dayton and Michigan Railroad to Troy and Piqua, and at Piqua with Doyle & Co's Canal Packet Line to all points on Wabash and Miami Canals.

Fourth Train

Will connect at Dayton with Dayton and Greenville Railroad to Greenville, Union, and all points on Bellefontaine and Indianapolis Railroad.

Fifth Train

Will connect at Richmond at 6.40 P. M., with Indiana Central Train for Indianapolis, Terre Haute, Lafayette.

Passengers will bear in mind that the following rates of fare, via Lake Steamers, include both Meals and Staterooms, and that the fare to Philadelphia and Baltimore is One Dollar cheaper, and one less change of cars than by the Columbus route.

FARE:

From Cincinnati to		Hamilton	$ 60
Do	do	Eaton	1 35
Do	do	Richmond	1 75
Do	do	Indianapolis	3 00
Do	do	Terre Haute	5 00
Do	do	Lafayette	5 00
Do	do	Chicago	9 00
Do	do	Dayton	1 50
Do	do	Troy	2 10
Do	do	Piqua	2 35
Do	do	Springfield	2 10
Do	do	Sandusky	3 00
Do	do	Toledo	5 75
Do	do	Cleveland	6 00
Do	do	Buffalo, via Lake steamers.	4 00
Do	do	New York, RR. from Buffalo	11 50
Do	do	New York, via steamers	10 50
Do	do	Montreal, via Lake Ontario	13 00
Do	do	Boston	14 00
Do	do	Pittsburgh, first class	7 00
Do	do	do front car	6 00
Do	do	Philadelphia	14 00
Do	do	Baltimore	14 00
Do	do	New York, via Pittsburgh and Philadelphia, (Railroad all the way)	16 00

For further information or tickets apply to W. A. LATHAM, General Agent, at the office, corner Broadway and Front streets, under Spencer House, or at the Office on Walnut street, next door to the Gibson House, or at the Sixth street Depot.

HENRY O. AMES,
Cincinnati, June 21 '54.—je8† Sup't.

Railroad Line.

CINCIN'I, COLUMBUS & CLEVELAND ROUTE.

To New York, via Railway, in	30	hours.
To N. Y., by Lake Steamers via Cleveland	39	"
To Pittsburgh in	14	"
To Boston in	34½	"
To Philadelphia in	38	"
To Baltimore in	38	"
To Wheeling in	18	"

VIA LITTLE MIAMI RAILWAY.

FOUR DAILY TRAINS.

First Train—Lightning Express—at	6 o'clock,	A. M.
Second Train—Accommodation Ex.	7.45 "	"
Third Train—Hillsborough Train	3.10 "	P. M
Fourth Train—Even'g Accommoda.	5 "	"

The roads of this route are laid throughout with heavy T rail.

New York, Boston, and Montreal.

First Train—Lightning Express leaves Cincinnati at 6 o'clock A. M., connecting at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo; connecting at Dunkirk with New York and Erie Railroad, and at Buffalo with Buffalo and Albany Railroad to New York and Boston.

Second Train—Accommodation Express, at 7.45 o'clock, A. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad, at Buffalo with Buffalo and Albany and New York City Railroads, and at Buffalo with Niagara Falls Railroad, to New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

—ALSO—

Connects at Cleveland with the new and magnificent low pressure steamers QUEEN OF THE WEST, Capt. McBride; CRESCENT CITY, Capt. Pease; connecting at Buffalo with the Buffalo and Albany, New York City, and Niagara Falls Railroads, for New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

Fourth Train—Evening Express, at 5 o'clock P. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad; connecting at Buffalo with New York City, Buffalo and Albany, and Niagara Falls Railroads, to New York, Boston, and Niagara Falls.

Pittsburgh, Philadelphia, and Baltimore.

First Train—Lightning Express, leaves Cincinnati at 6 o'clock A. M., connecting at Crestline with Obio and Pennsylvania Railroad to Pittsburgh, connecting with Pennsylvania Railroad to Philadelphia and Baltimore.

Through from Cincinnati to Philadelphia and Baltimore direct.

Zanesville, Wheeling, Baltimore, &c.

First Train—Lightning Express, at 6 o'clock A. M., and second Train, Accommodation Express, at 7.45 o'clock A. M., connect at Columbus with Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Lines, via National road, to Wheeling, connecting with Baltimore and Ohio Railroad to Baltimore, Philadelphia, Washington, etc.

Fourth Train—Evening Express, at 5 o'clock P. M. Passengers by this Train sleep at Columbus and resume by Morning Train, via Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Line to Wheeling.

Hillsborough.

Third Train—Leaves Cincinnati at 3 P. M., connecting at Hillsborough with Ohio Stage Co.'s Lines to Chillicothe, Piketon, etc.

FARE.

From Cincinnati to New York via Railroad, either route	$16 00
From Cincinnati to New York via Railroad to Albany, and Hudson river steamer	15 00
From Cincinnati to New York via Lake Steamers to Buffalo, and Railroad to New York	15 00
From Cincinnati to New York via Lake Steamers to Buffalo, Railroad to Albany, and Hudson river steamer to New York	14 00
From Cincinnati to Boston via Lake Shore, New York and Erie, and New York City Roads	20 00
From Cincinnati to Boston via Lake Steamers and New York City and Erie Roads	19 00
From Cincinnati to Boston via Lake Shore, Buffalo, Albany and Western Roads	19 00
From Cincinnati to Boston via Lake Steamer, Buffalo, Albany, and Western Roads	18 00
An additional charge of fifty cents via Niagara Falls and above routes.	
From Cincinnati to Montreal via Lake Shore Road,	18 00
From Cincinnati to Montreal via Lake steamer	17 00
From Cincinnati to Boston via Lake Shore Road and Ogdensburg	18 00
From Cincinnati to Boston via Lake Steamer and Ogdensburg	17 00
From Cincinnati to New York via Lake Shore Road and Ogdensburg	16 75
From Cincinnati to New York via Lake Steamer and Ogdensburg	15 75
From Cincinnati to Buffalo via Lake Shore Road,	9 00
From Cincinnati to Buffalo via Lake Steamer	8 00
From Cincinnati to Philadelphia or Baltimore via Crestline and Pittsburgh	15 00
From Cincinnati to Philadelphia or Baltimore via Cleveland and Pittsburgh	15 50
From Cincinnati to Pittsburgh via Crestline	7 00
From Cincinnati to Pittsburgh via Cleveland	9 00
From Cincinnati to Baltimore via Wheeling	14 00
From Cincinnati to Washington via Wheeling	15 00
From Cincinnati to Philadelphia via Wheeling	15 00
From Cincinnati to Wheeling	7 00
From Cincinnati to Cleveland	6 00
From Cincinnati to Zanesville	4 00
From Cincinnati to Columbus	3 00
From Cincinnati to Springfield	2 00

☞ For all information and Through Tickets, please apply at office, southeast corner of Broadway and Front sts., Cincinnati.

an25 P. W. STRADER, Gen'l Agent.

Cincinnati, Wilmington and Zanesville Railroad.

OPEN TO LANCASTER.—Two daily Trains, (Sundays excepted) between Lancaster and Cincinnati. On and after Monday, June 26th, 1854, until further notice, trains will run as follows:

The morning Train leaves Lancaster at 5.10 A. M., and arrives at Cincinnati at 11.15. Returning leaves Cincinnati at 3.05 P. M. and arrives at Lancaster at 9.30 P. M.

The downward accommodation train leaves Lancas- at 10.05 A. M., and arrives at Cincinnati at 5.40 P. M.

The upward accommodation train leaves Cincinnati at 7.30 A. M., and arrives at Lancaster at 4.00 P. M.

Trains will stop for passengers as follows: At Amanda, Lott's, Circleville, Williamsport, Four Corners, New Holland, Washington, Rattle Snake, Sabina, Cross Roads, Wilmington, Sligo, Clarksville and Morrow; and on the Little Miami Road at Deerfield, Butterworth's, Water Station, Loveland, Miamiville, Milford and Plainville, and on proper signal by flag, or to the Conductor, at Branch Hill and Linwood, at Turnpike.

The downward Trains connect at Morrow with the Trains on the Little Miami Road for Columbus.

Lines of Omnibusses and Packets will run between Circleville and Chillicothe, and Stages and Packets between Lancaster, Logan, Nelsonville, Athens and Pomery; and Stages between Lancaster, Somerset and Zanesville connecting with the morning train from, and evening train to, Cincinnati.

Fare from Cincinnati to	Washington	$2 50
" " "	Circleville	3 00
" " "	Lancaster	3 60
" " "	Chillicothe	4 00

For other information and Tickets, apply at Ticket office, corner of Broadway and Front sts, and at the Little Miami Depot, or to the Station Agents on the line.

E. W. WOODWARD,
Engineer and Superintendent.

☞ The Omnibus Line will call for and deliver passengers to and from the trains to any part of the City.

J. HOWELL, Conductor.

☞ The Company will not be responsible for baggage exceeding $50 in value, unless the same be returned to the Conductor or Agent, and freight paid at the rate of a passage for every $500 in value above that amount.

je. 29

COLUMBUS PIQUA, AND INDIANA RAILROAD.

New route from Columbus, West and from Urbana, East.

On and after Monday September 19, 1853, two trains per day, (Sunday excepted) each way, will run on this Road, between COLUMBUS and URBANA. Will leave Columbus at 4.50 a.m., and 3.30 p.m.—arriving at Urbana at 8.12 a.m., and 6.14 p.m. Returning—will leave Urbana, for Columbus, at 9.15 a.m., and 3.00 p.m.—arriving at 12.05 and 6.55 p.m.

The 4.50 a.m. train, from Columbus, will connect with the night Express train from Cleveland and arrive at Urbana in time for the morning train north for Sandusky and intermediate points. Persons arriving by the morning Cleveland and Zanesville trains can have a few hours at Columbus and leave by the 3.30 p.m. train—arriving at Urbana in time to get supper and take the 5.35 p.m. train for Dayton and Cincinnati.

The 9.15 a.m. train from Urbana connects with the morning train from Cincinnati and Dayton that arrives at Urbana 8.40 a.m.—arriving at Columbus at 12.05 p.m in time for the 1 p.m. train for Cleveland, connecting with the Buffalo and Dunkirk boats. The 3.00 p.m. train will leave Urbana on the arrival of the Sandusky train—reaching Urbana at 2.45 p.m.—and arrive in Columbus in time for the various night trains.

A line of Omnibuses will connect with the trains at Urbana for the conveyence of passengers to and from Piqua and Greenville over a good Macadamized road.

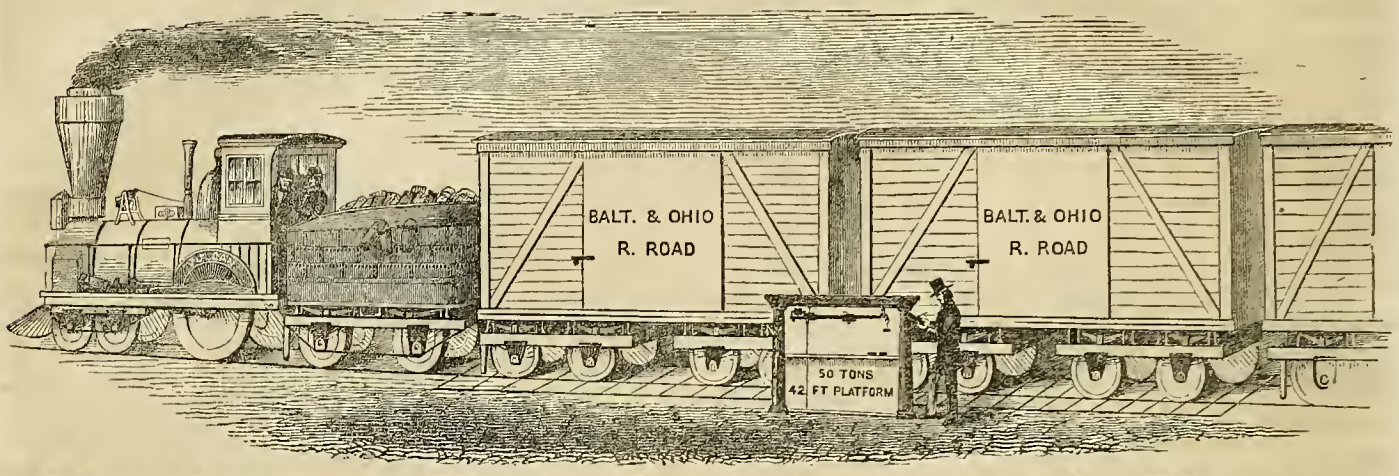
A. G CONOVER, Sup

Piqua, Sept. 13, 1853. s29-tf.

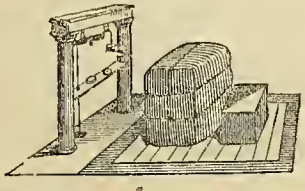
RAILROAD IRON, LIGHT WEIGHT.

470 TONS, 47 lbs. per yard, good quality and pattern, now lying at New Orleans. For terms, apply to VOSE, PERKINS & CO.,
ap27-tf New York.

FAIRBANKS' SCALES.



Railroad Track Scale---50 Tons.



DEPOT SCALES 12,000 LBS.

FAIRBANKS & CO'S

PLATFORM SCALES,

Long known—Severely tested—Always right—
The acknowledged standard—Adapted to
every required operation of weighing, as

Railroad Track and Depot Scales,

In use on nearly all the principal Railroads in the United States and Great Britain.

WAREHOUSE SCALES,
Dormant and Portable.

HEAVY PORTABLE SCALES,
On Wheels,
For Foundries, Rolling Mills, Iron Houses, &c.,

STORE SCALES,
Various Modifications.

COUNTER SCALES, &c.,

HAY & COAL DEALERS' SCALES.
Made entirely of Iron and Steel.

GENERAL AGENTS:

FAIRBANKS & CO., 89 Water Street, New York.
TRABER & AUBERY, Cincinnati.
L. F. BURGESS, Cleveland.
BROWNING & MAYER, Indianapolis.
C. L. HARMON, & CO., 197 South Water St. Chicago.
S. M. EDGELL & CO., 20 Pine St., St. Louis.
W. B. BELKNAP & CO., Louisville.
M. P. HUTCHINS, Detroit.
J. & F. DAWSON, Charleston, S, C.
GEO. C. EWING, 21 South Charles St., Baltimore.

MANUFACTURERS

E & T. FAIRBANKS & CO.,

ST JOHNSBURY, VT.

TESTIMONIALS:

OFFICE OF THE G. & C. U. RAILROAD CO.,
CHICAGO, FEB. 20TH, 1854.

MESSRS. E. & T. FAIRBANKS & CO.,

GENTLEMEN:—All of the prineipal station buildings on this road are furnished with your Depot and Platform Scales, with the exceptions of two scales. Your Scales were adopted after trial with those of other makers, and I take pleasure in now saying, that after more than four years trial, they have given entire satisfaction to us, and the public doing business with the Company.

I am not aware of a dollar's expense being incurred from wear or defect of materials in any part of the scales. The Track Scale, with suspended platform, which you have recently put into our principal depot at this place, judging from present appearance and the use to which it has been put, will, I doubt not, answer the purpose desired, and be equally satisfactory.

JOHN B. TURNER,
Pres't and Sup't.

CENTRAL RAILROAD CO.
SAVANNAH, JAN. 6TH, 1853.

MESSRS. E. & T. FAIRBANKS & CO.,
St. Johnsbury, Vt.

DEAR SIRS:—Your Scales, which we have used for many years, gave so much satisfaction, that we ordered from your House, all the Scales necessary for our large new Warehouse. Your agent has just finished putting up twenty-two of your No. 1 and No. 2 Depot Scales and a large Road-Scale, and I am pleased with the manner in which the job has been done. I trust and believe that this work will do credit to your establishment.

Respectfully, your obedient servant,
R. R. CUYLER, Pres't.

PORT RICHMOND, PA. MARCH 2D, 1852.

MESSRS. E. & T. FAIRBANKS & CO.,
St. Johnsbury, Vt.,

GENTLEMEN:—There are now in the Richmond Wharves at the terminus of the Reading Railroad, Twenty-six of your ten ton Track Scales, which have been in constant use for more than six years. The least quantity of Coal weighed annually upon any one wharf has been 400,000 tons. The aggregate quantity weighed upon the twenty-six scales, has been more than one million two hundred thousand tons per annum.

During the time since they have been in use, they have always retained their adjustment without any expense for repairs. They have been tested every year by the Sealer of Weights for the county of Philadelphia, and always found correct, and at the present time their operation is apparently as perfect and as sensitive as when first built.

JOHN E. HOBERT,
Superintendent of Wharves.

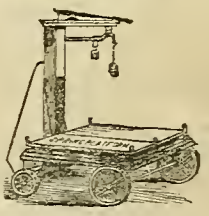
STATE OF NEW YORK,
CANAL COMMISSIONERS OFFICE,
ALBANY, JUNE 21, 1852.

MESSRS. E. & T. FAIRBANKS & CO.,

GENTLEMEN:—Your favor of the 10th, asking my views of the Weigh Lock Scales, manufactured by you, and introduced upon the Erie Canal, is received.

I have no hesitation in saying, that they have fully answered your recommendation in every particular. Their capacity for strength is fully equal to sustain the required burthen. They are not liable to get out of adjustment or repair. The arrangement of the Weighing Beam is admirably adapted to obtain rapid results. I know of no Scale superior to them, in this or any other country.

In great haste, Yours truly,
JOHN C. MATHER,
Canal Commissioner.



PORTABLE SCALES.

The following Railroads have been furnished exclusively, or nearly so, with FAIRBANKS' SCALES:

Alahama & Tennessee.	Hnron & Oxford.
Allegheny Valley.	Illinois Central.
Androscoggin & Kennebec	Indiana Central.
Ashnelot.	Indianapolis&Bellefontaine
Atlantic & St. Lawrence.	Iron.
Baltimore & Ohio.	Jeffersonville.
Baltimore & Susquehanna.	Kennebec & Portland.
Belvidere, Delaware.	Knightstown & Sbelbyville.
Boston, Concord & Montreal	Macon & Western.
Bostou & Maine.	Mad River & Lake Erie.
Boston & Providence.	Manchester & Lawrence.
Buffalo, Brantford & Goder'h	Memphis & Charleston.
Buffalo, Corning & N. York.	Michigan & Southern.
Buffalo & New York City.	Milwaukee & Mississippi.
Buffalo & State Line.	Naugatuck.
Canandaigua & Elmira.	New Albany & Salem.
Central, (Ga.)	Newburyport.
Central, (Va.)	New Haven & New London.
Champlain & St. Lawrence.	New Haven & Northampton
Charlotte & South Carolina.	New Jersey Central.
Cheshire.	New York Central.
Cleveland, Columbus & Cincinnati,	New York & Erie.
	New York & New Haven.
Cincinnati, Hamilton & Dayton.	Norfolk County.
	Northern Indiana.
Cincinnati, Logansport & Chicago.	Northern, (N. H.)
	Northern, (N. Y.)
Cincinnati, Wilmington & Zanesville.	Norwich & Worcester.
	Old Colony.
Cleveland & Erie.	Orange & Alexandria.
Cleveland & Pittsburgh,	Oswego & Syracuse.
Cocheco.	Petersburg.
Columbus, Piqua & Indiana	Philadelphia & Reading.
Columbus & Xenia.	Pittsfield & North Adams.
Concord,	Plattsburg & Montreal.
Concord & Clarement.	Portland, Saco & Portsmouth
Connecticut River.	Providence & Worcester.
Conn. & Passumpsic River.	Rensselaer & Saratoga.
Dayton & Michigan.	Richmond & Danville.
Eastern.	Richmond & Petersburg.
Essex.	Rome, (Ga.)
East Tennessee & Georgia.	Rome & Watertown.
Evansville & Crawfordsville	Rutland & Burlington.
Fitchburgh.	Rutland & Washington.
Galena & Chicago Union.	Sandusky, Mansfield & Newark.
Georgia.	
Grand Trunk, (Canada.)	Scioto & Hocking Valley.
Great Western, do.	South Reading Branch.
Great Western, (Ill.)	South Side.
Greenville & Columbia.	South Western.
Greenville & Miami.	Springfield, Mt. Vernon
Hartford, Providence & Fishkill.	Pittsburgh.
	St. Charles Branch.
Housatonic.	Steuhenville, & Indiana.
Hudson River.	St. Lawrence & Atlantic.
Hudson & Berkshire.	Stony Brook.

RAILROAD RECORD.

AND

Journal of Commerce, Banking, Manufactures, and Statistics.

Vol. 2.---No. 23. CINCINNATI, THURSDAY, AUGUST 3, 1854. Whole No. 75.

Railroad Record

PUBLISHED EVERY THURSDAY MORNING,
By J. A. & U. P. JAMES.
At No. 167 Walnut Street, Cincinnati.
E. D. MANSFIELD, Editor.

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J. A. & U. P. JAMES,
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167 Walnut st., Cincinnati.

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Iowa Central Air-Line Road.—The Maquoketa *Sentinel* announces that the Board of Directors of this company has been re-organized, and that the work upon the first divtsion of the road, including the distance between Sabula and Marion will commence immediately.

CARDS.

ALBERT M. LEA,
CIVIL ENGINEER,
KNOXVILLE, TENN,
†oc27

E. GEST,
CIVIL ENGINEER,
Room No. 7 Hart's Building,
South side of Fourth st. bet. Main and Sycamore sts,
CINCINNATI.

OFFICE OF THE
Marietta & Cincinnati Railroad Co.
No. 37 Manchester Buildings,
CORNER THIRD AND SYCAMORE STS.
CINCINNATI.
Principal Office at
CHILLICOTHE, OHIO.
W. P. Cutler, President.....S. W. Ely, Secretary.

OFFICE OF THE
Ohio & Mississippi Railroad Co.,
No. 97 Fourth street, south side, west of Vine.
James C. Hall, President.... S. S. Post, Sup't & C. E.

OFFICE OF THE
Dayton & Cincinnati (Short Line) Railroad Co.,
No. 8 Hart's Building, south side of Fourth street, between Main and Sycamore streets.
Peter Odlin, Pres't, Dayton.....John C. Thorpe, Sec'y.

Cincinnati, Logansport & Chicago Railroad Company.
OFFICE AT NO. 169 WALNUT STREET,
CINCINNATI,
ALSO,
NEW CASTLE, IA.
J. T. Elliot, Pres't.....J. W. Grubbs, Sec'y,

Richmond & Miami Railroad Co.
OFFICE AT
RICHMOND, IA.
John W. Hutton.....President.

Indiana Central Railroad Co.
OFFICE AT
CENTERVILLE, IA.
Jno. S. Newman, Pres't.....Jas. M. Jmith, Sup't.

Hamilton & Eaton Railroad Co.
OFFICE AT
EATON, OHIO.
David Barnet, Pres't.....D. M. Morrow, Sup't

Cincinnati, Indianapolis & Chicago Railroad Company.
Office in Gregory's Building, south side of Third street, west of Main street
CINCINNATI.
E. M. Gregory.....President.

THE REMISSION OF DUTY ON RAILROAD IRON, AND ITS EFFECTS.

In our former article we proved :

1st. That the tax, or duties, on imported railway iron was, at the present time, equal to *five millions per annum.*

2d. That this is equal to 22 per cent. of the money actually paid by stockholders, or nearly 7 *per cent. of the entire cost of a railway.*

3d. That, as stockholders' payments are distributed during three years, and this is a *cash payment at once*, it is equal to 66 per cent. of the payments by stockholders in one year.

It follows from this statement of facts, that the tax on railway iron is a *real and great burden* on the construction of railways, which will operate seriously and heavily against the completion of works already commenced, and may arrest them altogether. On this state of facts the question arises, for whose benefit is this tax laid? Is there any benefit arises from it? Are either the Government, the American manufacturer, or the people benefitted? If no one is benefitted, then why should the tax continue? These are the questions to be asked and answered by a statesman, before he is competent to decide this case. They are reduced to these two: Does the revenue need the tax? Do the American iron owners, or manufacturers need it?

First. Does the revenue need it? The answer to this will be found in the statistics of the Treasury department, and we propose to show precisely what has been the effect of the duty on railway iron on the revenue.

	Bal. of Rec'ts over Expenditures.	Duty on Railway Iron	Balance in the Treasury deducting Railway Tax.
Year ending—			
30th June, 1852	$3,720,750	$1,670,495	$2,050,250
" " 1853	7,310,656	3,721,600	3,589,056
" " 1854	8,000 000	4,000,000	4,000,000
Aggregate	$19.031,406	$9,392,095	$9,639,309

It thus appears that if in the last three years the entire railway tax, amounting to nearly ten millions, had been *taken out of the Treasury*, there would be about *ten millions balance remaining!* In other words the Treasury had no possible use for this money; but on the contrary, it was a severe burden on the Government for its safe keeping—having no more value than dry chips. That this may be put in a clear light, we present the following official statement of Treasury operations:

Balance in the Treasury	
July 1, 1851	$10,911,645
" 1, 1852	14,6:2,1:6
" 1, 1853	21,942,892
" 1, 1854	29,000,000

This enormous balance remains at the present time, after paying more than twenty millions of dollars of the public debt, and having all the expenses of government greatly increased. What, then, has become of ten millions of the tax raised on railway iron in the last three years? It has *remained untouched to the present moment, lying in gold, idle, without one cent of interest!* The operation of this tax has been then, to take ten millions in coin from the railways, to keep it idle, untouched, and to take from the mercantile transactions of the country full *thirty millions of credit, based on this coin, if it had been distributed.* The revenue not only does not need this tax, but it is a real burden; while it has cut the country with a two-edged sword—first, by taking it from the construction of railways; and secondly by taking so much coin from the general basis of credit.

Second. If this tax has done the Government and the peoplo no good, has it done the miner and manufacturer any good! If it has, it may be claimed to have compensated, in one form, the injury done in another, and upon the whole, the country is benefitted. This is the argument of a statesman, but it rests entirely upon a matter of *fact*; and if, in fact, this tax has *not* benefitted the miner or manufacturer, then the argument falls to the ground, and cannot fairly be maintained. Now the facts of the case are obvious, and we propose to exhibit the precise bearing of the tax on railway iron, if it has any on the iron manufacture. Let us premise however, some observations on the popular aspects of the iron duty. In the first place, we should observe that the duty on railway iron, is not the duty on iron manufactures generally, but is the duty on a particular form of iron, viz: *bar iron made for rails*; coming under the general tax, 30 per cent. levied on bars. A remission of duties on railway iron would only affect the tariff on that particular form of iron, and leave the duty still on all the common forms of iron manufactured.

It would affect no American manufacturer of iron whatever, unless he was engaged in the manufacture of railway iron,—and the number of those is very small.

We will show now that the tax on iron has had its legitimate and proper effect, in protecting the American manufacture of iron, on all other kinds of iron manufacture, but has *had no effect whatever, on the manufacture of railway iron.* We compare below the increase in five years, of the importation of railway iron, and of all other kinds of manufactured iron.

	Value of bar iron imported.	Value of all other kinds of Manufactured iron.
Imported in 1848	$5,5,9,600	$8,000,000
Imported in 1853	15,402,700	10,200,000
Increase	300 per ct.	25 per ct.
Aggregate increase in the importation of iren	200 per ct.	

We find then, the increased import of bar (in other words, railway) iron, amounts to *twelve-fold* the rate of increase in all other manufactures of iron; and, that while the increase of other manufactures of iron is much less than that of the aggregate imports of foreign merchandize, the increased importation of rails is vastly greater; in other words, the tax has proved a positive protection to the manufacturcs of other kinds of iron, but *has had no effect whatever, on the American manufacture of railway iron.*

Let us take another form of comparison.—The following is the aggregate import of bar, or rail iron for several successive years:

In 1848	$3 679,000	In 1849	$6,060,000
In 1850	7,400,000	In 1851	7,400,000
In 1852	8,600,000	In 1853	15,400,000
In 1854..about.	17.000,000		
Increase from 1848 to 18 0	100 per cent.		
" " 1850 to 1852	18 " "		
" " 1852 to 1854	100 " "		

If the 30 per cent tax on imported bars had, in the least degree, benefitted the American manufacture, it is obvious that the importation of iron rails would have been kept within the limits of increase of the general, or aggregate importation. But the very reverse is the fact. Not only has it not arrested the importation of iron rails, nor kept it within the limits of general increase, but the importation has increased at a most unprecedented rate! It has increased 300 per cent. in one year. The proof therefore, is positive and undeniable, that the tax on rails has not benefitted the American iron manufacturer in the slightest particle. This fact becomes of greater magnitude and force, when we add to it that there is another tax in the form of freight, and yet another in the shape of commission.—Suppose a ton of English iron, imported at present rates, and we have something like the following result:

Prime cost	$42 00
Discount on Bonds	4 20
Freight	8 00
Commissions	2 80
Duties	16 00
Total	$73 00

In the form of duties, freights, commissions and discounts, the American manufacturer has a protection equal to 70 per cent., and if the whole government tax were taken off, the American manufacturer on the Atlantic would be protected to the amount of 35 per cent., and in the Valley of the Mississippi, to full 50 per cent. If the English manufacturer can sell railway iron at $40 per ton, the American manufacturer, in Ohio, Kentucky, Tennessee or Missouri, can undersell, at $70 per ton; in other words, he has a margin of $30 per ton in his favor. Yet, with this enormous difference, the American manufacturers have not made more than a small portion of the iron rails used in the United States. Why not? The reasons are sufficient, and such as no tariff duty will obviate while they exist.

In the *first* place, the manufacture of railway iron, to supply the United States, requires immense works with immense capital; and such works do not exist in this country. The demand for railway iron is faster and greater than can he supplied here, by the existing works. Why, then, not make the works?—Because capital is not abundant for that purpose, and because other kinds of iron manufactures are so profitable, that *there is no great temptation to go into that business.* Take an example:

Ohio pig iron in 1852, per ton	$23 00
" " 1854, "	45 00
Increase in the price of pig iron	60 per cent.

If the iron master, then, was ahle to live and go along under the prices three years since, he must make very great profits now. Hénce, while this enables the manufacturer of the raw material to do a very profitable business, it obviously diminishes the opportunity of profit in iron rails, because the raw material is so much advanced. The temptation to erect great works, and the capital for it not existing, the works have not been erected, except in very few instances. Hence, it is in England and Wales only, where such an immense amount of rails can be rapidly turned out.

Another, and equally strong reason for the purchase of railway iron in England is, that nearly all of it is *bought on long credit*; thus enabling the railway companies to *obtain capital* for the construction of their roads, by *the purchase of iron.* When this can be done, it is palpably the interest of the companies to do it; and even at a higher price, is sound policy; for their roads are productive and in a few years both their business and their credit will enable them to pay the debt thus contracted. It is in this way that railway companies have been, in one way, obliged, and in another, tempted, to purchase their iron in Europe.—At any rate, it is palpable, that the government tax has had *not the slightest influence in favor of the American manufacturer.* He then, cannot justly object to the remission of this tax; for, while the remission will greatly benefit the railways, it will not injure him.

Who, then, does the tax on railway iron benefit? No person, interest, or community.—The revenue does not need it; the manufacturer does not need it, nor the merchant is not benefitted by it; for the only result is so much gold locked up without interest, without circulation, and without object.

The ground, therefore, upon which a statesmight object to the remission of duties, is taken away entirely, by the total absence of any facts to sustain his argument. Neither the government, the people, nor the manufacturers need this tax. All of them would be just as well without it.

SMITH'S FALLS & KEMPTVILLE RAILROAD, CANADA.—This is a new road proposed between Brockville and Bytown, via Smith s Falls and Kemptville.

Railroads.

WEST POINT RAILROAD.

The Columbns *Times* makes the following analysis of the Report of the President and Directors of the Montgomery and West Point Railroad, at their annual meeting in April last. It will bo scen to be in a very prosperous condition.

Receipts for the year ending 1st of March, 1854:

From Passengers	$133,393 81
" Freight	72,314 80
" Mail pay	24,337 44
Total	$230,044 05

Expenses for the same time:

For working the road and repairs	$122,9?0 77
For interest paid on loans	26,548 70
Total	$140,498 47

Leaving as the net income for the year $80,547 68, or nine per cent. on the capital stock.

The company will have to pay $300,000 due by bonds in three years, which will consume the net income of the road for that time.

A very large increase of freight and travel is anticipated on the completion of connecting roads. These are the Opelika Branch Road, the Alabama and Florida Road, and the Montgomery and Selma Road. The completion of the Opelika road has been delayed by encountering, in several cuts, compact beds of gneiss of the hardest quality, yet, notwithstanding, the Engineer says it would have been completed by the close of the year, but for the obstructions thrown in the way by the city of Columbus. As these have all been removed, we may hope that there will be no delay in the completion of the work The preparation of the road bed is so far advanced as to leave no room for apprehension that the track laying, which has been already commenced, and is progressing at the rate of a mile per week, will be retarded by unfinished grading.

NEW ORLEANS, JACKSON AND GREAT NORTHERN RAILROAD.

One of our Mississippi exchanges, published at Aberdeen, in speaking of the progress of this great enterprise, says that the above road will certainly be completed to the state-line, a distance of 87½ miles, by the Fourth of July, at which time a splendid barbacue will be given in celebrating this important event. From that point to Jackson, a distance of eighty or eighty five miles, the road is under contract, and the grade pretty well completed for the first twenty or twenty-five miles. From Jackson to Canton the road is under contract the entire way, and the grade is nearly completed. On that part not yet graded, a large number of hands are engaged, and the cross-ties which are of superior quality, are being delivered. It is confidently expected that the cars will be at Canton in November. From Canton to Aberdeen, a distance of one hundred and twenty miles, fifty of which are under contract, the work is rapidly advancing. The estimated cost of the grade of this part of the road, is $1,200,000; of this sum, $900,000 is already provided for by subscriptions in those counties through which the route passes. Gen. R. Davis, who has just completed a tour for the purpose of soliciting stock for the road, informs our cotemporary that he is quite sanguine in the belief that the remaining $300,000 will be raised by the 15th July inst. In the event of this amount being raised, it is his opinion that the remaining seventy miles will be put under contract in the course of four or six weeks.

WESTERN & ATLANTIC RAILROAD, GA.

James F. Cooper, Superintendent, has laid before the Governor a report of the Earnings and expenditures of the Western and Atlantic Railroad for the 1st and 2d Quarters of 1854, from January 1st to June 30th, 1854.

MONTHS.	EARNINGS.	EXPENDITURES. Work'g & maintaining Road.	On all other Accounts.
January	47,082 80	19,498 52	18,965 25
February	51,5?0 82	21,268 34	13,097 27
March	71,681 42	22,530 45	32,679 43
April	63,762 11	32,927 01	47,644 54
May	44,622 59	15,124 78	26,865 40
June	39,664 42	18,732 04	20,683 16
Amount'g to	318,402 16	130,081 08	159,935 04
Same period in 1853	238,116 68	156,460 41	219,495 35
Difference	80,285 58	26,379 33	59,500 33

CHICAGO AND AURORA RAILROAD.— The revenues of this road for the last six menths have been as follows:

January	$13,345 42
February	15,387 29
March	16,133 95
April	14,592 96
May	23,683 34
June, (estimated)	28,455 70
Total	$111,587 65

KENNEBEC AND PORTLAND RAILROAD.—The following statement of the receipts on the Kennebec and Portland Railroad, for the months of May and June, shows a large increase of business, as compared with same months last year:

	1853.	1854.
May	$11,766 40	$19,385 36
June	12,176 21	17,700 00
Difference	$23,942 61	$39,085 36

THE GALENA AND CHICAGO UNION RAILROAD has declared a semi-annual dividend of *five* per cent. in cash, out of the net earnings for the 6 months ending July 31st—and a stock dividend of *seven* per cent. out of the surplus earnings up to that date—both payable on and after the 10th of August. The earnings of the road for May, were $119,395 31; in June, $120,879 55.

BRIDGE BURNED.—The bridge of the Terre Haute and Alton Railroad across Wood River near that place, was burned on Tuesday night last. The bridge was a superior one of a single span and cost upwards of $3000.

MOBILE & GIRARD RAILROAD.

On Thursday morning, by invitation of Geo. S. Runey, Engineer, says the Columbus *Times*, we crossed the river to enjoy the first ride upon the Mobile and Girard Railroad. Arrived on the ground, we were pleased to find the "Chunnenugge," an engine of 18 tons, on the track, fired up and ready for the race. We ran out a mile and a quarter returned much pleased with the excursion, and in higher hopes of seeing this great enterprise completed than we have ever been.

The track will be laid to Colbert, a distance of 22½ miles, by the 15th October. The iron weighs 60 lbs. to the yard; the track is so well laid under the supervision of Col. Pillsbury, that the cars run over it with great smoothness. When finished, the Mobile and Girard Railroad will be one of the best roads in the South, and constituting the only connecting link between the Atlantic and the Gulf, must be the best railroad stock in the world.

CINCINNATI, LOGANSPORT & CHICAGO RAILROAD.—The following named gentlemen now constitute the Board of Directors in this Road:

C. B. Smith, J. A. James, D. A. Powel, R. M. Corwine, J. Pullen, Cincinnati; C. K. Hamilton, New York; S. Meredith, Cambridge City; W. Butler, Dublin, M. L. Bundy, J. C. Huddleston, New Castle; W. Wright, Logansport.

On Monday last, C. B. Smith was elected President in the place of J. T. Elliott, resigned. A change in the Board of Directors and the President is in consideration of a subscription of $800,000 to the Cincinnati, Logansport and Chicago Road, by the Cincinnati and Chicago Straight Line Company.—This arrangement will, it is confidently believed, secure the completion of the road from New Castle to Logansport this fall.—*Rich. Pallad.*

ARKANSAS RAILROADS.

MIDLAND RAILROAD.—Ground was broken on this road on the 4th of last month at Helena.

LITTLE ROCK, PINE BLUFF & NAPOLEON RAILROAD.—Ground was broken on this road on the same day at Pine Bluff.

MISSISSIPPI, OUACHITA & RED RIVER RAILROAD.—On the 6th of July ground was broken on this line at Camden.

Thus we see that Arkansas is destined to have railroad communications, despite the "hard times"—Success to her.

RACINE, JANESVILLE & MISSISSIPPI RAILROAD, WIS.—From a letter of H. S. Durand, Esq., President of this company, we learn that the report in circulation relative to the loss sustained by this company in consequence of the failure of R. & G. L. Schuyler, is incorrect, the company having sustained no loss by this firm, or other damage further than a possible delay in the opening of a portion of the line.

SUBMARINE NAVIGATION.

The great invention of the day, the submarine navigation of Dr. Payerne, is about to be put in practice at Cherbourg, the company purchasing the invention having volunteered to cleanse that harbor, free of expense to the government. The secret consists in the discovery of means whereby artificial air may be produced in sufficient quantity to enable a crew of fourteen men to breathe freely beneath the water for the space of four hours. A curious experiment has been already made at Marseilles, where Dr. Payerne, in company with three sailors, went to the bottom in presence of hundreds of spectators, and rose at a considerable distance, and climed the portholes of a man-of-war, without being perceived by the crew. Many experiments are about to be tried of the efficacy of this novel means of attack. A submarine fleet of small boats, each to contain a crew of twenty-one men, is already talked of as being about to be organized for the Black Sea. It seems that no intimation whatever is given by the slightest ruffle on the surface, of the approach of one of these vessels. The apparatus invented by Dr. Payerne enables the wearer, moreover, to move about with ease at the bottom of the sea, and great anticipations are formed of the immense benefit to be derived in submarine history from the adoption of this new method of becoming acquainted with the hitherto unknown mystery of the ocean. However, it is not a bad reflection of the spirit of the age in which we live to remark, that the first application of this tremendous power, which should rank with the electric telegraph as proof of the wondrous perseverence and ingenuity of man, has been made use of for the supply of oysters from Granville for the *halles* of Paris.—*Paris Correspondent of the London Atlas.*

THE ASHLEY RIVER BRIDGE.

The Building Committee of the Charleston Bridge Company have concluded a contract with Wharton and Pestch, and Julius D. Pestch, for the construction of the bridge over Ashley River, on the site of the former bridge and present Ferry. The plans and specifications adopted, are those of Mr. J. D. Pestch. The extreme width of the bridge will be 35½ feet, with two carriage tracks, each 9 feet feet wide; a foot way 6 feet wide on each side, and at every alternate span there will be a recess, 6 by 20 feet, provided with seats, which will add much to the pleasantness of the bridge as a promenade.

The entire length of the bridge will be from causeway to causeway, 3,335 feet. The draw-bridge at the center will be 135 feet long, revolving horizontally on a pivot and circular railway, leaving, when open, a clear passage of 35 feet on each side of the center. The bed of the bridge will be eight feet above the high water mark of spring tides, and the frame work above the bed will be open, strongly braced, but with no useless incumbrance of timber; so that by its hight, strength and lightness, it seems fully secured from dangers of both flood and storm.

The bridge is to be completed in eight months, at a cost of $80,000.

AMERICAN IRON FOR RAILROADS.—MISSOURI IRON.

The *Saint Louis Republican* has the following upon this subject:

The innumerable deposits of iron ore in the United States, furnish as great a diversity, and as good a quality of that material, as can be found in the world. Yet in malleable iron we make nothing like the Swedes; while in pig, we make nothing with either our bituminous or our anthracite coal equal to the Scotch. Our Juniata malleable iron is as strong as the Swedes'; but being softer, will not wear half as long in either a horse shoe or a log chain. The Tennessee iron is as good as the Juniata, and the Iron Mountain equal to either, though differing from both. For foundry purposes, there is no better pig iron than that made in Southern Ohio and Northern Kentucky; the cold-bast iron for machinery, the hot-blast for stoves and hollow ware. I greatly doubt whether any hot-blast pig can be found equal in strength and excellence to that of Southern Ohio. But the supply for the last two years has fallen far short of the demand. This demand has made a market for millions of dollars worth of Scotch and English pig and rails that ought to have been made in this country. So great has been the call, that the capacity of those countries to produce them has proved unequal to the demand. This state of the iron market is the legitimate result of the new railroad and gold developments. The railroads diverted thousands of hands from agricultural and other industrial callings, and these roads created the unusual demand for iron; hence it became scarce and dear. Tens of thousands flocked to the land of gold, and gold became abundant and cheap. But, measured either by gold or labor, iron has found a new proportional value. It is worth more—it represents more labor, and demands as an equivalent of exchange more gold.

The relative change has caused the springing up of innumerable new furnaces in our own county, induced the laudable attempts now making in various parts of the United States to manufacture iron from the ore, with bituminous, cannel, and anthracite coal, and established anew rolling mills to make rails for the various roads progressing in the United States. The Wisconsin ores, equal to any in the world, are yet undeveloped. The Missouri mines are in process of being worked. They present a great variety of ores, and have required a largely diversified series of experiments to make them available. But they are now worked, and will soon be extensively used.

The Pilot Knob makes a very good hot-blast iron for stoves. The Iron Mountain worked with cold-blast is a very different article. It will not make stoves nor hollow ware. Its great proclivity to chill, or to become carbonized, renders it unfit for light machinery, but when rightly mixed with other iron. it is the best iron for car wheels in the world. There is no stronger iron, none that is soft and strong that so readily chills, and hence, none so well adapted to making wheels.

In making a car wheel, two things are indispensable—great strength and a "hard tread," or periphery. It must be strong, for a weak wheel endangers human life. It must have a hard tread, or it immediately wears out. This is easily proved. A brake is placed on each wheel of every car, and when the engineer sounds his alarm, the brakes are frequently put down so hard that the wheel slides on the rail. The point of contact between the wheel and the rail is but a point. The weight of a passenger car is nearly seven tons; with thirty-five passengers it will be about nine tons, or over a ton to each wheel. The sliding of a wheel twenty or thirty rods with such a weight upon it, will soon wear a flat place on the "tread," unless it is very hard, and when once it begins to wear, it soon becomes ruined, inasmuch as this flat place is the stopping point when the brake is applied. In making the double plate wheel with the solid hub, the plates crack in cooling. To obviate this difficulty, the manufacturer anneals his wheels; but if the wheel is made of Iron Mountain pig, it may be thrown out of the moulds as ordinary castings are, without breaking. Hence, as soon as the excellence of this iron for making wheels is known, it will be eagerly sought after, and all that is made will be used for that purpose. I speak here of the charcoal iron. Whether a good iron can be made from any of the Missouri ores with bituminous, cannel, or hard coal. or coke, remains to be tested. In its solution, Missouri has a great and an untold interest, the importance of which few have fully considered.

JAMES L. GAGE.

St. Louis, July 6, 1854.

New Banking Law in Connecticut.

The Legislature of Connecticut has passed a new bank bill, which is intended to restrict the practice heretofore so prevalent on the part of the banks of that state, of loaning their bills to parties for circulation in the Western states. The following are its provisions:

"Section first provides, that after October 1st no bank shall directly or indirectly pay more than 4 per cent., for the loan of money borrowed within the state or on deposit. Second, Banking Associations formed under the act of 1852 are prohibited taking a greater rate of interest or discount than incorporated banks are authorized to do. Third, prohibits any bank or banking association from taking more than six per cent. interest or discount on any note, bill, draft. or bill of exchange. Fourth, loans and discounts not to exceed at any one time, one-fourth of the capital stock paid in, and deposites at the time. Fifth, prohibits a loan of bills or notes for circulation by one bank to another, or to any individual under any contract or agreement that the bank or individual in receipt thereof shall protect and guard the circulation of such bills or notes loaned, or redeem the same—existing contracts not to be effected by the prohibition. Sixth. The penalty for each violation of the provisions of the act is not less than $500—to be recovered on a suit by the state attorneys in the different counties."

IRON MOUNTAIN RAILROAD—*Closing of the Land Offices.*—We learn from the St. Louis Republican that official instructions have been received from the General Office at Washington, by the Register of the Land Office in that city, to withdraw from entry all the lands along the line of the "Iron Mountain and Mississippi Railroad." These instructions have been issued by the President, at the instance of the delegation in Congress from the state of Missouri.

CAR VENTILATOR AND HEATER.

The following is a description of an ingenious device, of which Messrs. Toole & Allen, of Buffalo, are the inventors and proprietors:

On the top of the car at the center are placed sheet iron bonnets, (one on each side,) so arranged as to receive the air when the cars are running in either direction, deflecting it downwards through air chambers (placed within and on each side of the car) into a box and tank suspended beneath the floor; from which it is conducted by air-tubes opening up into the car through grates in several places along the aisle, thence out again though openings at the top. The tank is of sufficient depth to hold a barrel or more of water—allowing free passage of air above it. In connection with this water are pipes leading to a small rotary pump attached to the truck frame (which is driven by a belt passing round the axle of the car wheel,) then back again to the tank and air-chambers, where, by a simple arrangement of diffusers the water, in its passage is scattered into a fine spray falling into the tank to be used over again. When the cars are in motion the air rushes in with great force, passing through the spray of water which washes down all dust, smoke, cinders and other impurities, coming up into the cars as pure as a summer's atmosphere after a shower, and very much cooled. The water is changed daily when the roads are dusty. The amount of air received is easily regulated by a valve in each chamber.

During winter instead of water a stove is placed in the tank below the floor which heats the air in its passage, thereby ventilating and warming all parts of the car alike, and that too without the loss of any seats, which in other cars are removed to make room for a stove.

TELEGRAPH LINE TO CALIFORNIA.—The Senate has passed the bill for the construction of a line of Telegraph to California.

The bill appropriates a portion of the public lands to meet the expense, which it is estimated will be $2,000,000, or on an average, about $1,000 a mile. It also fixes the limit of charges. Not more than $10 is to be charged for sending a message of ten words, nor more than seventy-five cents for each additional word. The Government is to have the right of transmitting dispatches free to the amount of three thousand words a month.

☞ The New Orleans and Opelousas Railroad has been completed to Bayou des Allemands, a distance of thirty-five miles; and the New Orleans, Jackson, (Miss.) and Great Northern road, is now finished to Bayou la Branch, a delightful retreat about 20 miles from the city of New Orleans. The Great Northern road will be completed in August to the Louisiana state line.

ALABAMA RAILROAD.—The Directors of the North-East and South-West Alabama Railroad, have decided on the route from Tuscaloosa to Eutaw. It runs on the east side of the Warrior, crossing the river at Brown's Bluff, about one mile above Finche's Ferry. This was done mainly on the recommendation of the Chief Engineer.

IMPROVEMENT IN STEAM PRODUCTION.

The Collins' steamer Arctic has just undergone repairs of a very important nature at New York. Her engines have been overhauled with a view to effect changes, which, if successful, it is said, will reduce the expense of navigating that vessel to nearly one half the present cost. This improvement is thus set forth in the *Herald:*

The steam, after it passes from the boiler is carried by pipes back through the furnaces, and submitted anew to the action of heat.—This process converts it into what is technically called stam. It has been found that this stam has from thirty to fifty per cent. more expansive power than when in the form of steam after it leaves the boiler. This increased force is, of course, a clear saving of a proportionate amount of fuel, and the effect will be to render unnecessary such large supplies of fuel. It will also effect a great saving of store room. The saving of 40 per cent of fuel is by no means a trifle. One of the Collins' steamers uses eighty tons of coal a day. This would make from 800 to 1000 tons for every trip across the Atlantic. Estimating the value of coal at $5 per ton, this would make the cost of fuel per day of $400, and for a trip—counting its average length ten days—$4000. As each steamer crosses the Atlantic thirteen times a year, when they run regularly, the yearly expense for each steamer, must be over $50,000, and for three steamers, $150,000. If the improved machinery is successful, and they succeed in saving 40 per cent., it will amount to the snug sum of $62,000, all clear gain.

The production of steam by the process described is nothing new. It has, for some time, been known to our most experienced engineers. There was a patent taken out in England for something similar, called "Frost's patent," and there is an engine now at Stillman & Allen's, foot of Twelfth street, that is supplied with motive power by this means.

It is also stated that Mr. Ericsson has abandoned his hot-air projects, and will adopt the change Mr. Collins is about to try on board the Arctic.

LA CROSSE & MILWAUKEE RAILROAD.—The Officers of this company are using every effort in their power to hasten the completion of this road to Horicon. Judge Barber is now East with a view to raise money on the mortgaged security of the Company. While in Milwaukee, week before last, we saw tee first locomotive built for this road, pass up the Milwaukee River through Spring Street Bridge, on a scow, from the Menominee Iron Works, to where the depot is located and the track being laid. The next day we saw it standing on the track, nearly ready to commence its labors. It is a large and beautiful engine, and reflects great credit on the spirit and enterprise of those engaged in its construction. Its name is "Westward Ho!" and we shall anxiously watch the time when we shall welcome it into Beaver Dam.—*Beaver Dam Republic.*

☞ The San Antonio *Ledger* says: "The railroad company has closed doors, and we are credibly informed, have refused to permit an examination of the books by those sent for that purpose by the stockholders."

VIRGINIA AND TENNESSEE RAILROAD.—The Abingdon *Virginian* says, on Tuesday night last, the engine crossed New River on the bridge, and far as Newbern, 28 miles east of Wytheville. Next week the passenger train will commence regular trips to that point.—From Lynchburg to Newbern is 106 miles, and from there to the state line, by the road, is we believe, 99 miles. Thus we have a little more than half the whole line entirely completed, the balance nearly all graded.—The most of the work to do is the 15 miles between Ahingdon and Bristol, and the heaviest sections of this already graded. With such contractors as we have in these parts, and such overseers, mountains melt away and valleys swell to plains, as imperceptibly almost as dissolving scenes succeed each other.

VICKSBURG RAILROAD.—We learn from the *Picayune* that this company have about concluded arrangements for the right of way from Shreveport to the Texas line. They have already laborers on the spot, and will shortly add to their number. Cotemporaneously with the opening of the road at Shreveport, twenty miles of the road at Vicksburgh, west, has been commenced by the contractor. There are now, on this part of the route, immediately opposite Vicksburg, upwards of fifty laborers and more are daily expected.

TROIS PISTOLLES RAILROAD.—We stated in a recent issue that a portion of the Trois Pistolles Railroad was completed, and that, judging from present appearances, some thirty-five miles of the line will be ready for traffic in the fall. The route is favorable on this part of the line, and laborers are employed upon every foot of it, where the labor can be advantageously used; and we repeat, that apart from accidents and contingencies which cannot be controlled, there is a well founded expectation that the road will be ready by the time specified.—*Montreal Pilot.*

NASHVILLE & CHATTANOOGA RAILROAD.—The Mayor of Nashville lately called the Aldermen together for the purpose of voting on the ordinance authorizing the levying of the tax of $200,000 for the Nashville Railroad.—The Board met and unanimously adopted the ordinance. It had already been passed by the Common Council, and is now a law.

ANOTHER GRAND TRUNK RAILROAD TO BE OPENED.—We are informed that the last bar of iron necessary to complete the Chicago & Mississippi Railroad will be completed to-day and that the regular trains will commence running between this city and Alton next Monday! This is indeed, a gratifying consummation of a great enterprise. Hereafter, our state Capital will only be eight hours distance from Chicago, and Alton and St. Louis respectively, twelve and fifteen.—*Chicago Tribune, 26th.*

☞ The Steubenville and Indiana Railroad is now open as far as Bowersville, Harrison Co., a distance of some 50 miles from Steubenville.

IRON PAVEMENTS.

Some months ago, says the *American Mining Journal*, we published an advertisement for some thousands of tons iron castings to be used for a new street pavement, the patent for which is with a company at 110 Broadway, N. Y., and last week we were pleased to observe that workmen were busily engaged in laying down a section of the new pavement in Nassau street, opposite the Post Office, where a complete block of it is now finished, and open to the heavy traffic of that locality. The castings are all of the same form, each consisting of a ring of about 14 inches in diameter and 5 or 6 inches in depth, with five spokes connecting this outer ring with an inner one, say 4 inches in diameter. These castings are made sharp on their under surface, where they are imbedded in the earth, while the upper surface of both rings and spokes are flat, broad, and having projections and depressions on the edges which meet and interlock with the corresponding projections of their fellows, so as to form a continuous and mutually supporting mass; the interstices are filled up with gravel, earth, etc., etc., the whole forming a solid road bed for which several advantages are claimed over the granite pavement, both for beauty, economy and durability. The castings can be furnished at low rates, requiring no cleaning off, etc., etc. We noticed some time since that a part of Court street, Boston, was laid with the same material, and though it will no doubt take some time to decide to which of the two pavements the preference is to be given, as to durability, yet there can be no doubt as to the vast superiority of the iron pavement, on the important points of ease in draught, and perfect freedom from the noise that is so objectionable a feature of the stone pavement. If the other points claimed for it shall be as well established, we look upon the present improvement as one of the most important of the age.

Columbia and Hamburg Railroad, Ga.—James G. Gibbes, Engineer, has completed the preliminary surveys of this road, and has submitted his report to the authorities of Columbia, by whom he was appointed.

Two routes were surveyed, the one which he designates the "low or direct line," runs within two and a half miles of Aiken, (why not unite with the Charleston Road at Aiken, and thus save fourteen miles of road!) and is 68½ miles long—an air line being 63½. The other which he designates "the upper or Ridge line," passes from Hamburg near the Cherokee Pond, Edgefield, C. H., etc., and intersects the "lower route" about eight miles from Columbia, making the distance 74½ miles.

His estimates for the cost of construction of the two lines are as follows:

Direct line—68½ miles, $1,105,625.

Ridge line—74½ miles, $1,040,925.

Being $16,140 50 per mile for the direct, and $13,972 14 for the Ridge line.

The Reading Railroad.—The Reading Railroad Company have decided to postpone their semi-annual dividend. The Company say they have made preparations for a large increase of business this year, by the authority of the stockholders, who also authorized the managers to issue stock or bonds in such manner as was deemed best to pay for the new wharves, locomotives, cars, etc., which the wants of the public required. They deem it better to appropriate the present very large receipts to the rapid extinction of the floating debt, incurred for these necessary improvements, rather than to pay the present high rates of interest and to make dividends.

Jasper and Petersburgh Railroad.—A large and enthusiastic meeting of the citizens of Dubois county, Ia., was held at Jasper on the 7th ult., to consider the propriety of constructing a railroad from Jasper, to form a junction with the Evansville, Indianapolis and Cleveland Straight Line Railroad, at or near Petersburgh. The meeting was addressed by the Rev. Joseph Knudak, Hon. R. R. Edmondston, of Dubois county, and Judge Lockhart, of this city, after which a resolution was unanimously adopted, declaring that the people of Dubois county were willing, able and determined to build said road. Books were then opened, and $25,000 stock subscribed in a few minutes, and a committee appointed to draft articles of association for the organization of a company. The people of Jasper have taken the right stand. We wish them great success in their enterprise.—*Evansville Enquirer.*

Robbery of the Grand Trunk Railroad Office.—On Thursday night the safe of the Grand Trunk Railway Office, Little St. James Street, was opened and money and securities to the amount of £15,000, or £16,000 abstracted therefrom. In the course of the day, in consequence of information given by a woman, several boxes containing the securities were found behind a fence, near Laganchetiere Street. There are still missing some thirds of exchange, to the extent of about £1,500,000, of course valueless, and about £1000 in notes of the Montreal Bank. A party suspected of the offence has been arrested.—*Montreal Herald, July* 15.

Gallipolis, Jackson & Chillicothe Railroad.—At the election last Wednesday, for Directors of the Gallipolis, Jackson and Chillicothe Railroad Company, the old Board was elected without opposition, to-wit: Wm. H. Langley, Charles Henking, Simeon Nash, John Hutsinpiller, Robert Black, Isaac R. Calohan and John N. Kerr.

At a meeting of the Board held subsequently, Wm. H. Langley was re-elected President; Charles Henking, Treasurer, and D. B. Hebard, Secretary.

First Railroad in the United States.—The Quincy Railroad for the transportation of granite from the Quincy quarries to Neponset river was constructed in 1826, and was the first attempt to introduce railroad transportation into this country.

Wabash Valley Railroad Company.—The annual meeting of the Stockholders of the Wabash Valley Railroad Company, was held at York, Ills., on the 3d inst. Notwithstanding the excessive warmth of the weather and the pressure of harvest, there was a large attendance. The following gentlemen were unanimously elected Directors:

Hon. A. T. Ellis, of Vincennes; Gov. A. C. French, John Hnston, Esq., Dr. D. S. Meserve, Crawford county; Judge U. Manley, John B. Richardson, Gilead Shaw, Clark county; Jonathan Young, Hiram Sanford, S. Sutherland, Edgar county.

The Directory held a meeting the same day and unanimously elected—

Hon. A. T. Ellis, President; John B. Richardson, Secretary; Joseph G. Bowman, Treasurer, and Charles Summers, Chief Engineer.

The Delaware Railroad.—The *Dover Reporter* says that over ten thousand dollars' worth of cross ties have already been delivered to the Delaware Railroad Company. It is confidently believed that the road from New Castle, as far down as Dover, will be in running order by the opening of the next spring, and that the entire road to Seaford will be in successful operation by the 1st of October, 1855.

Charleston and Savannah Railroad.—At an adjourned meeting of the subscribers to the Charleston and Savannah Railroad, held Wednesday the 12th ult., the following named gentlemen were elected President and Directors for the ensuing year:

President, Thos. F. Drayton; Directors, Hon. T. L. Hutchinson, Wm. Kirkwood, Edward Frost, Otis Mills, N. Heyward, W. F. Colcock, L. T. Potter, Daniel Hayward, W. B. Hodgson, J. Bradley, C. G. Memminger, J. B. Campbell.

Racine & Beloit Railroad.—The failure of Messrs. R. & G. L. Schuyler, will not affect this road otherwise than to delay its construction a very short time perhaps.

The work upon the west end of the road was not stopped on account of the failure of the Schuylers, but the hands were transferred to the eastern end of the road in order to have everything ready for the iron, where they are still at work. The advanced state of the road will make it easy to secure new contractors, several gentlemen of responsibility and character, having already volunteered to take the work. The directors will be able to re-let the road on terms, which on account of the fall in iron, will be of great pecuniary advantage to stockholders.

☞ The Houston *Star* states that the grading of the Galveston & R. R. Railroad, under Major Burke's contract, is progressing rapidly. Only a mile and a half remains to finish the first twenty-five miles out of Houston.

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

CORRECTED TO WEDNESDAY OF EACH WEEK.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'D.	ASK'D.
Alabama and Tennessee	1st mortgage, convertible till 1872	7	1872		96
Baltimore and Ohio	Transferable. Taxed	6	1885	87	83½
Do do	Coupons. Not Taxed	6	1875	88	89
Do do	" "	6	1880	84	87
Do do	"	7	1860		87
Do do		6	1885	83	85
Bellefontaine and Indiana	1st mortgage, convertible	6	1866	100	100
Buffalo and Penn. State Line	1st mortgage, not convertible	7	1866	97	101
Chicago and Rock Island	1st mortgage, convertible	7	1870	87	92
Chicago and Mississippi	1st " "	7	1862	90	92
Do do	2d " "	7	1874	75	77
Chicago and Aurora	1st " "	7	1866	90	92½
Cincinnati and Fort Wayne					
Cleveland, Columbus, and Cincinnati	1st mortgage, convertible	7	1859	128	130
Do do do	No mortgage, convertible	7	1855	124	127
Cleveland and Mahoning					
Cleveland, Painesville and Ashtabula	1st mortgage	7	1861	92	95
Do do	2d " not convertible	7	1861	99	100
Cleveland and Pittsburgh	1st " convertible	7	1860	95	96
do do		7	1873	85	90
Cleveland, Zanesville, and Cincinnati					
Cincinnati, Hamilton and Dayton	1st mortgage " till 1855	7	1861		95
do do do	2d mortgage	7	1868		95
do do do	3d mortgage	7	1880		90
Cincinnati, New Castle and Michigan	1st mortgage, real estate, convertible	10	5 & 10 y's	96	100
Cincinnati Western	1st " " " "	10	5 & 10 y's	90	98
Cincinnati, Wilmington and Zanesville	1st "	7	1862	94	95
Cincinnati, Indianapolis and Chicago					
Columbus and Lake Erie					
Columbus, Piqua and Indiana	1st mortgage, convertible	7	1862	84	86
Do do do	2d "		1852	80	83
Columbus and Xenia	1st mortgage, convertible	7	1859	118	120
Covington and Lexington	1st " " till 1862	7	1883		57
Do do	2d " "	6	1862	83	87½
Dayton and Michigan	1st " "	7	1867	94	97
Dayton and Western	1st " "	7	1862	90	97
Dayton, Xenia and Belpre					
Eaton and Hamilton	1st mortgage	7	1862	84	87
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.	7	1862	93	96
Evansville and Illinois	1st Mortgage, convertible 1857	7	1862	85	87
Frankfort and Lexington	1st " "	6			
Franklin and Warren					
Galena and Chicago Union	Pledge of 2d section, convertible	10	1853-6	125	130
Do do do	1st mort., 2d " not convertible	7	1862	89	90
Illinois Central	1st mortgage, not convertible	6	1875	78	79
Illinois and Wisconsin		10			
Indiana Central	1st mortgage, convertible	7	1866	95	97
Do do	" "	10	1857	99	100
Indianapolis and Bellefontaine	1st " "	7	1860-1	94	98
Indianapolis and Lafayette	" "	7	1861	95	100
Jeffersonville	1st " not "	7	1861	87	94
Junction (Ohio)	1st " "	7	1867	106	108
Do do	2d " "	7		104	106
Lawrenceburg and Upper Mississippi	1st mortgage, convertible	7	1866		95
Lexington and Big Sandy					
Little Miami	No mortgage, convertible 1852-4	7	1858-61	114	116
Do	" " till 1855	7	1861	117	120
Louisville and Nashville					
Lyons', Iowa, Central	1st mortgage, convertible	7	1873	8	
Mad River and Lake Erie	1st mortgage, convertible till 1855	7	1895-6	97½	100
Do do	2d " "	7	1866	87	90
Do do	Dividend	7	1860	78	83
Madison and Indianapolis	1st mortgage, convertible after 1853	6	1861	100	103
Marietta and Cincinnati	1st " convertible	7	1868		87½
Maysville and Big Sandy					
Maysville and Lexington	1st mortgage, convertible	6	1873	51½	70
Memphis and Charleston					
Michigan Central	No mortgage, convertible	8	1860	103½	
Do do	" "	8	1855-6	100	102
Do do	" not "	8	1857-8		101
Michigan Southern	1st " " "	7	1860	97¼	100
Milwaukie and Mississippi	1st " " 1857	8	1862	100	101
Mobile and Ohio	1st mortgage 6s. 1884				
Nashville and Chattanooga				83	93
New Albany and Salem	mortgage on 1st section	10	1858-62	109	111
Do do	1st " on other sections, convert.	8	1864-75	87	90
New Castle and Richmond	1st " convertible	6	1873	87	90
New Orleans and Ohio, Ky	Guar. of McCracken Co			86	93
New York and Erie	1st mortgage, not convertible	7	1867	115	116
Do do	2d " convertible	7	1859	100	101
Do do	Income, not convertible	7	1855	93	98
Do do	Convertible till 1861	7	1871	74	85
Do do	" " 1862	7	1862	84	88
Northern Indiana	1st mortgage, not convertible	7	1860	95	96
Do do	2d "	7	1863	82	85
Do do	1st mortgage Goshen line			92	95
Do do	Construction Bonds			102	105
Ohio Central	1st mortgage, convertible, west section	7	1861		
Do	1st " " east "	7	1864	94½	97
Ohio and Indiana	1st " "	7	1867	97	100
Ohio and Pennsylvania	" "	7	1865-6	102	104½
Do do	Income. No mortgage, convertible	7	1872	87	95
Pacific, Mo					
Panama	1st mortgage, convertible	7	1866	106	107
Parkersburgh (or Northwestern Va.)	" Guar. City of Baltimore	7	1873	94	96
Pennsylvania	1st mortgage, convertible till 1860	6	1880	97	98
Peru and Indianapolis	1st " convertible	7		78	83
Rock River Valley Union	1st " convertible	7	1872	98	100
Sandusky and Mansfield	1st "	7	1860	71	75
Do do	2d "	10	1853-7	102	104
Scioto and Hocking Valley	1st " conv. coupons	7	1861	87	90
Southwestern, Tennessee					
Springfield and Columbus					
Steubenville and Indiana	1st mortgage, convertible	7	1865	84	85
Terre Haute and Alton	1st " convertible		1862-72	87	92
Do do	2d " do	8	1865		
Terre Haute and Richmond	1st mortgage, convertible	6	1866	100	103
Toledo, Norwalk and Cleveland	1st "	7	1863	87¾	90
Do do do	2d "			00	95
Do do do	" Guar of C. C. & C.		1883	90	95

TABLES OF RAILROAD SHARES.

☞ The following quotations are not PER SHARE, but upon the HUNDRED DOLLARS.

	shares.	off'd.	ask'd.
Baltimore and Ohio	100	53	54
Bellefontaine and Delaware	50	40	50
Bellefontaine and Indiana	50	80	90
Belleville and Illinoistown			
Buffalo and Pennsylvania State Line		120	125
Central Military Tract			
Central Ohio	50	75	90
Chicago and Rock Island		94	96
Chicago & Miss., (Alton & Springf'd.)			
Cincinnati, Cambridge and Chicago		25	30
Cincinnati and Fort Wayne			
Cincinnati Hamilton and Dayton	100	92	100
Cincinnati, Indianapolis and Chicago			
Cincinnati, Logansport and Chicago	50		90
Cincinnati Western	50	25	35
Cin. Wilmington and Zanesville	50	65	80
Cleveland, Columbus and Cin	100	100	105
Cleveland, Medina and Tuscarawas			
Cleveland, Painesville and Ashtabula	100	100	105
Cleveland and Pittsburgh	50	65	75
Cleveland and Mahoning			
Cleveland and Toledo	50	72	90
Cleveland, Zanesville, and Cincinnatt.			
Clinton Line			
Columbus and Lake Erie	50	50	70
Columbus, Piqua and Indiana	50	50	65
Columbus and Xenia	50	100	105
Covington and Lexington	50	50	66
Covington and Ohio, Va			
Dayton and Michigan	50	50	65
Dayton and Western	50	65	80
Dayton Short Line	50		
Dayton, Xenia and Belpre			
Detroit and Pontiac			
Eaton and Hamilton	25	50	60
Eaton and Piqua			
Erie and Northeast		110	112
Erie and Kalamazoo		90	100
Evansville and Crawfordsville			
Fort Wayne and Mississippi	50		
Fort Wayne and Southern	25		
Franklin and Warren			
Galena and Chicago Union	100	120	125
Greenville and Miami	50	70	75
Hannibal and St. Joseph			
Hempfield			
Henderson and Nashville			
Hillshoro' and Cincinnati	50	45	55
Illinois Central	100	105	108
Illinois and Wisconsin			
Indiana Central	50	73	85
Do do 10 per cent	50	73	85
Indianapolis and Bellefontaine	25	78	95
Indianapolis and Cincinnati	50	65	75
Indianapolis and Lafayette	50	76	80
Jeffersonville and Indianapolis	50	72	78
Junction (Ohio)	50	90	95
La Crosse and Milwaukie	100		
Lake Erie, Wabash and St. Louis			
Lawrenceburg and Upper Mississippi	50	60	75
Lexington and Frankfort			
Lexington and Danville			
Little Miami	50	100	110
Logansport and Pacific			
Logansport and Marion			
Louisville and Frankfort	50	62	70
Louisville and Nashville	100		
Macon, Georgia	10	100	105
Mad River and Lake Erie	50	65	80
Madison and Indianapolis	50	40	50
Madison, Indianapolis and Peru	50	55	60
Marietta and Cincinnati	50	48	65
Marion and Mississinewa Valley			
Maysville and Lexington	50	50	60
Maysville and Big Sandy			
Memphis and Charleston			
Michigan Central		86	100
Michigan Southern		93¾	100
Milwaukie and Mississippi		77	82
Mobile and Ohio			
Nashville and Chattanooga			
New Albany and Salem	50	40	50
New Orleans and Ohio			
New York Central		88	100
New York and Erie	100	49½	60
Northern Indiana		93	100
Ohio and Indiana		76	80
Ohio and Mississippi	50	80	90
Ohio and Pennsylvania	50	84	85
Ohio River and Wabash			
Owl Creek Valley			
Pacific, Mo			
Panama		94¾	100
Parkersburg, or Northwestern Va			
Pennsylvania	50	86	87
Peru and Indianapolis	25	68¾	75
Sandusky and Mansfield	50	55	60
Sandusky, Mansfield, and Newark	50		
Sangamon & Morgan, or Great West'n,			
Scioto and Hocking Valley	50	50	60
Southwestern Indiana			
Southwestern, Tenn			
Springfiled Mt. Vernon and Pittsb'gh.	50	65	80
Springfield and Columbus			
Steubenville and Indiana			
Terre Haute and Alton			
Terre Haute and Richmond		100	102
Toledo and Illinois			
Toledo, Norwalk and Cleveland	50	78	90

STOCK TABLE.

CORRECTED WEEKLY.

Government Securities.

	INT.	DUE.	OFF'D.	ASK'D.
U. S. Loan	6	1856	105	106
Do	6	1862	114	115½
Do	6	1867	120	120
Do	6	1868	120	121
Do (int. ceased July 1).	5	1853	101⅛	102
Do Coupons		1802	117⅞	118
Do "	6	1868	120	123
Do "		1853	100	101

State.

Alabama	5	....	90	95
Do	6	....	102	104
Arkansas	6	....	95	100
Georgia	6	....	107	108
Do	7	....		
Illinois Canal Bonds		1860	96	98
Do do registered		1860	110	110½
Do do		1847	92	95
Do do registered		1847	90	96
Do do Internal Impt.	6	1847	86	89
Do Interest do	6	....	60	64
Indinna	5	....	97	100
Do	2½	....	60	62
Do Canal Loan	6	....	93	94
Do do preferred	5	....	54	55
Do do deferred	5	....	30	32
Do special preferred	5	....	24	25
Do do deferred.	5	....	10	11
Kentucky, 30 years	6	1871	101	102
Do 15 years	6	....	107	108
Do large bonds	6	0869-72	104	105
Do	5	....	92½	93½
Michigan	6	....	94½	96
Ohio	6	1856	102	103
Do	6	1860	105	106
Do	6	1870	108	113
Do	6	1873	109	
Do	5	1853	102	105
Do	5	1864	104	106
Pennsylvania	6	....	103	105
Do	5	1870	85	86
Tennessee, new loan	6	1890	105	106
Do Coupons	5	....		90
Virginia Coupons	6	1886	106	107

City Securities.

Albany	6	1867-9	106	107
Allegheny	6	1873	75	76
Baltimore	6	1870-90	99½	101
Do	5	1865	87	89
Boston Bonds	4½	1860	101	102
Chicago	6	1876-7	99	100
Covington	6	1881	93	95
Cincinnati	6	1860	97	100
Do	6	1897	97	100
Do	5	1884	86	87
Do W. W	6	1865	102	103
Jeffersonville, Indiana	7	1872-82	85	88
Lawrenceburgh, In	7	....	80	90
Louisville	6	1880	82	85
Memphis	6	1882	90	92
New York	7	1857	101	103
Do	5	1858-60	97	98
Do	5	1870-5	102	103
Do	5	1890	105	107
Philadelphia	6	1876-90	90	91
Pittsburgh	6	1869-71	92	98
Do coupons	6	1883		87
Richmond	6	1882	93	94
St. Louis	6	1870	89	90
Wheeling	6	1872	105	106

County Bonds.

Bourbon, Ky	6	1881	89½	90
Darke, O	7	....	92	95
Fairfield, O	7	1862	90	92
Fayette, Ky	6	1881-2	80	84
Guernsey, O	7	1862	97	99
Mason, Ky	6	1881	80	84
McCraken co. Ky., endorsed by New Orleans and Ohio R.R.			86	93
St. Louis	6	1866	83	85
Do	7	1871	107	108

Banks.

OHIO.

Ohio Life Insurance and Trust Co	93	95
Lafayette, Cincinnati, (closing)	113	115
Franklin do		
Commercial do		
Mech. & Traders do		
State Branches		

KENTUCKY.

Bank of Kentucky and Branches	107	108
Northern, and Branches	115	116
Southern, and Branches	103	106
Bank of Louisville	111	112
Kentucky Trust Co	99	100
Farmers' Bank of Kentucky	107	110
Newport Safety Fund Bank	98	100
Commercial Bank of Kentucky		

INDIANA.

State Bank and Branches		

TENNESSEE.

State Bank and Branches		
Union	94	100
Planters'	97½	100

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g.
On New York	Sight	1½	1¾ prem.
Boston	Sight	1½	1¾ prem.
Philadelphia	Sight	1½	1¾ prem.
Baltimore	Sight	1½	1¾ prem.
New Orleans	Sight		prem.
England		110½	112½.

SPECIE.

GOLD.

California, ℔ oz	$17 50	@	$17 65
Spanish Doubloons	16 50	@	16 60
Patriot Doubloons	15 60	@	15 80
Sovereigns	4 85	@	4 88
Guineas	5 00	@	5 00
American, new	1 00½	@	1 01
American, old	1 04	@	1 06
Portuguese	1 00	@	1 01

SILVER.

American Dollars	1 02	@	1 04
American, halves	1 02	@	1 04
Spanish Dollars	1 05	@	1 07
Spanish Quarters	1 02	@	1 03
Mexican Dollars	1 03	@	1 04
Five Franc pieces	95	@	96

LAND WARRANTS.

	Off'd.	Ask'd
160 acre warrants	$185	$190
80 acre warrants	95	98
40 acre warrants	46½	47¾

Reported for the Railroad Record.

CINCINNATI STOCK SALES.

AT THE STOCK BOARD,

MERCHANTS' EXCHANGE

And at Private Sale.

BY HEWSON & HOLMES.

For the week ending Wednesdny, August 3, 1854

THE SALES WERE AS FOLLOWS:

60	Shares Cin. Wil. and Zanesville Railroad		50 00
20	" " " " "		50 00
82	" " " " "		51 00
60	" " " " "		51 00
100	" " " " "		52 00
50	" " " " "		55 00
440	" Dayton and Western		36 50
20	" " "		25 00
80	" " "		25 50
40	" " "		26 00
40	" " "		26 00
12	" Cin., Ham. and Dayton		90 00
20	" " " "		90 00
36	" " " "		90 00
10	" " " "		92 00
15	" Cov. and Lex.		50 00
24	" " "		50 00
100	" " (buyer 10 d'ys)		50 00
20	" Little Miami		100 00
50	" Col. and Xenia		95 00
140	" New Albany and Salem		42 50
16	" " " "		44 00
58	" Ind. and Cin.		53 00
200	" Indiana Central		54 00
120	" Greenville & Miami		25 00
10	" Cin. Western.		22 00
8	" "		21 00
20	" "		20 50
20	" Ohio and Miss.		72 00
4	" "		75 00
60	" Cin. & Hillsboro'		40 00
50	" South. Bank Ky.		102 00
20	" Farmers' Bank Ky.		106 00

MONETARY.

At the East the Money Market remains without material alteration from our last quotations. Capital is plenty and readily to he had on call loans at 6 a 7 per cent., and on Nnmber One business paper at 8 a 9 per cent. The panic feeling has subsidcd in a great degree, and monetary affairs present a much improved appearance.

The Stock Market has not varied much during the week. The defaulting companies have as yet taken no decided steps as to their affairs; the market is waiting to learn the course they purpose pursuing. The New Haven and Harlem Companies have not yet completed their investigations. The Parker Vein settlement yet drags its slow length along,—sales have heen made at 2 per cent The Committee to investigate the recent over-issue of ten thousand three hundred and twenty-one shares of the Vermont Central Railroad, hy Mr. Crane, made a lengthy report and exonerate all parties from the fraud except Crane, whom they denounce in unmeasured terms. The report closes hy recommending the passage of a resolution that the corporation assume the over-issues, urging the enactment of stringent laws punishing such acts, and demanding an immediate and thorough investigation of the affairs of th Company.

Mr. Tucker, President of the Reading Railroad failed during the week. When this was announced it was apprehended that there would he some new "development," hut it has turned out that Mr. Tucker, though unfortunate, was strictly honest. He has therefore the sympathies of the community, and we see that the Philadelphia papers are loud in their protestations against his resigning the Presidency of the Reading Road. This must he more gratifying to the gentleman, than if he had hy rascally transactions and studied deception, filled his pockets, and placed himself, so far as money could do it, in independent circumstances.

We may, in view of these facts, quote the Stock Market as very unsettled.

The sales have heen as follows:

By A. H. Nicolay, July 24th—

$1,000	Bonds Jersey City Water Loan, 6s. '72	$100	00
4,000	" N. Y. & Harlem RR. Co. 7s. '73	86	00
1,000	" " " " "	85	00
5,000	" " " " "	84	00
15,000	" Mich. So. Jack. Br. 7s. '62	68	00
20,800	" Lyons, Iowa, Central, 7s. '75	7	50
3,000	" " " " "	8	00
1,000	" " " " "	8	50
$75	Coupon Bonds, Lyons, Iowa Cent. RR.	5	00
750	" " " " "	5	00
25	Shares " " "	2	00
50	" " " "	2	00

By the same, 27th—

$1,000	Cleveland & Toledo, 7s. '63	68	00
5,000	Vermont Valley, 7s. '60	70	00
20,000	Bruns. Canal and RR., Gs., 7s. '57	25	00
5,000	N. Y. & Harlem, 7s. '73	84	00
7,000	" " "	84	50
1,000	Mich. So. Jack. Br. 7s. '65	69	25
1,000	" " " "	69	50
3,000	" " " "	71	00
11,500	" " " "	73	25

All the above Bonds were with interest.

30 Shares Third Av. RR. Co. 36 00

At the West we have no change to note in the Money Market, except it he a slightly increased ease. Stock aales are dull. In fact, no business is heing done; the excessive heat has driven all who could leave in search of more comfortable quarters.

Eastern Exchange continues at our last quotations.

Cincinnati, Harrison & Indianapolis Straight Line Railroad,

NOTICE is hereby given that the annual meeting of the stockholders of the Cincinnati, Harrison & Indianapolis Straight Line Railroad Company, for the election of Directors, and for such other business as may come before them, will he held at the office of the Company in Cincinnati, on THURSDAY, the 10th day of August next, at 10 o'clock A. M. The Polls for said election will he kept open from 10 o'clock, A. M., to 4 o'clock, P. M., of said day By order of the Directors.

jy.20-tt J. W. TABER, Sec'y.

Locomotive for Sale.

ONE 8 wheel, 16 ton Engine, Cylinder 13 hy 20, 4½ feet driving wheels, 2 pair drivers connected, and truck. Tender holding about 1400 gallons.

The Engine is in good condition; manufactured by Rogers, Ketchum & Grosvenor, Patterson, N. J.

Address ENOCH JOHNSON,
Sup't C., Z. & C. RR.
jy.20-tf. Akron, Ohio.

Pittsburgh, Maysville & Cincinnati Railroad Company.

OFFICE AT
McCONNELSVILLE, O.

T. W. Peacock, Pres't.....Roh't McLeod, C. E

Cincinnati, Lebanon & Xenia Railroad.

OFFICE
No. 106 West Fourth street, west of Vine street.
CINCINNATI, O.

J. P. Gilchrist.....President.

Cincinnati & Cleveland Short Line Railroad.

OFFICE
No. 106 west Fourth street, west of Vine street.
CINCINNATI, O.

Hon. Thos. Corwin.....President.

G. ESCOL SELLERS.....C. D. DANA.

SELLERS & DANA,

AGENCY FOR THE SALE OF

Railroad Materials and Machinery,

THIRD STREET, (west of Burnet House.)

CINCINNATI, OHIO.

HAVING OPENED a depot for the sale of all articles used by Railroad Companies, we will fill orders promptly at manufacturers' prices, and are now prepared to furnish

Locomotives, Cars, Car-Wheels, and Axles. Ames' Tire and Crank Axles, Chairs and Spikes. Locomotive Head Lights. (of several makers) Car, Conductor's, Signal, Switch, Stoker and other Lanterns. Drawbridge and cross Road signal Lights; Gum Packing and Hose, assorted Car Trimmings, Enameled head and seat Linings, Plated and White Metal Letters.

—ALSO—

Machinists' Tools, particularly adapted to Railroad Work, Mill Work, Shafting and Shop outfits, Punching and Shearing Machines, for Boiler Work; Planers, Lathes, Drills, Portable Forges, etc., etc. Oak-Tanned Belting, of superior quality of all sizes.

jy.13.

Covington and Lexington Railroad.



OPEN to Cynthiana, 66 miles. Two Daily Passenger Trains.

On and after Thursday, May 25th, and until further notice, Trains will run as follows:

Express Train leaves Covington at 8 o'clock, A. M. stopping at Benton, Demossville, Butler, Falmouth, Callenville, Boyd's, Berry's, Robinson's and Garnett's only, and arriving at Cynthiana at 11.50 A. M. Returning, leave Cynthiana, at 1.30 P. M., stopping at the above stations, and arriving at Covington at 5.30 P. M.

Passengers for Paris and Lexington, by taking the above train, will take dinner at Cynthiana and by Messrs. Thurston and Thompson's line of Omnibusses, will reach Paris at 4 o'clock, P. M. The Evening Train of the Maysville and Lexington Road, leaves Paris at 5 o'clock, P. M., enabling passengers by this route to reach Lexington at 6 o'clock, P. M. Returning, leave Lexington by the 7 A. M. Train of the Maysville and Lexington Road for Paris, leave Paris by Messrs Thurston & Thompson's line of Omnibusses at 8.30 A. M. arriving at Cynthiana in time for dinner, and connect with the train for Covington at 1.30, P. M., arriving at Covington at 5.30 P. M.

Accommodation Train leaves Cynthiana at 6 o'clock A. M., stopping at all regular and flag stations upon the road, and arriving at Covington at 10 10 A. M. Returning, leave Covington at 3.15 P. M., stopping as above, and arrive at Cynthiana at 7.40 P. M.

Passengers by this train can leave home in the morning, pass five hours in Covington or Cincinnati, and return home before dark.

The Express Train will stop only at the stations named. Passengers for other points must take the Accommodation train.

Freight trains, for the present, will leave Covington Mondays, Wednesdays and Fridays; leave Cynthiana Tuesdays, Thursdays and Saturdays.

Freight will be received at Covington and Cynthiana up to 4 o'clock P. M., for the train of the following morning.

J. M. DOUGHERTY,
jy. 20. Superintendent.

HEWSON & HOLMES

HAVE Auction Sales of Stocks, Bonds, and other Securities every WEDNESDAY and SATURDAY, at 12 o'clock, at the

Merchants' Exchange,

And respectfully tender their services in effecting private sales of the same, and in the negotiating of loans.

Offices, Nos. 83 and 85 Walnut Street,

CINCINNATI, OHIO.



FINANCIAL AGENCY.

ISAAC OSBORN DAVIS,

No. 38 West Third Street,

CINCINNATI, OHIO.

Buys, Sells and Negotiates Loans on Business Paper, and all kinds of Railroad Securities, on commission.

BANK NOTE ENGRAVING.

DANFORTH, WRIGHT & Co.,

No. 25 West Third Street, Cincinnati.

Bank Notes, Drafts, Bills of Exchange,

RAILROAD BONDS, & CERTIFICATES

†mr3] Engraved in a style unsurpassed.

Rawdon, Wright, Hatch & Edson,

Bank Note Engravers and Printers.

Also, engraved in a style corresponding in excellence with that of Bank Notes—

RAIL ROAD, STATE, AND COUNTY BONDS,

BILLS OF EXCHANGE, CHECKS,

Drafts, Certificates of Stock and Deposit, Promissory Notes, Bill and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, &c., &c.

Constantly on hand, Bank Note Paper, made to order of a superior quality.

The above office is under the supervision of

GEORGE T. JONES,

South-East corner of Main and Fourth Sts., Cin.

m r3

To Railroad Contractors, Quarry Men, &c.

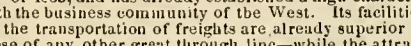
THE attention of those interested is called to ASH'S IMPROVED HORSE POWER ROCK DRILL, for Railroad Excavation, Stone Quarrying, Well Boring &c.

This Drill is worked by HORSE POWER, requiring but one horse and one man, to keep it constantly at work, with great ease and velocity, performing 60 strokes per minute. It is cheap of construction and repair. The AUGER weights from 300 to 500 pounds, will drill a perpendicular or inclined hole FOUR INCHES IN DIAMETER, at the rate of from 8 to 16 feet per day in ordinary lime stone. It has drilled 2 feet in one hour.

For rights to use for Counties or States, apply to the Patentee. WILLIAM F. ASH,

May 20, 3* Springfield, Ohio.

Baltimore & Ohio R ilroad.



380 MILES BETWEEN WHEELING AND BALTIMORE.

THIS Road was opened to the Ohio River in the spring of 1853, and has already established a high character with the business community of the West. Its facilities for the transportation of freights are already superior to those of any other great through line—while the attractions of the country through which it runs, and its many admirable provisions for the expedition, comfort and safety of travelers, it has received such favor as a passenger road, (with its present connections,) as to show that it will become the preferred route for all portions of the West and South-West as soon as its further connections are formed by the completion of the Central Ohio, North-Western Virginia and other Railroads now rapidly finishing.

FOR PASSENGERS BY THIS ROUTE,

Through Tickets from all Parts of the West,

ARE NOW SOLD IN

Cincinnati, Louisville, Madison, Indianapolis, St. Louis, Chicago, Toledo, Detroit, Cleveland, Columbus, Zanesville and other Cities.

AT ALL OF WHICH ARRANGEMENTS HAVE BEEN EFFECTED

For Sending Travelers Direct to WASHINGTON, BALTIMORE, PHILADELPHIA, NEW YORK, and other ATLANTIC CITIES.

FOR FREIGHTS IN EITHER DIRECTION

The fullest accommodations are provided. In motive power and Cars, the company has abundant resources, which are being further extended to meet the demands of Western Trade. In the dispatch and regularity of transport, and in the careful landing of property, this road challenges a comparison with its rivals. At Baltimore, the road connects directly in the streets and at the wharves with the

PHILADELPHIA AND NEW YORK RAILROADS,

The numerous Steamers of the Parker Vein Line to New York and Boston, the Ericsson Steamers by Canal to Philadelphia and New York,

And various other Lines of Steamers and Sailing Vessels to the Eastern Ports, and to Richmond, Norfolk, Charleston, Savannah, etc.

J. B. FORD is the Company's Receiving Agent at Wheeling.

WM. G. HARRISON, President. *JOHN H. DONE*, Mast. of Transportation, Baltimore.

je.8†

OFFICE CINCINNATI WESTERN RR. Co. }
Cincinnati, June 13, 1854. }

THE Stockholders of the Cincinnati Western Railroad Co., are hereby notified that the third instalment of five dollars per share, due the 20th July next, and the fourth instalment of five dollars per share, due the 20th August next, are called for, payable at the office of the Company, No. 33 west Third street.

By order of the Board. CALEB B. SMITH,

je21 President.

OFFICE OF THE AGENCY OF THE

Indianapolis and Cincinnati Junction Railroad Company.

No. 23 West Sixth Street, bet. Main and Walnut Sts.,

CINCINNATI.

THE following Directors of the above company, re-elected on the 20th inst., at Connersville, Ia., to serve for one year, viz:

JOHN WOODS, President.
John D. Jones, Cincinnati.
Jonathan M. Ridenour, College Corner.
Samuel W. Parker, Connersville.
George Hibbon, Rushville.
James Blake, Indianapolis.
Wm. M. Smith, Connersville.

This road connects with the Cincinnati, Hamilton and Dayton Railroad at Hamilton, thence to Oxford, College Corner, Liberty, Brownsville, Connersville Rushville, Burlington, Morristown, Palestine and Indianapolis, passing through five of the best counties in the state of Indiana, viz: Union, Fayette, Rush Hancock and Marion.

M. JONES, Ag't,
Junction Railroad Co.

January 7th, 1854. jan. 12-tf.

ADRIAN H. MULLER & CO.,

AUCTIONEERS

Of the City of New York.

Hold their regular Auction Sales of Stocks, Bonds and other Securities every Wednesday at 12½ o'clock, at the Merchants' Exchange. They would respectfully tender their services in the negotiation of the same, either at private or public sale.

Office, No. 2, Pine Street, corner of Broadway, Metropolitan Bank Building.

REFERENCES BY PERMISSION:

Moses Taylor, Esq.; W. W. DeForest, Esq.; Geo. S. Rubins, Esq.; Dow D. Williamson, Esq., Pres. Farmers' Loan and Trust Co.; Wm. F. Hayemeyer, Esq., Pres. Bank North America; Edward Whitehouse, Esq.; Messrs. Camman & Co.; Messrs. Carpenter & Vermilye; Messrs. Fisher, Denny & Co.; Messrs. Wm. & Jno. O'Brien; Messrs Week, & Co. mh9 6*

Office Cincinnati & Chicago RR. Co.,
(late Cincinnati Western RR.Co.)
CINCINNATI, June 26, 1854

NOTICE is hereby given that by a Decree of the Court of Common Pleas of Hamilton County, Ohio, the corporate name of the (late) Cincinnati Western Railroad Company, has been changed to the "Cincinnati and Chicago Railroad Company," by which name the business of the said Company will hereafter be transacted. CALEB B. SMITH,

je.29* President.

JAMES W. HOOKER,

Commission Merchant,

AGRICULTURAL WAREHOUSE,

—AND—

MACHINERY DEPOT,

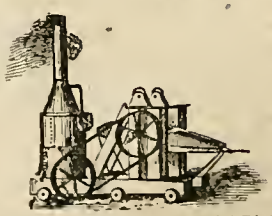
35 Lloyd Street,

BUFFALO, N. Y.

Commission Dealer in Portable and Stationary Engines Iron Planers, Lathes, Universal Checks, Belting, Oils, Rubber Packing and Hose, Scales, Safes, Mill Stones and Machinery generally. Post Paid Letters will receive prompt attention,

je. 1-tf.

"GARDNER'S ROCK DRILL."



DESIGNED for Mining, Tunneling, Quarry Use, and Rock Excavations of all descriptions, by use of which a saving of 50 to 75 per cent, is made. This drill can be operated by hand, horse or steam power A Machine is now in operation at the Crystal Palace.

Applications for Territorial Rights and Machines must be made to the Patentee.

G. ARTHUR GARONER,
nov.17† Trinity Building, New York

For Sale.

AN ALLIGATOR SQUEEZER, complete, entirely new and in perfect order to be put up at once. It is of the most approved construction with cam, cam-shafts and pedestals, and with heavy driving gearing for intermediate shaft, if required by the purchaser, and will be sold at a bargain.

For further particulars, address

ROBERT BRIGGS, Jr.
Sup't Rensselaer Iron Works, Troy, N. Y

Also, for sale, Seven Dimpfel Patent Fans, 2 feet by 9 inches, second hand. Apply as above. [jy.13-6t.

BAILEY'S PATENT DUMPING CAR.

Fig. 1.

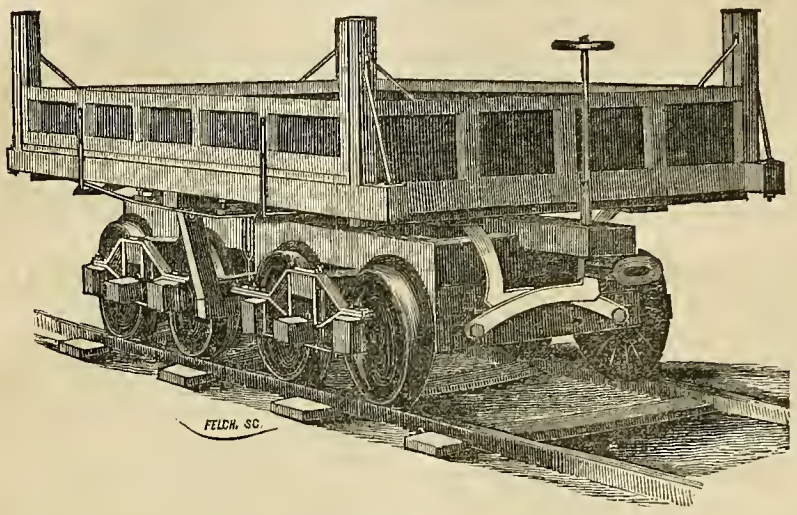
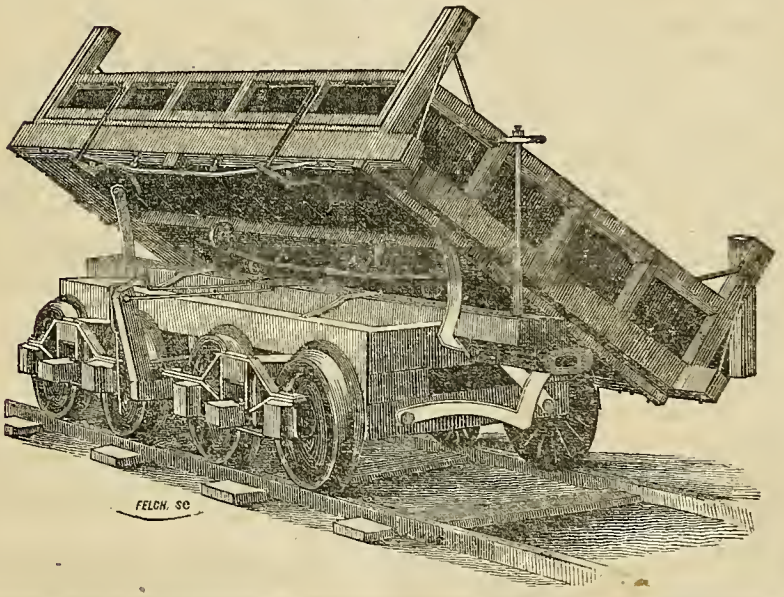


Fig 2.



The above engravings are views of a most important improvement in Railroad Dumping Cars. A patent was granted to C. P. Bailey for the improvement, January 24th, 1854.

Fig. 1 is a view of the car ready to receive the load.

Fig. 2 when dumped, or the load discharged.

This improvement has been in use on the Central Ohio Railroad for several months; also, on the Cincinnati, Hamilton & Dayton; Cleveland, Zanesville & Cincinnati; Cleveland & Columbus; and other Railroads in this state. Also upon the Illinois Central, in Illinois.

The improvement consists mainly, in the adoption of the Wrought Iron Transverse Bars, instead of the Cast Iron Rockers, generally in use. There are, however, other details of importance.

The box or body of the car rests on the ends of the Transverse Bars, whose other and lower ends are attached to the frame of the truck; two of the (wrought iron) bars are used at each end of the cars, to support and operate as guides in dumping the car. This improvement can be applied equally as well to the four-wheeled as to the eight-wheeled car.

One man will dump this car with ease when loaded, in less time than ten men can dump the rocker car, (the long or eight wheeled car is alluded to.) Contractors who have been using it, state that in graveling roads, **it is a saving of two cents per yard,** over the rocker car—that it is a much safer and easier car to manage, preferring it to any other car now in use for similar purposes.

Its liability to get out of repair is not one-tenth that of the Rocker Car. It is also well calculated for carrying and unloading Coal, Lime, Plaster, and all such materials as are carried in Dumping Cars—giving greater inclination in dumping, and discharging the load with greater facility than any other car.

The attention of Railroad Companies wanting Gravel Cars, as well as Coal Cars, is respectfully solicited to this improvement. The cost of this car does not exceed that of the Rocker Car,

To Railroad Companies and Car Builders who wish to purchase Rights, or wish information on the subject, letters addressed to me at Columbus, Ohio, will receive immediate attention.

GEO. L. CHASE.
Sole Agent for the United States.

Columbus, Ohio, June, 1854.

TESTIMONIALS.

Engineer's Office, C.O. R. R.
Zanesville, Ohio, Nov. 21st, 1853.

Charles P. Bailey, Esq.,

Dear Sir:—At your request, some two months since, I caused to be placed on this road two of your newly invented Gravel or Dumping Cars. From what I have seen of their work I am clearly of the opinion that they will soon supercede all others of the kind now in use.

We have had the long car filled to its utmost capacity with the various kinds of excavation, and placed it in every position, and one man would dump it with ease in ten seconds, whereas, with the ordinary Rocker Car, it takes ten men one minute to perform the same labor.

The Car is simple in construction—not liable to get out of repair, as there is but little cast-iron about it. It tips to a greater angle than the ordinary car, therefore leaving its load in a better shape. I have no hesitation in saying that when more cars of the kind are wanted on this road they will be built after your model.

Wishing you every success in your undertaking, I remain, with great respect,

Yours, &c.,
GEO. T. CLARKE,
Chief Engineer.

I have purchased for the use of this company, two Gravel Cars, built after the plan of Mr. Bailey, and fully agree to the opinion above expressed.

HENRY O. AMES,
Sup't Cin., Ham. & Dayton Railroad.

I fully agree in the statement made by the gentlemen in this letter, and may also state that they are the best Gravel Cars ever built, to my opinion.

DANIEL McLAREN.
Mast. Machinist Cin., Ham. & Dayton Railroad.

Zanesville, Dec. 21, 1853.

Charles P. Bailey, Esq.,

Dear Sir:—From an experience in using your Improved Dumping Car, we have no hesitation in saying that two cents per yard is saved, (in labor and time) by using your car instead of the present Rocker Car.

That the repairs incidental to your car are not one-tenth of what they are on the Rocker Car.

That it is much the most profitable car for contractors as well as the safest one for laborers to use, being easier to handle.

We consider it superior, in every reapect, to all other cars of the kind now in use.

Yours, truly,
E. NEWCOMB
C. BARRET.
Cont'rs for grav. East. Div. C. O. Railroad.

I have seen the car above referred to at work, upon the Eastern Division Central Ohio Railroad, and fully concur with the opinion of Messrs. Newcomb & Barret

E. B. DUVAL,
Mast. Machinist, Central Ohio Railroad.
Zanesville, December 21, 1853.

Zanesville, Dec. 22, 1853.

Mr. C. P. Bailey,

Dear Sir:—As you desire my opinion of your Improved Dump or Gravel Car, that has been in use for the last three months on the Central Ohio Railroad, I do not hesitate to recommend it as being the best plan for a Gravel or Dump Car I have ever seen. The bills for repairing Dump Cars, such as are now in general use, it is well known, constitute a serious item of expense. On this account alone, your plan deserves a preference over all others, as there is but little liability about your car to any such accidents as are constantly occurring to the others. It dumps to a greater angle, and one or two men can dump it in less time, and with greater ease than the ordinary Rocker is dumped by ten or twelve men.

It will give me pleasure to recommend it as superior to any improvement of the kind in use.

ROBERT MACLEOD.
Chief Engineer, P. M. & C. R. R.

At a meeting of the Ohio Association of Railroad Superintendents, held at Cincinnati, March 8, 1854, the Committee appointed to examine Bailey's Patent Dumping Car,

REPORT,

That they have examined the Car, and consider the improvement a valuable one; and would recommend to any members of the Association who may need Gravel Cars, to examine and test this Car, before purchasing elsewhere.

W. H. CLEMENT,
For the Committee.

Clev Col. & Cin. and Clev. & Erie R. R.
Supt.'s Office, Cleveland, O., Apr. 24, 1854.

Mr. Charles P. Bailey,

Dear Sir:—Two of your Patent Dumping Gravel Cars have been used on the Cleveland, Columbus & Cincinnati Railroad for several weeks, and I am so well satisfied that they are better than any others, that I have just ordered thirty more of the same sort,

Respectfully,
L TILTON
Super't.

ENGINEERING!!

The undersigned is prepared to furnish
SPECIFICATIONS, ESTIMATES, AND PLANS,
In general or detail of all kinds of
Steam Vessels, Engines, Boilers, Mill Work, &c.
Particular attention given to the superintending of
LOCOMOTIVES, TENDERS, CARS,
And Railway Machinery of every Description,
While under construction.

AGENT FOR THE PURCHASE of, on commission, all articles required for Railroads, Steam Vessels, Locomotives. Engines, Boilers, Machinery, &c.

General Agent for
ASHCROFT'S STEAM GAUGE, ALLEN AND NOYES' METALIC SELF ADJUSTING CONICAL PACKING, DUDGEON'S HYDRAULIC JACK.

Also, for Water Gauges, Indicators, Steam Whistles, &c., &c.
CHAS. W. COPELAND,
Consulting Engineer,
64 Broadway, N. Y
x5-tf

TOPPAN, CARPENTER, CASILEAR & Co.,
Bank Note Engravers & Printers.

Also, of Drafts, Notes, Certificates of Stock and Deposit; Bonds for U. S. Government, State Governments, Railroad and other Corporations, &c., New York, Philadelphia, Boston and Cincinnati.

All the best securities against counterfeiting and alterations are combined in the Notes and other Instruments executed by this establishment for every State in the Union, and for the General Government; for Canada and other countries. Their means of supplying the demands of business with *new Designs* and Ornamental Die-work are unsurpassed.

Bank Note Paper of a superior quality, manufactured with particular regards to streugth and durability, constantly on hand.

Cincinnati Office, corner of Third and Walnut Streets. [†mr3] CHAS. A. JEWETT, Ag't.

ENGINEERS' MATERIALS.

EGGERS & CO.,
WHOLESALE DEALERS IN
PAPER & STATIONERY,
Since first January,
No. 127 Walnut St., bet. Third and Fourth.
CINCINNATI,

Keep the most complete stock in the West of every thing used by Engineers. On application, a catalogue with prices will be forwarded. jy21†

Lithography and Engraving.

RAILROAD BONDS,
CERTIFICATES AND MAPS,
BUSINESS AND SHOW CARDS,
Views of Buildings, Diplomas, and Portraits,
And all kinds of
Lithographic Engraving,
DESIGNING AND PRINTING,
Executed in the finest style.
MIDDLETON & WALLACE,
No. 115 Walnut Street, Odd Fellow's Building,
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Mathematical Instruments.



T. F. RANDOLPH & BRO.,
N. W. Corner Fifth and Walnut sts.,
No. 1, 2D STORY APOLLO BUILDING,
CINCINNATI, O.
MANUFACTURERS OF
Surveyors' and Engineers' Instruments, Theodolites, Transits, Levels, &c.
REPAIRING AND ADJUSTING INSTRUMENTS DONE TO ORDER.
Orders promptly attended to.

Railroad Car Findings.

BRIDGES & BROTHER,
64 Courtlandt Street, New York.
Wheels & Axles, Jaws, Boxes, and Castings Fitted
Wrought Nuts, Bolts, & Washers,
Engine and Car Screw Bolts, all sizes; Coach Lag and Telegraph Screws,
LOCOMOTIVE ENGINE LANTERNS,
From the best Manufacturers, and at their prices. Car Hand, and Signal Lanterns.
Cotton Duck for Car Covering,
Of any required width to 124 inches.
ENAMELLED HEAD LININGS,
Plush and Curled Hair.

Hand Cars and Baggage Barrows. Passenger, Freight-Car, and Switch Locks, Door Knobs and Butts. Brass and Iron Wood Screws. Brass and Silver Plated Trimmings for Windows and Seats. Varnish, Coach Japan, and Glue; Paints, Varnish and Glue Brushes.

Silver Plated and White Metal Letters. Engine and Signal Bells, anti-friction or Babbitt Metal.

Portable Forges and Jack Screws.

Hemp Packing,, American, Russia, and Italian. Conductors' Badges and Baggage Checks. Iron, Bronzed and Brass Hat Hooks. Ventilators and White Metal Rings. And all other Articles portaining to Cars.

ALBERT BRIDGES,
Late Davenport & Bridges, Car Manufacturers, Cambridgeport, Mass.
ALFRED BRIDGES,
Late Davenport, Bridges & Co., Fitchburg, Mass.
†oc6

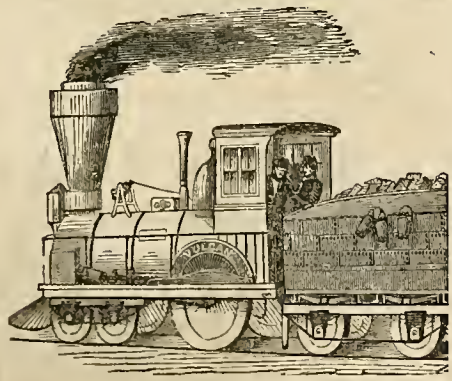
WASON'S
CAR MANUFACTORY,
Near the Pittsburgh R. R. Shops,
CLEVELAND, OHIO.
Passenger, Baggage, Freight, Dumpers, Hand Cars, &c.,
Of the best quality in all respects, style, workmanship, and material, made to order with promptness.

Orders respectfully solicited, with the assurance that no pains will be spared to give entire satisfaction in all cases.

CHARLES WASON,
Late of the firm of T. & E. Wason, Springfield,
†oc20 Massachusetts.

S. C. THOMSON & CO.,
MANUFACTURERS OF
PATENT PAD LOCKS,
For Railroad Switches, Merchandise Cars, Stores, Cemeteries, Iron Safes, &c.,
Cor. Railroad Avenue and Market st.,
jan.12† NEWARK, N. J.

Cincinnati Locomotive Works!



THE undersigned are prepared to furnish Locomotives equal in efficiency and durability to the best Eastern manufacture. Also, Shaping and Slotting Machines suitable for railroad shops. Also, all kinds of heavy forging and casting done at short notice. Also, bolts for bridges cut with dispatch.

ap. 20 MOORE & RICHARDSON.

ALBERT H. NICOLAY,

AUCTIONEER.

Holds his regular auction sales of Stocks, Bonds and other securities, every Monday and Thursday, at 12½ o'clock, at the Merchants' Exchange. First class Stocks and Bonds, at private sale.

Office No. 4 Broad street, New York.

TYLER DAVIDSON & CO.,
Agents for the
BOSTON BELTING COMPANY!

India Rubber Machine Belting in any quantity, from 2 to 20 inches.

India Rubber Steam Packing;

Mixed	do	do	1-32 to ¼ inch thick.
Plain	do	do	1-32 to 1 inch thick.
Pure	do	do	

Pipe and Manhole Rings, all sizes;
Square or Rope Packing, do.

HOSE.

India Rubber, Hydrant, Conducting, Fire Engine, and Locomotive, of all sizes, manufactured from the best of Vulcanized Rubber, and for sale only by the agents.

Car Springs, and all other kinds of Vulcanized India Rubber used for Mechanical and Manufacturing purposes.

The undersigned, having been appointed Agents of the Boston Belting Company, beg leave to advise Dealers and Consumers that they are now prepared to supply the above goods in any quantities, on the most favorable terms. On hand and for sale,

50,000 Feet Vulcanized India Rubber Machine Beltings, from 2 inch to 20 inches, 3 and 4 ply.

TO STEAMBOATS AND RAILROADS.

India Rubber Hose, for Pavements, Streets, Gardens, Locomotives, Engines, etc.

40,000 feet Hose, 3, 4, 5, 6, and 7 plys, suitable for pavements, streets, gardens, locomotives, fire engines, etc., 1 to 3 inch, warranted extra quality. Also,

THE vulcanized India Rubber Break Springs now in use by all the Eastern Railroads, and posessing decided advantage over the Steel Springs now in use, for the following reasons:

1st, They are much easier put on.
2d, They are a great deal cheaper.
3d, They are much more durable than steel, and no time lost in making them, the weather having no effect on them.

ALSO—Large 6 inch hose for water stations. This is a new and important invention. The coldest weather will have no effect on them whatever They are warranted to remain as pliable, in the COLDEST of weather, as they are in 150 Fahrenheit heat.

Armitage Anvils,—10 casks, assorted weights now in store.

Allen's Revolvers and Self-Cocking Pistols.—Now in store, a large assortment of the above, 3, 4, and 5 inch Revolvers; 3, 4, 5, and 6 inch Pocket Pistols. Also, Dueling Pistols.

Leland's Superior C. S. Car and Auger Bitts.—All sizes.

Brass Kettles, and Sheet Brass, &c.—Brass Kettles, assorted from 6 to 30; Sheet Brass assorted from No. 0 to 30; Brass Wire, do do do.

Star Breast Chains.—Four casks of those superior double-linked Chains, just received.

Walker's Trace Chains.—70 casks of those superior goods, warranted full length and sizes, 8 to 20 links, straight and twisted, now in store.

American Anvils.—Eagle brand, faced with with cast steel, and warranted by the manufacturers equal to Armitage's Mousehole.

Plated Spoons.—Plain, tipped, and threaded heavy plate, on best quality of German Silver.

Premium Gimlet Screws.—10,000 gross just received.

Mill Saws. Hoe & Co.'s C. S. Wm. Rowland's, and W. H. Rowland's 6, 6½, 7, 7½, and 8 ft

Cross Cut Saws.—Hoe & Co.'s C. S., John ockerell's C. S. and G. S., Wm. Rowland's and W. & H. Rowland's 5, 5½, 6, 6½, 7, 7½, and 8 feet Also, 4 and 4½ feet Tennon Saws.

Axes—1000 doz. Axes, assorted Yankee and Kentucky patterns, first, second, and third quality

Nails.—4000 kegs Shoenberger's and Wheeling Nnils, now in store.

For sale by TYLER DAVIDSON & CO.,
mr 3 140 and 142 Main street

TO BUFFALO, NIAGARA FALLS, BOSTON AND NEW YORK,

VIA

Cincinnati, Hamilton and Dayton,

AND

Mad River and Lake Erie Railroads!

FARE REDUCED!

ONLY FOUR DOLLARS FROM CINCINNATI TO BUFFALO ! !

SEVEN HOURS RAILROAD RIDE

FROM CINCINNATI TO THE LAKE.

ONLY ROUTE FREE FROM DUST ! ! !

FOUR DOLLAR TICKET GOOD ON ALL TRAINS.

☞ Hamilton and Dayton Railroad the first to reduce the Fare.

Passengers leaving on 6 A. M. Train have three hours at Dayton.

Through from Cincinnati to Sandusky without change of cars.

Baggage checked to Buffalo.

Depot in the west end of the city, on Sixth street.

☞ Cheapest and most pleasant route between Cincinnati and the Eastern Cities.

Passengers leaving Cincinnati by 8.20 Morning Train, on Cincinnati, Hamilton and Dayton Railroad, arrive at Sandusky at 4 P. M., and go immediately on board the splendid and gorgeous steamers,

ST. LAWRENCE.....Capt. Mead.
MISSISSIPPI.....Capt. Hazard.

And arrive at Buffalo next morning, after a refreshing night's sleep, in time for early trains to Niagara Falls, New York, Boston, etc., arriving in New York in time for supper.

The roads composing this route from Cincinnati to the Lake are laid throughout with heavy T rail, and in construction of track, rolling machinery, comfort of cars, and general management, and almost entire freedom from dust, are not surpassed by any in the West. It passes through the densely populated and highly cultivated valleys of the Great Miami and Mad Rivers, also, running through the large and beautiful towns of Hamilton, Dayton, Springfield, Urbana, Bellefontaine, Kenton, Carey and Sandusky.

The Steamers of this Line were built expressly for comfort, safety and speed, and no efforts will be spared to render comfortable those who may patronize them.

By this route passengers have four or five hours daylight on the Lake. Each boat is provided with splendid bands, for the especial accommodation of pleasure travelers, and every facility is afforded to dancing parties.

Reserved State Rooms will be telegraphed for, by passengers leaving their names at the Ticket Offices.

The following rates of Fare includes Meals and State Rooms on Lake Steamers.

	FARE.
From Cincinnati to Buffalo	$ 4 00
From Cincinnati to New York (RR. from Buffalo)	11 50
From Cincinnati to N. Y. via Hud. Riv. Steamers.	10 50
From Cincinnati to Boston	14 00
Montreal	13 00
Burlington	12 00
Rutland	12 50
Bellows Falls	13 00
Concord	13 50
Lowell	13 50

Excursion Tickets.

Cincinnati to Buffalo and back	$8 00
Cincinnati to Niagara Falls and back	9 00

For through tickets and information, please apply at Cincinnati, Hamilton and Dayton Railroad Office, north west corner of Broadway and Front streets, under the Spencer House, or to J. W. SHIPLEY, at Railroad Office on Walnut street, between Fourth and Fifth streets, one door south of the Gibson House, or at Sixth street Depot.

H. O. AMES, Superintendent.
W. A. LATHAM, Agent.

The Omnibus Line will call for passengers by leaving their orders at the offices.

jy.12 WM. H. SMITH, Conductor.

Myers' Patent Cylindrical Car.

NOTICE.—The Subscriber having become proprietor of MYERS' PATENT CYLINDER CAR, for a considerable portion of Western territory, including the State of Ohio, offers the same to Rail Road Companies on favorable terms. The public will be furnished within a short time with complete explanations of its operation, together with the results of actual experiments testing its applicability to all the uses for which it is recommended.

W. CLOUGH,
South-western Car Works.

Madison, Indiana, May 11.

OFFICE OF THE

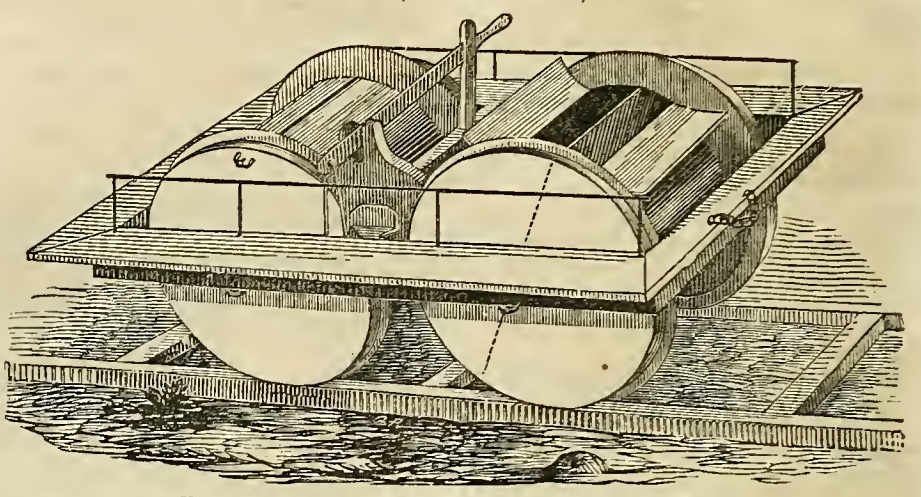
Cincinnati & Portsmouth Railroad Co.

Felicity, Clermont County.

☞ Communications addressed to T. H. WHETSTONE President, and left with Messrs. JOHN F. DAIR & Co. Cincinnati, will receive prompt attention. su29-tf

MYERS' PATENT CAR,

FOR COAL, GRAIN, &c., &c.



FOR PARTICULARS OF COST, RIGHT OF USE, &c., ADDRESS,

C. TIERS MYERS,

No. 33 WALNUT STREET,

dec15-3* PHILADELPHIA.

McDANEL & HORNER,

LOCO-MOTIVE AND CAR SPRING

MANUFACTURERS, WILMINGTON, DEL.

Locomotive and Car Springs of all descriptions manufactured on the most reasonable terms, made of the best STEEL, which we have manufactured to order from the BEST SWEDE IRON. Orders from any part of the United States will be thankfully received and promptly attended to.

McDANEL & HORNER.

All Springs ordered from a distance will be delivered on shipboard at *Philadelphia* free of charge

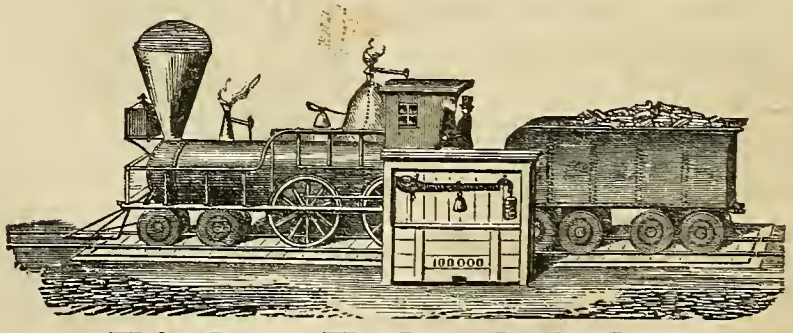
References.

NORRIS BROTHERS, Locomotive Builders, Philad.
A. C. GRAY, Pres't New Castle Manuf. Co.
U. WELLS, R. R. Car Manuf. Petersburg, Va.
I. R. TRIMBLE, Supt. Philad. R. R. Co.
M. B. MILLEN, Gen. Supt. C. R. R. Savannah, Ga.
EMERSON FOOTE, Supt. M. & W. R. R. Macon, Ga
THOMAS DOUGHERTY, Master Mach. do.
THOS. SHARP, Supt. R. F. & P. R. R. Richmond, Va

†May 19.

ISAAC RIGDON. EDWARD C. RYLAND. WM. HUDDART.

OHIO SCALE WORKS.



Rigdon, Ryland & Co.,

No. 39 Vine Street, between Front and Columbia Streets,

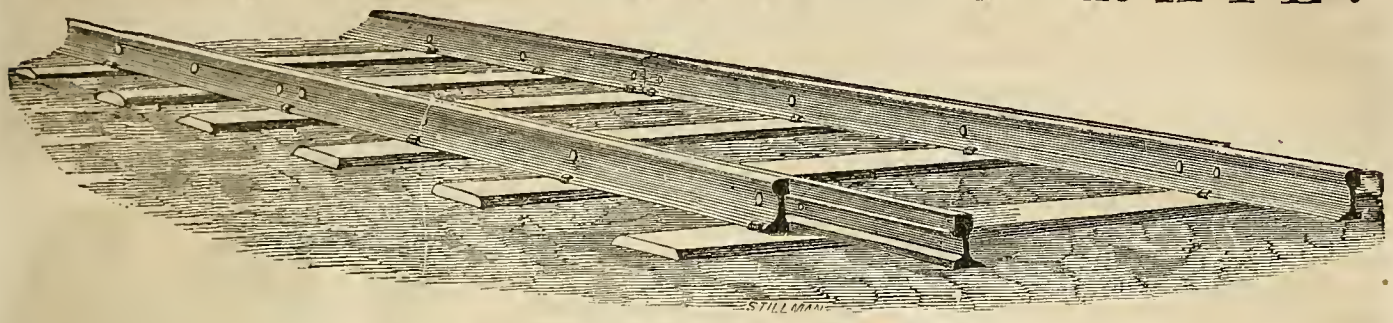
CINCINNATI.

WE are now prepared to furnish **Railroad Track and Depot Scales** of all sizes, which we warrant in every respect equal to any manufactured in the United States.

Being practical workmen ourselves, we feel confident that we can furnish the West and South with as good an article and cheaper than can be bought East.

Cincinnati, June 99, 1834.

WINSLOW'S
PATENT COMPOUND RAIL.



THIS RAIL, which is represented by the above, has now been in use on several Roads for upwards of three years; during which time it has becoms established among Railroad Managers as realizing tbe advantages of a

THEORETICALLY PERFECT RAIL.

Its advantages over tbe common form of "T" Rail are—a saving in the wear and tear of Machinery—it saves, to a great extent, in the repairs of track—it secures a high rate of speed with the same power, and what is certainly of equal importance, complete protection against some of the accidents to which roads are liable Being practically a continuous Rail for the entire length of the road, without break at the ends of bars, the jarring motion communicated thereby in passing over the common "T" Rail is avoided, as is also its effects upon Cars and Machinery. The comfort of travelers must of course be greatly increased.

This Rail is now manufactured at Hanging Rock Iron Works, upon the Ohio River, and at Mt. Savage Iron Works, Maryland. Specimens of the Rail and patterns of the same will be gladly shown, as well as information in relation thereto, given by application to

A. S. WINSLOW, Nos. 9 & 11 West Second Street, bet. Main and Walnut Sts., CINCINNATI.

J. F. WINSLOW, Troy, New York.
ERASTUS CORNING & CO., Albany, N. Y.

ap.7-tf

WHEELBARROWS!



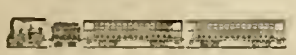
ON hand, Wheelbarrows, of my own manufacture, suitable for Railroad, Turnpike, Canaling, etc., in lots to suit purchasers. Orders filled for any reasonable amount.

HENRY ROCKEY,
No. 21 East Front st.

jy. 20.

CAR MANUFACTORY,

Dayton, Ohio.



E. THRESHER & CO., having enlarged their shops, are prepared to contract on favorable terms, for building every variety of railroad Cars, in any quantity and on short notice, made of the best materials, and of the most approved workmanship.

They are prepared also to furnish Jaws and boxes; the Washburn Wheel, 30 and 33 inch, adapted to inside or outside bearing; cast iron frogs, steel plated; and switches of the most approved patterns.

They also manufacture blacksmith tuyeres, Harris' Patent; portable bolt forges; bolt heading and bolt cutting machines; upright drills, wheel presses; wood planers; tenoning and mortising machines, etc.

They respectfully invite the attention of railroad directors and superintendents to their establishment.

Dayton, Jan. 24th, 1853. Jan.25-†

Notice to Carpenters.

WANTED Immediately, 50 good Carpenters to work at Railroad Bridging. Apply at our Framing Yard in Covington, Ky., near the Washington House.

KITTREDGE & SMITH,
Bridge Architects and Builders,
Covington, Ky.

Jy 12-2t*

GUNPOWDER,

MANUFACTURED BY

The Hazard Powder Company.

HAZARDVILLE, CONN.

H. G. HAZARD, President.
A. E. DOUGLASS, Secretary.

The undersigned are always prepared to furnish Mining and Blasting Powder to any extent, delivered at any point on the lines of railroads, or other places of public improvements in the West or South, at the very lowest rates. Also, SAFETY FUSE of the best Eastern manufacture.

We would respectfully urge all contractors and consumers to call upon or correspond with either of us before arranging for their supplies elsewhere.

To the trade generally we would offer all the brands of Sporting and Rifle Powder manfactured by the above concern.

M. D. W LOOMIS,
Southeast corner Main and Second Sts.,
Cincinnati, O.
S. H. LOOMIS,
Nashville, Tenn.

Augnst 16, 1853.—au18†

TO RAILROAD COMPANIES.

THE subscriber, manufacturer and agent for manufacturers of railroad materials, would solicit from railroad managers in the West their orders for

RAILROAD SPIKES, CAR AXLES, RUBBER SPRINGS, RUBBER HOSE, LOCOMOTIVE TIRES, SPRING STEEL, CAST STEEL, NUTS AND WASHERS, LOCOMOTIVE LANTERNS, ETC.

A. S. WINSLOW,
9 and 11 West Second St.,
Between Main and Walnut St., Cincinnati

tmr24

Locomotive Tires and Car Axles.

THE undersigned is prepared to supply Railroad Companies and Builders with Tires and Axles of superior quality and finish, made from faggoted charcoal Iron, formed and finished entirely under the hammer For the character of the manufacture he refers to builders and companies who have used them in the West.

A. S. WINSLOW,
tmr24 9 and 11 West Second St., Cincinnati

Norris' Locomotive Works,



PHILADELPHIA.

ENGAGED for many years in manufacturing Locomotives, offer to Railroad Companies to construct of any plan or size,

LOCOMOTIVES OF SUPERIOR QUALITY.

Our facilities for doing work have been largely increased this year, and orders can be executed with despatch.

Jy7 RICHARD NORRIS & SON.

KENTUCKY LOCOMOTIVE WORKS.

CORNER OF KENTUCKY AND TENTH STS.

LOUISVILLE, KY.



THE Proprietors of the Kentucky Locomotive Works would respectfully inform Railroad Companies and the public generally that, having completed their establishment, they are now prepared to receive and execute orders with fidelity and dispatch.

They will contract for

Locomotives, Passenger, Baggage, Freight, Gravel and Hand Cars,

Of every style and pattern, as well as all kinds of St and Machinery required for railroads.

Particular attention will be paid to repairing, which they have every facility.

They are also prepared to contract on favorable terms for building all kinds of Machine Tools, such as Turning Engines, Lathes, Planers, Drills, Slotting, Spliting, and Shaping Machines, of every variety of pattern.

Having also a large FOUNDRY connected with the establishment, orders for Castings are solicited, and will be filled with promptness.

Car Wheels of any pattern can be furnisbed or short notice. Double and single plate and Spoke Wheels of all sizes constantly on hand.

☞ Communications or orders must be addressed to

OLMSTED, TENNYS & PECK,
Louisville, Ky.

Jc.8-tf

ASHCROFT'S
METALLIC STEAM GAUGE.

(BOURDEN'S PATENT,

THE subscribers offer for sale this valuable Gauge. It is adapted to Locomotive and other steam boilers, indicating with accuracy the continual variations of steam within the boiler, enabling the Engineer to maintain a uniform and safe pressure. Any of the Eastern Railroads may be referred to for proof of its importance and value.

BRIDGES & BROTHER,
64 Courtlandt St., New York.

sep.15-tf

Indianapolis and Cincinnati Railroad, via Lawrenceburgh.

Through to Chicago in 15 Hours!

Shortest line to Indianapolis, Terre Haute, Lafayette, and Chicago.

Through from Cincinnati to Indianapolis in six hours. and to Chicago in 15 hours!

TWO TRAINS DAILY, Boat or Cars, each way, (Sundays excepted,) Passengers who prefer taking Steamboat for the first twenty miles, will go by the Steamer **Forest Queen,** foot of Main street, at 12 M.

Those who prefer the Cars for the whole distanee, will go hy the regular passenger trains of the

OHIO & MISSISSIPPI RAILROAD,

Which leave Cincinnati at 6.30 A. M. and 3.45 P. M.—The train which leaves Cincinnati at 6.30 A. M. connects at Lawrenceburgh with the Indianapolis and Cincinnati Railroad train for Indianapolis, Lafayette, Terre Haute, Michigan City and Chicago.

Baggage checked through and a Baggage Master accompanies the same.

Fare from Cincinnati to Indianapolis.....$3 00
Do do Lafayette..... 5 00
Do do Chicago..... 9 00

At Shelbyville passengers may take the Jefferson, Rushville, Kingstown or Columbus Cars.

GEO. HAVEN, Sup't.

Through tickets may be procured on board the boat, or at the Office of the Ohio and Mississippi Railroad, Fourth street, near Vine, or of

C. S. RUSSELL Ag't.
Ind. and Cin. R R. Office, corner of Main and Water streets, Cincinnati.

☞ Omnibusses witl call for passengers, by leaving their names at either of the above offices.

Cincinnati, June 1†.

Cincinnati, Logansport & Chicago Railroad.

TO CHICAGO IN 15 HOURS.

ALL THE WAY BY RAILROAD.

TWO daily trains, at 6 10 A. M. and 3 30 P. M. Cincinnati, Hamilton and Dayton Railroad.

BAGGAGE CHECKED THROUGH.

FARE:

From Cincinnati to Indianapolis.....$3 00
do do Lafayette..... 5 00
do do Chicago..... 9 00

For information and through tickets, please apply at the General Railroad Ticket Office, No. 169 Walnut st., next door below the Gibson House, or at the Sixth street Depot.

JOHN W. SHIPLEY, Agent.

The Hamilton and Dayton Railroad Omnibus Line will call for passengers in any part of the city by leaving directions at the Ticket Office.

W. H. SMITH, Conduetor.

Trains run by Columbus time, seven minutes faster than Cincinnati.

Change of Time on Cincinnati, Hamilton, Eaton & Richmond Railroad.

ON and after TUESDAY. April 4th, 1854. the Morning Train for Richmond and Indianapolis, will leave Depot, foot of Sixth street, at 6.10 o'clock, A. M.

Passengers by this Train connect at Indianapolis with the 1 o'clock, P. M. Train on Lafayette and Indianapolis Railroad for Lafayette and Chicago; arriving at Chicago by 9 o'clock, P. M., of same day, being 9 hours less time than by any other railroad route leaving Cincinnati.

Also, connect at Indianapolis with 1.15 P. M. Train for Terre Hante.

Trains for St. Louis leave Chicago at 11 o'clock P. M., after the arrival of 1 P. M. Train from Indianapolis in the morning, making this the quickest route by far between Cincinnati and St. Louis.

Evening Train will leave as usual, at 3.30 P. M. connecting at Richmond with 7 P. M. Train for Indianapolis; arriving at Indianapolis at 10.30 P. M.

FARE—Cincinnati to Richmond.....$1 75
Cincinnati to Indianapolis..... 3 00
Cincinnati to Chicago..... 9 00

ap. 6 D. M. MORROW, Sup't.

James' Railroad & Route Book NEW EDITION:

Containing a list of all the Western and Southern Roads, with distances, fares, connections, etc., etc. Price, 15 cents.

J. A. & U. P. JAMES,
Publishers, 167, Walnut st., Cincinnati, O.

THE SHORTEST ROUTE TO CHICAGO.

Ohio & Mississippi Railroad

THREE regular passenger Trains daily, (except Sundays.) On Monday, April 17th, and until further notice,

Leavo Cincinnati at 6.15 A. M., 2.15 P. M., and 4.40 P. M. Connecting at Lawrenceburg, at 7.30 A. M., and 3.30 P. M. with Train for Indianapolis, Terre Hante, Lafayette and Chicago.

AND RETURNING,

Leave Aurora at 6.40 A. M., 4.20 P. M., and 8.20 P. M. connecting at Lawrenceburgh, at 4.30 P. M. and at 8.30 P. M. with the Trains that leave Indianapolis at 12 A. M. and 4 P. M., uniting at that point with all the Trains from the North and West.

☞ Tickets may be procured at the office on Fourth street, near Vine.

☞ Omnibusses will run to and from the cars in the customary manner.

S. S. POST,
Chief Engineer and Superintendent.

Cincinnati, April 14, 1854.

Marietta & Cincinnati Railroad.

OPEN between CHILLICOTHE and GREENFIELD, Connected by Stage at Hillsborough, with Hillsborough and Cincinnati, and Little Miami Railroad Trains, forming a through daily line each way.

On and after Monday, the 8th of May, passenger trains will run as follows, viz:

Leave Chillicothe at 9 00 A. M.
Returning do Greenfield at 5 30 P. M.

Passengers from Cincinnati leave by Little Miami Railroad, at 7 40 A. M., dine at Hillsborough and reach Chillicothe the same Evening.

Fare from Cincinnati to Chillicothe, $3 45.

J. W. STOWELL,
Chillicothe, May 6th. '54— Sup't.

MUSKINGUM WORKS, ZANESVILLE, OHIO.

DOUGLASS, SMITH & CO.

WOULD respectfully call the attention of Railroad Companies to their establishment at Zanesville They are prepared to execute orders, on short notice, for

Passenger Cars of the most superior description,

Second Class Passenger, Mail Express, and Baggage Cars; Freight, Cattle, four or eight wheeled Gravel Cars.

We manufacture a superior

CAR WHEEL,

Over 2500 of which are now running on the Central Ohio Railroad, and many of these have been in use on the road over two years, having in that time only three to crack, and two to be renewed in consequence of the wearing of the Chill. We have also commenced the manufacture of the celebrated

WASHBURN WHEEL,

And are prepared to furnish this wheel, with or without axles. Also, castings for Cars fitted to order at the shortest notice.

BOLLMAN'S PATENT IRON & WOOD BRIDGE.

We are also agents and builders of the above celebrated Bridge. Are now placing upon the piers an iron bridge on this plan over the Muskingum river at Zanesville. We are ready to contract with companies for the construction of this Bridge. All orders addressed

DOUGLASS, SMITH & CO.,
au4tf. Muskingum Works, Zanesville, O.

Lightner's Patent Axle Boxes for Railroad Cars.

THE attention of Railroad Managers and others is called to this valuable improvement in

AXLE BOXES.

The first cost and "fitting up" of these boxes is 20 to 25 per cent below that of most boxes in use. They will save about 75 per cent in consumption of oil. The construction is simple; they are not liable to become loose, nor "heated" by severe service. The Reservoir is held close to the shaft, and the oil journals, are secure from dust yet easy of access; the brasses may be removed from the journals, while under the car, in a few minutes. Cars furnished with these boxes run from 4 to 5 weeks without replenishing the oil, and are not detained from the road for repairs ONE TENTH part of the time which is necessary when other boxes are used.

The business of a railroad can be done with a much less number of cars, with these boxes than if any other kind are used.

The first railroad men in the country have certified that Lightner's improvements in AXLE BOXES are among the first of the times.

Models and Testimony of the above Boxes, may be examined, and arrangements may be made for the right to use the same, with the subscriber.

WILLIAM SHERBURNE,
PRINCIPAL AGENT,
May 18.6* Office, No. 167 Broadway, New York.

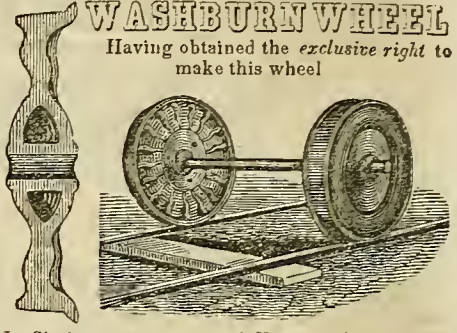
FULTON CAR WORKS,

CINCINNATI, OHIO.

THE Proprietors of this establishment would respectfully call the attention of Railroad Companies in th West and South to their establishment at Cincinnati.—Their facilities for manufacturing are extensive, and the means of transportation to the different points speedy and economical, They are prepared to execute to order on short notice, eight-wheeled Passenger Cars of the most superior description. Four or eight-wheeled Baggage, Cattle, Freight and Gravel Cars. Also, Crank and Lever Hand Cars, Trucks, Wheels, and Axles fitted.

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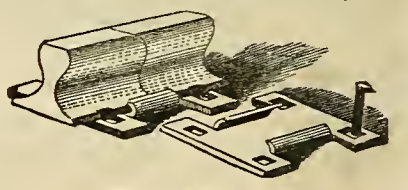
Having obtained the *exclusive right* to make this wheel



In Cincinnati, Covington and Newport, they are now prepared to furnish Railroad Companies with that Celebrated wheel, with or without Axles. Also. Journal Oil Boxes of any pattern, and Castings for cars fitted to order at the shortest notice.

Address KECK & HUBBARD,
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WROUGHT IRON

Chairs and Fastenings.

THE subscriber continues to manufactnre with increased facilities, Hook and Flat-Head Railroad Spikes, and wrought Iron Chairs of any pattern, either punched or plain. The best quality of Iron is used, and the articles are guaranteed to give satisfaction in every respect. We are prepared to fill orders for any quantity with dispatch, and at the lowest market prices.

All communications addressed to us will meet with prompt attention.

SMITH & TYSON,
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DAVENPORT, RUSSEL & CO.,

Railway Car Manufacturers, MASSILON, OHIO.

THE subscriber, late of the firm of Davenport. Bridges & Co., Fitchburgh, Mass., having associated himself with Messrs. Wellman and Russell, under the above name, would respectfully solicit calls for any kind of Passenger, Baggage, Post Office, Freight, Coal, Gravel or Hand Cars.

Having had fifteen years experience in the business and having secured the best of workmen from the Car Factory in Cambridge, Mass., I feel confident that perfect satisfaction can be given in all work entrusted to our care.

We have now on haud the best of dry White-Oak with which we think we can build Cars as cheap and as well as any other establishment in the States.

Feb. 16†* JOSEPH DAVENPORT.

ENGINEERS' & SURVEYORS' INSTRUMENTS!

JAMES FOSTER, Jr.,

MATHEMATICAL AND PHILOSOPHICAL

INSTRUMENT MAKER!

HAVING removed from his old stand to south-west corner of Fifth and Race street, and increased his facilities for making instruments, is now ready to supply Levels, Transits, Theodolites, the Dumpy or Gravatt Level, Circular Protractors of Troughton & Simms model, Surveyors Compasses, Pocket Compasses with and without sights, in great variety. All kinds of Land Chains; Ivory and Box wood Scales of all kinds and graduation; Drawing instruments of all kinds, brass and German silver. Measuring tapes of all kinds, Magnets, Maguifyers, Barometers, Spy Glasses, &c., &c. Repairing promptly attended to. ap.6-6*.

Railroad Record.

E. D. MANSFIELD, - - - - - - Editor.

CINCINNATI:

THURSDAY MORNING.....AUGUST 10, 1854.

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OUR RAILROAD MAP---NEW EDITION.

We have now ready a new and revised edition of our Railroad Map, containing corrections and additions from reliable sources, making it as reliable as it is possible to make such a map.

We are prepared to print maps for Railroad Companies to illustrate their reports, either from the stone as it now is, or make any alterations to suit parties. Railroad Companies will find this much more economical than getting up maps especially for their roads.

Price of maps as follows:

Plain, sized,	40 cents.
Colored in outline,	50 "
Colored in States,	75 "

A liberal discount where a number are taken.

Kentucky Hemp Crop.—A gentleman of this city, who has just returned from Kentucky, informs us that he made dilligent inquiry while in that State respecting the growing hemp crop, and from the most reliable sources of information it is pronounced the best, not only in quantity but in quality, since 1842. All parties agree it is very fine, and being now nearly ready for the knife, nothing can prevent its turning out finely. The crop by many is estimated at thirty-three per cent. better in quality, than that of last year. The crop for 1842 was reckoned at 23,000 tons. The present, it is generally believed, will not fall short of 20,000 tons. In many parts the stalk is ready for the knife, and farmers who have old stocks on hand are anxious to sell. There can be no mistake about the yield being larger and better than that of any season in ten years, or since 1842.—*St. Louis Republican.*

Green Bay and Minnesota Railroad.—The city of Green Bay is about to loan its bonds for $100,000, to the Green Bay and Minnesota Railroad; subscription books to the stock of which road will be opened during this month.

Editorial Correspondence.

VOYAGE ON THE MUSKINGUM—ASPECTS OF THE COUNTRY—MARIETTA—STEAMBOATS—MILLS—MARIETTA & CINCINNATI RAILROAD—CENTRAL OHIO RAILROAD—ZANESVILLE—McCONNELSVILLE.

Hillside, Highland Co.,
July 31st, 1854.

My Dear Record:—I have just returned from an inland journey in Ohio, and as I make you a *confidante* of all my proceedings and opinions, I shall now relate to you what I saw and thought.

In imagination, suppose me at Zanesville, on Wednesday morning, (the 26th,) when rain and lightning have purified the air, and given to it a refreshing coolness, and to the face of nature, its softest green. Just then we embarked on the steamer *John Buck*, in which I was most agreeably disappointed.—For, I supposed, I should be shut up in a little, hot, inconvenient stern-wheeler, during a voyage to be *endured*, not admired. Just the contrary was the fact. A stern wheel the boat had, but, the *John Buck* was new, clean, well-managed, in one word, all that was comfortable, or desireable. Capt. Dexter was *au fait* to everything, and that is enough. The Muskingum river was a novelty to me; and again, was I agreeably disappointed. I tho't it would be tolerable, but not specially charming. But it was charming, delightful, and even lovely to the eye of a lover of scenery and beauty. The Muskingum, like the Licking, has a very narrow bottom; but the hills rise high up and the sides are frequently cultivated; while forest and field present the alternate hues of deep verdure and yellow grain. Although the corn fields are not very extensive, yet, I saw there, altogether the most promising corn I have seen in the state. The counties of Muskingum and Morgan, through which the Muskingum runs, three-fourths of the way from Zanesville to Marietta, are among the most productive in the state, and as I like to *prove* everything as I go, I will give you an illustration from infallible *statistics*. The following amounts of produce were *cleared* from Zanesville and McConnelsville, in 1853:

	From Zanesville.	From McConnelsville.	Total.
Flour, obls	132,408	48,217	180,625
Salt, "	14,371	6,798	21,169
Butter, lbs	143,967	56,604	200,571
Bacon, "	84,602	76,090	159,692
Potters' Ware, "	1,310,884	88,075	1,398,959
Tobacco "	1,103,583	541,202	1,644,785

You will see that in addition to the usual products of a grain country, salt, potters'-ware and tobacco, are exported in large amounts. Indeed, potters'-ware seems to be made in quantities large enough to supply the whole West, and I presume the great mass of this article does come from the Muskingum, and from Liverpool, (Columbiana county.)—The resources of Ohio are not yet fully understood. They are beyond those of any other state. Time, which has done so much for Ohio in half a century, will do far more in half a century to come. It is a great thing to be a fine agricultural country only; but here in the Muskingum Valley, is not only a fine agricultural country; but a country in which you have coal, salt, free-stone, potters'-clay, and other mineral productions at your door. Are you too lazy to cut and haul wood? just run a lead twenty feet long into the hill behind your house, and you have coal for the next century. In the above account *wheat* does not figure, for the good reason that the Muskingum grinds up its wheat into flour.—There are some of the very best mills in the state run by the water power of the Locks.—You must know the state has made what is called the Muskingum Improvement; which consists in throwing a dam across the river, at each ten miles, with a steamboat lock, by which it is made into a great Canal. A most useful one it is, too. Now, when the Ohio has dwindled to a span, the Muskingum is navigable for fine boats. It has done immense good, for which the state receives on the investment about the tenth part of a mill per annum!—But what of that? The state has received back a hundred-fold in the increased value of lands and products.

The scenery of the Muskingum is very beautiful; high hills variegated with green fruit and golden fields; the gentle river winding through all the curves of grace; rural towns, with the air of prosperous civilization, and at every step the evidence of natural and positive wealth, which California cannot surpass. I will tell you something of what may happen, by going abroad or staying at home. I have met for example, with two, and indeed, several intelligent gentlemen, who went to California seeking their fortunes, and they returned not one cent the better. On the other hand, I have seen two citizens of Ohio—one a simple farmer, whose farm is a little Eden, and whose harvests each year add a large surplus to his stock. The other, a man of capital who bought a mill on the Muskingum.—The first year it paid for itself. The second year, 1853, it paid 300 per cent. on the cost. In two years it replaced the capital, and added three times as much! Now, these are examples of what the *soil* will do, without gold, in Ohio. The truth is, that for common industry and intelligence, there is a boundless field of successful enterprise, with the prospect of certain wealth, open to the citizens of Ohio. But I must hasten on.

It was a bright evening, when we reached Marietta, the "Plymouth" of Ohio. My mind was carried back with many associations.—There is the covered way, the mound, the parapets, where some Napoleons and Wellingtons of the great Mongol Race of America once

sought the field of glory; but have now disappeared in the dark clouds of oblivion. There are the hills of Wood county, Va., where the Vandal Militia of that Commonwealth issued to burn and destroy the garden, house and library of that victimized Blannerhasset. There, too, arise the sable shadows of Burr, by the might of eloquence, forever associated with griefs and misfortunes of his unhappy victim. There, also, is the brighter and better memory of the Putnam's, Meigs', Varnum's, Greens', Stone's, Whipple's, and other names connected with history—pioneers in the second great settlement of America. But my pen runs too fast. For the history and antiquities of Marietta, I refer you to Dr. Hildreth's very interesting volume of PIONEER HISTORY, published by the Ohio Historical Society.

I arrived on the eve of commencement day, at Marietta College. The graduating class was small; but they gave the best of testimony to the efficiency of the College, by the excellence of their performance. Indeed, with some knowledge of what colleges are and ought to be, I consider Marietta College the best in the state. The students are not numerous, but the instructions and discipline are efficient. Its President, the Rev. Henry Smith, is a very able man. His Baccalaureate on commencement day, was the best production of that kind I ever heard, and that is no small testimony when it is considered that I have heard Green and Alexander, Miller, Bishop and McGuffey, McIlvaine and Lindsley.

The sun was again declining, bright behind the green hills, when sitting on the hurricane deck of the steamer, I found myself returning, with the blue arched sky above, and all that is soft, refreshing and soothing, in the scenery of nature around.

Next morning I was again rumbling over the Ohio Central Railroad, in most excellent, new cars, made at Zanesville—fine specimens of workmanship. I began to think I would praise this road, notwithstanding on Tuesday previous, it had taken just four hours to take us 60 miles. But when we reached Columbus, we were just *one hour behind time!* Now, what can I say after *that?* The delay was of no consequence to *me*, but it might be of great consequence to somebody. The road is pretty well made and will be a good one; but it has something to learn.

The *Marietta and Cincinnati Railroad* is going on well, and when you consider what I have said about the Muskingum Valley, and what the Hocking Valley is, and what the Scioto Valley is, you cannot over-rate the importance of that line, when complete, to Cincinnati. I doubt whether any other railroad line will be of greater value to Cincinnati.—My dear RECORD, for the present, *vale.*

E. D. M.

DENNEY'S DIVIDED CAR AXLE.—We shall notice this new invention next week. See advertisement.

Railroads.

MISSISSIPPI CENTRAL RAILROAD.

We are indebted to W, Goodman, Esq., President of this Company, for a copy of the "Second Annual Report of the Board of Directors," from which we gather the following items.

The road has been put under contract to Messrs. Healy, Holman, Sims & Sargeant, for construction and equipment, from the town of Canton, northwardly to the Tennessee state line, 183 miles, with necessary side tracks, to be completed and equipped as a first class road, by January, 1857, for the sum of $3,262,500, including also, all necessary expenses incident to the work, except the salary of the Engineer in chief. Ground was first broken in November last, and active operations commenced by the contractors in December, about twelve miles north of Holly Springs. The progress made since that time is very gratifying, and there is but little doubt that the 25 miles between Holly Springs and the junction of the Memphis and Charleston road, will be completed and in running order by January, 1856.

The original contractors have sub-let the larger portions of the work, which parts are being satisfactorily worked.

The charter of this company was so amended at the recent session of the Mississippi Legislature as to allow of a connection with the New Orleans, Jackson and Great Northern Railroad at the city of Jackson, should the stockholders and Directors so elect; also, to permit the consolidation of the company with that of the Mississippi and Tennessee Central at any time the two companies may see fit to avail themselves of the privilege.—The Board earnestly urge the acceptance of the amendment.

The survey and estimates of a route north of Jackson are being made, that a point of connection with the New Orleans, Jackson, and Great Northern road may be decided upon.

By a recent law of the state, the proceeds of 500,000 acres of the Internal Improvement lands, given by the General Government to that purpose, shall be invested in the stock of this company. $360,000 have already accrued from this source, in the state Treasury, about $100,000 of which are now subject to the order of the President of this company. The amount of stock realizable from this source is estimated at from $300,000 to $350,000.—Individual subscriptions now reach $1,741,250, including the amount taken by contractors.

The county of Holmes has subscribed, since last report, $100,000. Carroll county, it is expected, will do as much. The available means of the company are as follows.

Individual subscripitons	$1,741,250
County of Marshall	100,000
" Lafayette	100,000
" Yalabusha	100,000
" Holmes	100,000
Int. Improvement Fund, estimated	300,000
Total	$2,491,250

Leaving $771,250 to be yet provided.

In addition to the local traffic of this line, its connections are important, making, in fact, a portion of a grand trunk line of Northern and Southern intercommunication. It is also, a fact of no slight importance that this road has been so managed that notwithstanding the railroad panic, it will be completed, having so much ample means for that purpose.

RAILROADS.

The following summary of the comparative length of railways, completed and in progress, is from the Manual of roads, shortly to be published by Professor William M. Gillespie of Union College:

Ohio		4191
Illinois		3379
New York		2926
Pennsylvenia	about	2460
Indiana	"	1990
Virginia	"	1760
Massachusetts	"	1350
Georgia	"	1330
Tennessee	"	1080
Missouri	"	1010
South Carolina	"	980
Alabama	"	870
Kentucky	"	790
Connecticut.*	"	750
Maryland	"	640
Michigan	"	620
North Carolina	"	600
Mississippi	"	600
New Hampsbire	"	570
Maine	"	500
Iowa	"	500
Vermont	"	470
New Jersey	"	430
Louisiana	"	400
Wisconsin	"	400
Delaware	"	90
Florida	"	80
Rhode Island	"	70
Texas	"	70

*The whole number of miles located, finished and constructing in this state, is only 664. See Commissioners' Report, 1854.

WASHINGTON & ALEXANDRIA RAILROAD.—The Senate and the House of Representatives, having disagreed in reference to the bill authorising the construction of a railroad between Washington and Alexandria. A joint committee of conference was appointed by the two Houses, and the result has been a compromise, that if the Washington and Alexandria company shall not finish their proposed road in two years from the first of next June, and the track placed in running order, their privileges shall cease; and then only the Baltimore and Ohio Railroad Company shall be privileged to extend their road to Alexandria by either of the routes. And if they do not construct their branch within four years from that time, the act shall be void.

WILLIAMSPORT & ELMIRA RAILROAD.—The Williamsport and Elmira Railroad it is announced will be opened for travel on Monday next. It is seventy-five miles in length, and has been built in the most substantial manner.

ASHTABULA & NEW LISBON RAILROAD.

We take the following from the *Ashtabula Telegraph*:

"A meeting of the Directors of the Ashtabula and New Lisbon Railroad, was held at Orwell during the past week; at which time R. W. Griswold was elected President; O. H. Fitch, Treasurer; and Henry Fassett, Secretary of the company.

"The Board of Directors now consist of R. W. Griswold. Henry Hubbard, Frederick Carlisle, Ashtabula; A. E. Austin, of Austinburg; Wm. H. Howe, of Bloomfield; John Wetmore, of Canfield; A. L. Brewer, of New Lisbon.

"Under the efficient directions of these gentlemen, we may look with confidence for the immediate prosecution of the work, aided, as they will be, by the co-operation of the citizens on the line of the road, who are too well aware of the benefits resulting from its early completion, to suffer the enterprise to languish.

"The company require now, a subscription to the stock of $180,000, from Ohiotown to New Lisbon, a distance of about thirty miles. $110,000, we understand, are already subscribed, leaving the small amount of $70,000 to be raised previous to the letting of the work at this end of the road."

BLUE RIDGE RAILROAD.

This company held their annual meeting at Charleston, South Carolina, on the 11th ult., when the following named gentlemen were elected Directors for the ensuing year:

Henry Gourdin, Hon. T. L. Hutchinson, Henry W. Conner, Charles T. Lowndes, Geo. A. Trenholm, W. C. Dukes, Robert Adger, T. L. Wragg, C. M. Furman.

The Directors made a report of the affairs of the Company. The line was projected last year, and the road was commenced on the 1st November, and is to be entirely finished and equipped, from Anderson to the Tennessee state line, in three and a half years. The resources of the Company are stated, so far as relates to South Carolina, Georgia and North Carolina, to be—

City subscription	$1,049,000
Individual and other subscriptionc	151,000
State guarantee	1,250,000
Contractors in stock and Bonds	3,000,000

Making $5,400,000, and leaving a deficiency of $600,000, presuming that the roads in the three states will cost, as estimated, $6,000,000. The Directors have entered into a contract with Anson, Bangs & Co., for the completion of that work in three years and a half from the first of January last.

The Eastern Railroad property, which was put up at auction at Boston, on Saturday, says the *Courier*, was, after three bids—$100,000, $101,000 and $120,000 withdrawn at the request of the directors of the Eastern Railroad, and the sale postponed indefinitely.

☞ A rich vein of lead has been discovered in making excavations on the line of the Ogdensburgh, Clayton and Rome Railroad, in the vicinity of Redwood. The vein crosses the track of the road, and where discovered, has been worked out eight feet wide, and still bids fair to be much wider.

COAL ROADS—BLOSSBURGH RAILROAD.

A correspondent of the *Buffalo Democracy* says: "This is a coal road—like your Pittsburgh Road is to be, and it may interest your citizens to hear how this road answers its purpose. I'll tell you. It is some forty miles long, and has a six feet gauge. Two trains run up to the mines daily in the morning; one taking a few travelers who pass along this sparsely settled route, and these two trains return to Corning in the evening, bring down 60 or 70 cars each, with 6 to 7 tons of coal. It carries from 400 to 450 tons of coal per day, for which a freight of one dollar per ton is charged. The speed of the trains on this road is limited to 12 *miles per hour*. That is the maximum speed which gives the minimum wear and tear, and you can judge of the profit of a coal transporting road when you know that 28 *per cent. of the gross earnings operates the road*, while on the fast roads 45 to 55 per cent. of the gross earnings are required for expenses. Now if this *short* road, with a business of 500 tons per day, (at the greatest) with no other roads, and with no through and but little way travel, can have 72 per cent. of its earnings with which to make repairs and pay dividends, what ought the Pittsburgh road, double the length, ten times the coal freight, with a large local travel and several connections with other roads, to be able to do? Coal roads pay better than roads depending upon promiscuous freight, for many reasons; but particularly from the systematic and cheap methods of loading, unloading and running."

Sawing Railroad Sleepers.—An ingenious machine has been constructed by Mr. Luther Whitman, of Winthrop, for "siding" or sawing a slab from each side of a railroad sleeper, by horse power. This machine was made for W. E. Rose, Esq., of St. John, N. B., agent for the contractors on the European and North American Railroad, and the horse-power is what is called a sweep power, to which may be attached one or more horses as you please. The saw is a circular one, to which is attached a sliding carriage on which the sleeper is placed; this is made fast by a "dog" at each end, so constructed, that when one side is sawed the sleeper can be turned over without unclinching the "dogs," and the other side put through the same operatian.—Both sides are thus prepared in a first-rate shape, in two or three minutes. The whole apparatus is portable, and may be taken into the forest or to any place most convenient, and is really a great labor saving machine, at a cost of between two and three hundred dollars.

St. Andrews & Quebec Railroad.—The work, we are happy to say, is proceeded with energetically. From a notice in this paper it will be seen the contractors have advertised for mechanics and laborers, to whom liberal wages will be given. The engine now passes over eighteen miles of the road, within two miles of the rolling dam; it is probable we will be able to lay before our readers shortly, the tariff of rates between St. Andrews and the respective stopping places.—*Standard*.

COMPLETED RAILROADS IN NEW YORK.

From an article by W. J. McAlpine, Esq., in *Hunt's Merchants' Magazine* for August, we take the following list of running roads in New York, with their lengths:

Names of Roads	Miles.
Albany & West Stockbridge	38
" Northern	32
Buffalo, Corning & New York	134
" & New York City	91
" & Niagara Falls	22
" & State Line	69
" & Lockport	26
Canandaigua & Elmira	49
" Niagara Falls	99
Cayuga & Susquehanna	35
Chemung	19
Corning & Blossburgh	41
Champlain & St. Lawrence	47
Hudson River	144
" & Berkshire	32
Long Island	95
New York Central	510
" " & Erie	465
" " & Harlem	131
" " & New Haven	61
Northern	118
Oswego & Syracuse	35
Plattsburgh & Montreal	23
Renssalear & Saratoga	25
Saratoga & Schenectady	22
" Washington	48
Sackett's Harbor & Ellisburg	18
Troy & Greenbush	6
" Boston	35
" Rutland	17
" Bennington	5
Troy Union	2
Union	1
Watertown & Rome	96
Total length of completed railroads	2,591

IMPROVEMENT IN LOCOMOTIVES.

A new and important invention has recently been tested in one of the locomotive engines upon the Boston and Worcester Railroad, by which one of the express trains, of four long cars, was run to Boston and Worcester and back, with one cord of wood. The running time was one hour and fifteen minutes each way, the whole number of miles run being ninety. The improvement was invented by Mr. Joseph Marks, a practical engineer mechanic. It consists of a cylindrical steam chest and valve, arranged with circular steam ports, or passages, so as to keep a constant and equalized pressure upon the valve, in its circular and horizontal surface. The combination gives more expansive force, and the back pressure is almost entirely relieved. The engine has now been used a sufficient length of time to prove that at least one half of the fuel now used upon our railroads can be saved, which is a very important item to all interested in railroads. The arrangement is very simple in its construction; indeed, the cost of an engine is very much diminished by it—there being fewer pieces and joints to keep in order. It strikes us that the matter is worthy the attention of the railroad community. Those who may wish to obtain information respecting it, can do so by calling upon Mr. Marks, the inventor, who resides at 26 Oxford street, or Mr. A. S. Adams, Master Machinist of the Boston and Worcester Railroad.—*Boston Traveller*.

TO IRON MANUFACTURERS.

IMPORTANT INVENTION FOR ROLLING RAILROAD BARS

Mr. Wm. Harris, late of the Rolling Mill firm of Harris, Burnish & Co., of this place, has just eompleted an invention for the manufacture of Railroad Iron, which in the opinion of our ablest mechanics is likely to give a fresh impetus to the Iron Manufacture, and to effect corresponding changes throughout the entire trade. It consists in a new method of arranging the Rolls, and cannot fail wherever understood, to entirely supplant the old process. Mr. H. is a practical Iron Manufacturer, and has been actively engaged in the business for the greater part of his life. He is now about 34 years of age. His attention has for many years been given to an improvemect of this kind, manifestly so much needed.

By the old (present) plan, each pair of Rolls has nine separate grooves, through which the heated mass from the furnace is successively passed, until it is delivered from the last in the shape of a Railroad bar—Much manual labor is required; and even with the most skillful and expeditious workmen, the metal has time to cool very considerably before it is finished, thereby becomeing less malleablo, and causing a dangerous strain upon the machinery. The breaking of a Roll in such a mill, it is well known, is but a common occurrence.

Now, instead of the one set of Rolls, containing the nine grooves, by the *new* process there are nine separate pairs of Rolls, each having but one groove—arranged in one continuous line, with close ducts or boxes between; so that the "pile" (the hot ball of metal) is fed in at one end, and comes out at the other a Railroad bar! The principal advantages claimed are—economy of time, and saving of manual labor—highly important considerations, as all Iron manufacturers well know.

Let us compare (and our data throughout, it may be proper to remark, are not mere guesses, but have been ascertained by accurate calculations):—By the old process, a bar of 21 feet, the usual length, is manufactured in 2½ minutes; by the new, in the same time, one of 100 feet could be run out, if the "pile" could be prepared; or, with the speed proposed for the new machinery, a bar 30 feet long may be finished from the "pile" in 30 seconds!

By the old plan, 10 men and boys are ordinarily employed in the Rolling process alone—by the new, but one; and his business would be solely that of superintendence--there would be no manual labor for him. For instance. the Heater brings his "pile"—it is put in at one end of the continuous line of Rolls, and requires no farther manipulation till it is delivered, a Railroad bar, at the other.

Another prime advantage claimed by the new process is, the manufacture of the "Red Short" iron into railroad bars. This species of iron, it is well known to manufacturers, possesses a peculiar brittleness when hot, that renders it difficult, if not impossible, to work by the old process, though remarkably tough when cold—having a long fibre and making the best of Railroad iron. On the new plan, the time occupied in the manufacture of a bar is so short, that the metal can easily be retained at a workable temperature during the entire process. This will undoubtedly tend greatly to improve the general character of Railroad iron; as the "cold short," now mostly employed for that purpose, (because it is most easily worked) becomes exceedingly brittle when cold, being in very many cases not much better in that respect, than common pig metal.

The new machinery used is of the simplest mechanical construction, and not at all likely to break or get out of order. It consists mainly of a horizontal shaft, to which are attached, by plain bevel gearing, the several Rolls; some revolving vertically and others laterally (in order to compress the metal on all sides.) The Rolls are set apart at distances corresponding with the successively increased lengths of the "pile," in its passage through them—the first four or five being comparatively close together. Hence, the entire length of the line of Rolls, for manufacturing bars, say 21 to 30 feet long, would not exceed 100 feet. No more power is required than in the old process, as the metal is acted upon but by one Roll at a time; and not near so much toward the finishing, as in the old process, the metal has by that time cooled very much, and, of course, is less malleable; while by the new, the whole operation is performed so speedily, that the temperature of the metal is very little reduced.

A *Caveat* was filed at Washington some time last winter, and application for a Patent for the invention is now pending in the names of Messrs. Harris & Geo. Bright. A model may be seen at the Hardware store of the latter, in this place.

As to the cost of a Mill, constructed with the new Rolling machinery, a liberal estimate places it at about 15 to 20 per cent. more than the present expenditure; but the new Rolling apparatus *alone* will not cost more than 10 per cent. over the price of the present Rolls. The other increased expense results from the additional number or improved capacity of the furnaces, necessary to supply the new Rolling machinery; and of course is to be considered in connection with the proportional increase of manufacture. This will become plain by a simple calculation:—A Mill constructed on the old plan can work up about 70 tons of metal in 24 hours; that is, in the largest establisments, with the best of machinery and the most experienced workmen. But, with the new Rolling gear, 120 tons can be manufactured in 12 hours; or, nearly four times as much—the yield in both cases being limited by the Rolling power. The principal difference, therefore, so far as cost is concerned, after the new Rolling apparatus is introduced, is in the additional number of furnaces required to keep it going.

There are other incidental advantages connected with this invention, that we have not attempted to enumerate—we may have occasion to allude to it hereafter. The model has been examined by a great many persons, and the actual process of manufacture performed with small bars of cold lead. The general opinion expressed is admiration and implicit confidence in its success. We commend it specially to the notice of Iron Manufacturers throughout the country.—*Pottsville Journal.*

BUFFALO AND NEW YORK CITY RAILROAD.—We learn from the *Buffalo Commercial Advertiser* that Mr. A. D. Patchin has become the lessee of the Buffalo and New York City Railroad, and will henceforth have the entire management of its affairs. The rolling stock of the road had been previously acquired by Mr. Patchin by purchase.

THE ATLANTIC AND PACIFIC: NEW ROUTE VIA HONDURAS.

We take the following from the *N. Y. Courier and Enquirer:*

The idea of a ship canal, through or near the Isthmus of Panama, is now relinquished, both by European and by American capitalists. We have already one railroad nearly completed, undertaken and faithfully continued with the aid of New York capital, for the purpose of facilitating travel between the Atlantic and Pacific oceans. The Panama Railroad Company have accomplished a great work—one that will be, for a century at least, regarded as a monument of American enterprise. There is another and a somewhat similar enterprise conceived, and, in fact, in its early stage for construction. This is the "Honduras Interoceanic Railway," leading from Puerto Cabello on the Gulf side to the Bay of Fonetca, on the Pacific coast, between the latitude 13 deg. and 16 deg. north.

Chagres and Panama, now the *termini* of the Panama Railroad, are somewhat south of 10 deg. San Juan del Norte, the Gulf port of the Nicaragua line, is about 11 deg., and between the Honduras proposed ronte and the present Panama route.

A preliminary report upon the route now suggested has been made by Mr. E. G. Squier, accompanied with letters from Mr. Amory Edwards, of this city, who has personally made a tour of observation through the country described, with a view to test its fitness for a railroad. Of this new route the published report says:

"The line of the proposed "Honduras Interoceanic Railway," commences at Puerto Cabellos, on the Bay of Honduras, in lat. 15 deg. 49 min., and lon. 87 deg. 57 min. W., and runs nearly due south, across the continent, to the Bay of Fonesca, on the Pacific, in lat. 13 deg. 21 min. N., and lon. 87 deg. 35 min. W. The total length of the line from anchorage to anchorage, or from five fathoms of water in Puerto Cabellos to five fathoms of water in the Bay of Fonesca, is 148 geographical, equal to about 160 statute miles. This line lies wholly in the State of Honduras, whose territorial right and sovereignty over it has never been called in question. Starting at Puerto Cabellos, the line of the proposed road pursues a course a little east of south, across the plain of Sula, until it strikes the Rio Ulua, near the town of Santiago. Thence it follows the valley of that river, now called the Humuya, to its very source, in the great plain of Comayagua, a distance of not far from one hundred miles from Puerto Cabellos. At the southern extremity of this plain there is a slight elevation, which constitutes the "summit" between the Atlantic and the Pacific. Here the sources of the Humuya interlock with those of the Rio Goascoran, which flows through its proper valley into the Gulf of Fonesca."

In stating the elevations to be overcome by the new road, the report alludes to the maximum grades of companies in Massachusetts, New York, Maryland, &c., viz:

Baltimore and Ohio Road, per mile	.....	116 feet.
Baltimore and Susquehanna, "	.....	90 "
Boston and Albany, "	.....	89 "
New York and Erie, "	.....	60 "
Tehauntepec (proposed road), "	.....	64 "
Honduras (proposed road), "	.....	55 "

[The statement of grade at Tehuantepec is irrespective of half a mile of tunnelling.]

Lieut. Maury, of the Navy, states the distance (in round numbers) by the several routes through the Gulf of Mexico to be as follows:

From New York to San Francisco, via Panama, ... 5200 miles.
From New York to San Francisco, via Nicaragua, ... 4700 "
From New York to San Francisco, via Honduras, ... 4200 "
From New York to San Francisco, via Vera Cruz and Tehauntepec, ... 4200 "

Of the elevations, it is stated that fifty miles of the proposed road will have an average grade of 17 feet to the mile; the next forty miles an average grade of 25 ft. 2 in. to the mile. For the division of fifteen miles crossing the summit, the maximum grade, irrespective of probable lessening of grades by a summit cut, will be 55 feet to the mile, and that only for a short distance. From thence to the Pacific the maximum grade will not exceed 45 feet to the mile. The sum total of ascents and descents, from sea to sea, is 4600 feet, which gives an average grade of a little over 28 feet to the mile.

Should the route be finally as favorable as is now represented from a preliminary survey, there is no doubt that the Honduras road will form an important link of communication between us and California, as well as between us and the Pacific ports of South America. There will be ample business for the new route as well as for the other two now in operation.

Public attention has been much excited for a year past to the great Pacific Railroad, through the United States and its Territories. This work, if ever accomplished, can never be adapted to the transportation of merchandise. Railroads cannot compete with navigable waters in the carrying of bulky articles. Hence, the transportation of cargoes hence to California, via Honduras or Panama, must ever be made at a slight cost compared with that upon a railroad of several thousand miles in length. The Isthmus will, it seems to us, remain the great thoroughfare between the Pacific and the Atlantic; and the railroad must be relied upon as the most rapid means of communication.

The Honduras route presents advantages in the shape of fine harbors at the termini on both sides—abundant wood and a good climate. Upon these points the letter of Mr. Edwards states:

"I have availed myself of the opportunity afforded by my visit, to go over the proposed line of our road, between here and the Pacific. I am most favorably impressed with the facilities for construction, and the easy grades which it affords. The only heavy work will be for about two miles, near the summit, where the side cuttings will be through chalk hills yielding readily to the pick. I am satisfied that for two thirds of the entire line, the road will only require to be levelled to prepare it for the superstructure.

The Gulf of Fonseca, our southern terminus, requires no detailed account from me. I will only remark the extraordinary circumstance that our northern and southern termini will be in harbors without bars at their entrance, and where the water gradually shoals from deep soundings to ten, nine, eight, seven, and six fathoms—this last depth close to the land, at the most secure possible point for wharves or for anchorage.

Memphis and Charleston Railroad.—The Directors of the Memphis and Charleston Railroad have sold $400,000 of their 7 per cent. bonds to their own stockholders and other capitalists of the East Tennessee Valley on the terms proposed by them. This will enable the Company, with their other means, to lay their track through Alabama, (150 miles) except 25 miles of iron west of Tuscumbia.

NEW SELF-ACTING RAILROAD SWITCH.

A promising and important invention in railroad switches has attracted recently a considerable degree of attention from those interested in such matters. It is proposed that the track be changed by means of machinery without the intervention of a switch-tender, and that in such a way as to be of immediate practical benefit. A frog is placed between the rails of the track, connected with levers by the rails to be moved, and as the engine passes over, a toggle is dropped, which, passing through a groove in the center of the frog, and pressing laterally upon the flanges or sides of the groove, instantly, and with great precision, effects the requisite change. If this invention can be successfully carried out in practice, then in the first place the requirement of switch-tenders is done away, and the safety of passengers from accidents resulting from the carelessness or inefficiency of those appointed to tend the switches, is materially enhanced.

This improvement is so constructed, that the engineer, by attending to his duty in relation to the switch, it becomes of no moment whether the track is right as the train approaches, or not, since the result will be the same. If, in the darkest night, the train ought to proceed upon a track diverging from the one it is running on, the engineer has but to drop the toggle, and if the switch is not correct it will be set right as the engine passes over it. Again, by the use of this invention, the engineer on the train, without the assistance of hands upon the track, can run the engine off on one track, leaving the train of cars in the rear to proceed on the other.

Letters-patent have been duly secured, and various models have been constructed and exhibited, and met with universal approval and admiration. The honor of this invention is due to David H. Rickards, who has already won laurels as an inventor. A company has been formed, consisting of capitalists and scientific men, and the general introduction of this improvement may be confidently predicted.

A trial has been made, and the experiment has proved abundantly successful. Louis S. Dennis, who has had the management of the affairs of the company, obtained—through the kindness of the Superintendent and Directors of the Boston and Maine Railroad—leave to make an actual trial upon the road, and the necessary preparations were made upon the Branch road at Wilmington, and a number of gentlemen were invited and were present to witness the experiment. The passengers were seated in the car, and passed safely and smoothly to and fro over the track, the change being effected without any motion or shock whatever being made sensible to those within.

The machinery is remarkably simple, and capable of being constructed so as to be exceedingly strong and durable, and in no way liable to get out of order or repair. It is free from the usual objections that have been urged against all attempts heretofore at the construction of self-acting switches. Those best competent to give an opinion, have pronounced this invention to have all the elements of complete and speedy success. Much time, labor, and money have been expended in maturing and perfecting the original plan, but appearances seem to indicate that the outlay will be amply repaid. Another exhibition is speedily to be given, and an opportunity will be afforded thereby to those desirous of witnessing its operation and of examining and judging for themselves.—*Boston Daily Herald.*

MANUFACTURE OF IRON.

A most important improvement in the manufacture of this useful metal has been successfully tested in Birmingham, England.—The inventor, Mr. Morris Stirling, is already favorably known to our readers by the various improvements that he has made from time in all kinds of metals. By his process, economy of labor and fuel is attained, and an improvement in the quality of the metal produced. The worst descriptions of pig-iron, totally unsuited, without previous refining, to the manufacture of malleable iron, is produced in a brief period to a good serviceable bar-iron. The necessity for refining is entirely superceded; and pig-iron prepared by the patent process puddles easier, more quickly, and with much less waste. The iron is placed more under the control of the manufacturer, and the various properties of stiffness, malleability, toughness and hardness, are given with great facility, and many defects now observable in the manufacture of iron are almost removed. It can now be worked in double furnaces, where only plate for refined iron is now used. The whole of the operations are conducted at the pig-bed of the blast furnace, so that no change in apparatus is necessary.

The materials to be used it is intended to have in store, in central depots, to be served to the iron trade as cheaply as possible; there are certain oxides which are employed when the iron is puddled. It has been objected to that the puddling takes place too rapidly, but this can be remedied by a less application of the quickening matter, or the admixture of common with patent pigs. The process has likewise been tried on the Continent, and found to give the most satisfactory results.—From the long experience of Mr. Morris Stirling, and the practical benefits which have arisen from his former inventions, there is no doubt that this is not in any way inferior to its predecessors; and will, in its application, not only confer a great boon on the trade, but likewise a corresponding advantage to the consumers of iron.—*English Paper.*

Manchester Railroad.—At the annual meeting of the stockholders of the McMinnville and Manchester Railroad, at Manchester, the following gentlemen were elected Directors, for the next 12 months:

P. H. Marbury, D. G. Stone, P. H. Coffee, H. H. Harrison, L. D. Mercer, Gen. W. C. Smartt, W. A. Hickerson, Gen. Wm. Moore, J. F. Colville, G. M. Smartt, John Briant, A. Black, R. B. Cain, I. P. Thompson, and F. K. Bell.

RAILROAD SECURITIES.

We commend the following to the attention of our readers.

Recent events have effectually checked the establishment of new railroads throughout the country, and removed all uncasiness that much additional capital will immediately flow into this channel. This complete change in the tendency of affairs was necessary for the security of the country in financial matters, and could only be accomplished through a shock of the severest character. It is the unfortunate result, however, of a sudden and great change in the habits of the community with respect to investments, that the distrust which in part occasions it, is powerfully communicated to other interests, which are eminently entitled to the public confidence. The railroads in the United States, in actual operation amount to between fifteen and sixteen thousand miles, upon which there has been an actual expenditure of about five hundred millions of dollars. The most cautious financier in this State, observed to us in a conversation with respect to the embarrassments now existing, that the roads had added more than this sum to the productive power of this country, and to the value of other property. They constitute the main instruments of internal transportation of nearly every State in the Union ; and such is their extent, that they may be said to enter into all the relations between man and man in every quarter of the United States. They perform a high service in a social and political point of view. They cement communities and states together, and have a powerful influence in defeating all attempts to disturb the harmony of the country. In a time of trouble from external enemies, they will be found to constitute a great arm of self defence, and render us invincible against foreign attack. It must at once be seen, that such interests are entitled to favor and protection, and that distrust can not be extended to what is so vast, wide spread and so valuable, without great manifest wrong and injury.

And yet, the amount of capital thus invested, so great when viewed by itself, becomes far less imposing when compared with other interests. The amount of capital invested in live stock in the United States, appears by the last census, to exceed that invested in railroads, by upwards of forty-three millions of dollars. The capital invested in manufactories producing over $500 per annum, exceeds that invested in railroads over thirty millions of dollars. The total amount of gold deposited in our mints, obtained from California in six years, through the industry of a small population, is equal to about one half of the whole capital invested in these roads, in the construction of which an infinitely larger amount of labor has been expended than in the mines of California.

These comparisons present the subject of railroad investments in a more favorable light than would be imagined possible, by those who listen to the interested repinings of stock gamblers, over the alleged disproportion which investments of this character are supposed to create, beyond what was legitimate and expedient. Whilst it was right to apply a check to the creation of new roads, it is wholly unjust and wrong, and damaging to the great interests of the country, to make an indiscriminate warfare upon all establishments of this character. The check applied to the new, makes those which are already created more safe and secure.

The depression with respect to roads now profitable, or to those which are well devised and are likely to be, can only be of a temporary character. Railroad securities partake of the nature and solidity of real estate, and must rapidly recover from the effect of the frauds which the manager of one of them has been enabled to commit in a time of unusual confidence ; when suspicion has been lulled partially to sleep through the ease with which abundant means were procured. It would seem to be the policy of all substantial men, by a firm and manly course, to check those interested attempts to depress the value of property, which speculators for a depression unite to make. The establishment of new lines, proposed in many instances as parallel routes, has been effectually stopped. That, we repeat was necessary and proper. But, in respect to roads in existence, or near to completion, a favorable regard should be shown by those who have influence over the public mind, in order to turn opinion into the proper channel.—*Journal of Com.*

ANTHRACITE BURNING LOCOMOTIVE.

Mr. Leonard Phleger, of Tamaqua, has constructed an improved locomotive for burning anthracite coal, which promises to reduce the expense of railroad transportation very greatly. One of his locomotive engines, the Philadelphia *Ledger* states, has been running daily between Philadelphia and Havre de Grace, on the Wilmington and Baltimore Railroad, for over two weeks. It has been attached to the express train, consisting of six or eight passenger cars, and consumes, as we are informed, only two dollars worth of coal per day. The wood-burning locomotive which it replaced. consumed twenty-four dollars worth of wood per day. Phleger's engine has, it is said, fully as much power as the other locomotive, snd runs at the same speed. The furnace and boilers of the locomotive do not show the slightest signs of injury from fire.—The above information was derived from the engineer in charge of the locomotive, from whom we also learn that the locomotive has given great satisfaction to all upon the line of the road, who have examined it, and that it also effectually prevents the annoyance and danger from sparks. These are facts to be verified by the personal examination of those interested in the success of the experiment. If these representations are fully borne out after a sufficient test, the invention is a very important one to railroad companies. The furnaces and boilers of the Phleger locomotive are all built on an entirely new plan, from which the improvements result.

Orange & Alexandria Road Extension. —The people of Amherst county, Va., have voted, by a large majority, in favor of a county subscription of $50,000 to the Lynchburg extension of the Orange and Alexandria Railroad. The Alexandria *Gazette* learns that it is the intention of the Board of Directors to put the 60 miles from Charlottesville to Lynchburg under contract, as soon as this subscription is secured.

Baltimore & Philadelphia Railroad.— A correspondent of the Washington Union bestows merited praise upon the management of this road. He says :

Permit a traveler to notice, through your journal, the praiseworthy improvement now so happily blended with the comfort of travelers in the *new reclining seats* in the cars, now in use, prepared by the Philadelphia and Wilmington Railroad Company, for the ease and gratification, comfort and convenience, of all those who may, from business or pleasure, be called upon to visit the North. What a contrast to the traveler, in his journey north from Baltimore, can be experienced in the visit now to what it was in times past, when called upon to perform a short trip north on business or pleasure.

Why can not the "Owl trains" of our roads be supplied with these sleeping chairs ? We know from experience that they would be very acceptable.

ROCHESTER SCALEWORKS.

In *Dye's Bank Mirror* we find the following notice of these extensive and popular works, viz :

Among the many items we call attention to, we would remember Messrs. Duryee & Forsyth, of Rochester, N. Y., manufacturers of scales and safes. This enterprising firm has been before the public a number of years with their wares, and have gained a world-wide reputation.

Their scales are known by their correctness and durability. Their safes are of a superior finish, and contain materials proof against fire—as has been proved in all instances when subjected to the test. Recently one of their *Fire Kings* was in a large fire at Brantford, C. W., with a large sum of money, books, and papers in it, and all were preserved in good order—all of which speaks well for the manufacturers. Early this spring they erected a Railway Suspension Scale at Cleveland, for Messrs. Otis, Knight & Co., for weighing wheat by the car load. This scale was constructed upon a new plan invented by the senior partner of the firm (Mr. Duryee), and is well worthy the attention of all railroad companies, and others wanting such scales. This scale is of great utility, and must be far preferable to the old way of constructing them.

Railroad companies, merchants, and others are under obligations to Messrs. D. & F., and we are glad to know that they are winning golden opinions all over the land—and that their trade is very rapidly increasing. They are gentlemen of honorable dealings, and worthy of public patronage.

The advertisement of the "Rochester Scale Works" will be found on the inside of the cover of the Record. We commend those in need of anything in this line to a perusal of it.

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

CORRECTED TO WEDNESDAY OF EACH WEEK.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'D.	ASK'D
Alabama and Tennessee	1st morigage, convertible till 1872	7	1872		96
Baltimore and Ohio	Transferable. Taxed	6	1885	82¼	83¾
Do do	Coupons. Not Taxed	6	1875	84	85
Do do	" "	6	1880		82
Do do	"	7	1860		87
Do do		6	1885		92
Bellefontaine and Indiana	1st mortgage, convertible	6	1866	100	102
Buffalo and Penn. State Line	1st mortgage, not convertible	7	1866	97½	101
Chicago and Rock Island	1st mortgage, convertible	7	1870	87	92
Chicago and Mississippi	1st " "	7	1862	88	92
Do do	2d " "	7	1874	68	72½
Chicago and Aurora	1st " "	7	1866	90	92½
Cincinnati and Fort Wayne					
Cleveland, Columbus, and Cincinnati	1st mortgage, convertible	7	1859	128	130
Do do do	No mortgage, convertible	7	1855	124	127
Cleveland and Mahoning					
Cleveland, Painesville and Ashtabula	1st mortgage	7	1861	92	95
Do do	2d " not convertible	7	1861	99	100
Cleveland and Pittsburgh	1st " convertible	7	1860	92	95
do do		7	1873	85	90
Cleveland, Zanesville, and Cincinnati					
Cincinnati, Hamilton and Dayton	1st mortgage " till 1855	7	1861		95
do do do	2d mortgage	7	1868		95
do do do	3d mortgage	7	1880		90
Cincinnati, New Castle and Michigan	1st mortgage, real estate, convertible	10	5 & 10 y's	96	100
Cincinnati Western	1st " " " "	10	5 & 10 y's	90	98
Cincinnati, Wilmington and Zanesville	1st "	7	1862		94
Cincinnati, Indianapolis and Chicago					
Columbus and Lake Erie					
Columbus, Piqua and Indiana	1st mortgage, convertible	7	1862	84	86
Do do do	2d "		1852	80	83
Columbus and Xenia	1st mortgage, convertible	7	1859	118	120
Covington and Lexington	1st " " till 1862	7	1883		87½
Do do	2d " "	6	1862		95
Dayton and Michigan	1st " "	7	1867	94	97
Dayton and Western	1st " "	7	1862	90	95
Dayton, Xenia and Belpre					
Eaton and Hamilton	1st mortgage	7	1862	84	87
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.	7	1862	93	96
Evansville and Illinois	1st Mortgage, convertible 1857	7	1862	85	87
Frankfort and Lexington	1st " "	6			
Franklin and Warren					
Galena and Chicago Union	Pledge of 2d section, convertible	10	1853-6	125	130
Do do do	1st mort., 2d " not convertible	7	1862	89	90
Illinois Central	1st mortgage, not convertible	6	1875	70¾	75
Illinois and Wisconsin		10			
Indiana Central	1st mortgage, convertible	7	1866		95
Do do	" "	10	1857	99	100
Indianapolis and Bellefontaine	1st " "	7	1860-1	94	98
Indianapolis and Lafayette	" "	7	1861		95
Jeffersonville	1st " not "	7	1861	87	94
Junction (Ohio)	1st " "	7	1867	106	108
Do do	2d " "	7		104	106
Lawrenceburg and Upper Mississippi	1st mortgage, convertible	7	1866		95
Lexington and Big Sandy					
Little Miami	No mortgage, convertible 1852-4	7	1858-61	114	116
Do	" " till 1855	7	1861	117	120
Louisville and Nashville					
Lyons', Iowa, Central	1st mortgage, convertible	7	1873	8	
Mad River and Lake Erie	1st mortgage, convertible till 1855	7	1855-6	97¼	100
Do do	2d " "	7	1866	66	75
Do do	Dividend	7	1860	78	83
Madison and Indianapolis	1st mortgage, convertible after 1853	6	1861		
Marietta and Cincinnati	1st " convertible	7	1868	88	90
Maysville and Big Sandy					
Maysville and Lexington	1st mortgage, convertible	6	1873		
Memphis and Charleston					
Michigan Central	No mortgage, convertible	8	1860	103½	
Do do	" "	8	1855-6	100	102
Do do	" not "	8	1857-8		101
Michigan Southern	1st " " "	7	1860	96¼	100
Milwaukie and Mississippi	1st " " 1857	8	1862	100	101
Mobile and Ohio	1st mortgage 6s. 1884				
Nashville and Chattanooga				83	93
New Albany and Salem	mortgage on 1st section	10	1858-62		101
Do do	1st " on other sections, convert.	8	1864-75	85	87
New Castle and Richmond	1st " convertible	6	1873	87	90
New Orleans and Ohio, Ky	Gunr. of McCracken Co			86	93
New York and Erie	1st mortgage, not convertible	7	1867	115	116
Do do	2d " convertible	7	1859	100	101
Do do	Income, not convertible	7	1855	88	90
Do do	Convertible till 1861	7	1871	70	75
Do do	" " 1862	7	1862	84	88
Northern Indiana	1st mrortgage, not convertible	7	1860	95	96
Do do	2d "	7	1863	82	85
Do do	1st mortgage Goshen line			92	95
Do do	Construction Bonds			84	90
Ohio Central	1st mortgage, convertible, west section	7	1861		
Do	1st " " east "	7	1864	93	95
Ohio and Indiana	1st " "	7	1867	97	100
Ohio and Pennsylvania	" "	7	1865-6	103	104
Do do	Income. No mortgage, convertible	7	1872	85	86
Pacific, Mo					
Panama	1st mortgage, convertible	7	1866	93	96
Parkersburgh (or Northwestern Va.)	" Guar. City of Baltimore	7	1873	94	96
Pennsylvania	1st mortgnge, convorlible till 1860	6	1880		97
Peru and Indianapolis	1st " convertible	7		78	83
Rock River Valley Union	1st " convertible	7	1872	98	100
Sandusky and Mansfield	1st "	7	1860	71	75
Do do	2d "	10	1853-7	102	104
Scioto and Hocking Valley	1st " conv. coupons	7	1861	87	90
Southwestern, Tennessee					
Springfield and Columbus					
Steubenville and Indiana	1st mortgage, convertible	7	1865	84	85
Terre Haute and Alton	1st " convertible		1862-72	87	92
Do do	2d " do	8	1865		90
Terre Haute and Richmond	1st mortgnge, convertible	6	1866	100	103
Toledo, Norwalk and Clevelnnd	1st "	7	1863	84	90
Do do do	2d "			90	95
Do do do	" Guar of C. C. & C.		1883	90	95

TABLES OF RAILROAD SHARES.

☞ The following quotations are not PER SHARE, but upon the HUNDRED DOLLARS.

	shares.	off'd.	ask'd.
Baltimore and Ohio	100	53	54
Bellefontaine and Delaware	50	40	50
Bellefontaine and Indiana	50	70	80
Belleville and Illinoistown			
Buffalo and Pennsylvania State Line		120	125
Central Military Tract			
Central Ohio	50	75	80
Chicago and Rock Island		95	100
Chicago & Miss., (Alton & Springf'd,)			
Cincinnali, Cambridge and Chicago		25	30
Cincinnati and Forl Wayne			
Cincinnati Hamilton and Dayton	100	90	95
Cincinnati, Indianapolis and Chicago			
Cincinnati, Logansport and Chicago	50		90
Cincinnati Western	50	25	35
Cin. Wilmington and Zanesville	50	65	80
Cleveland, Columbus and Cin	100	100¼	105
Cleveland, Medina and Tuscarawas			
Cleveland, Painesville and Asbtabula	100	100	105
Cleveland and Pittsburgh	50	65	75
Cleveland and Mahoning			
Cleveland and Toledo	50	74	90
Cleveland, Zanesville, and Cincinnati			
ClintonLine			
Columbus and Lake Erie	50	50	70
Columbus, Piqua and Indiana	50	50	65
Columbus and Xenia	50	100	105
Covington and Lexington	50	50	66
Covington and Ohio, Va			
Dayton and Michigan	50	50	65
Dayton and Western	50	65	80
Dayton Short Line	50		
Dayton, Xenia and Belpre			
Detroit and Pontiac			
Eaton and Hamilton	25	50	60
Eaton and Piqua			
Erie and Northeast		110	112
Erie and Kalamazoo		90	100
Evansville and Crawfordsville			
Fort Wayne and Mississippi	50		
Fort Wayne and Southern	25		
Franklin and Warren			
Galena and Chicago Union	100	120	125
Greenville and Miami	50	70	75
Hannibal and St. Joseph			
Hudson River		60	55
Henderson and Nashville			
Hillsboro' and Cincinnati	50	45	55
Illinois Central 10 per cent	100	105	108
Illinois and Wisconsin			
Indiana Central	50	73	85
Do do 10 per cent	50	73	85
Indianapolis and Bellefontaine	25	78	95
Indianapolis and Cincinnati	50	60	70
Indianapolis and Lafayette	50	76	80
Jeffersonville and Indianapolis	50	72	78
Junction (Ohio)	50	90	95
La Crosse and Milwaukie	100		
Lake Erie, Wabash and St. Louis			
Lawrenceburg and Upper Mississippi	50	60	70
Lexington and Frankfort			
Lexington and Danville			
Little Miami	50	100	100
Logansport and Pacific			
Logansport and Marion			
Louisville and Frankfort	50	62	70
Louisville and Nashville	100		
Macon, Georgia	10	100	105
Mad River and Lake Erie	50	65	80
Madison and Indianapolis	50	40	50
Madison, Indianapolis and Peru	50	55	60
Marietta and Cincinnati	50	48	65
Marion and Mississiuewa Valley			
Maysville and Lexington	50	50	60
Maysville and Big Sandy			
Memphis and Charleston			
Michigan Central		87½	100
Michigan Southern		95	100
Milwaukie and Mississippi		77	82
Mobile and Ohio			
Nashville and Chatlanooga			
New Albany and Salem	50	40	50
New Orleans and Ohio			
New York Central		89	100
New York and Erie	100	48¾	50
Northern Indiana		93	100
Ohio and Indiana		76	80
Onio and Mississippi	50	80	90
Ohio and Pennsylvania	50	84	85
Ohio River and Wabash			
Owl Creek Valley			
Pacific, Mo			
Panama		94	100
Parkersburg, or Northwestern Va			
Pennsylvania	50	86	87
Peru and Indianapolis	25	68¾	75
Sandusky and Mansfield	50	55	60
Snndusky, Mausfield, and Newark	50		
Sangamon & Morgan, or Great West'n,			
Scioto and Hocking Valley	50	50	60
Southwestern Indiana			
Southwestern, Tenn			
Springfiled Mt. Vernon and Pittsb'gh.	50	65	80
Springfield and Columbus			
Steubenville and Indiana			
Terre Haute and Alton			
Terre Haute and Richmond		100	102
Toledo and Illinois			
Toledo, Norwnlk and Clevelnnd	50	78	90

STOCK TABLE.

CORRECTED WEEKLY.

Government Securities.

	INT.	DUE.	OFF'D.	ASK'D.
U. S. Loan	6	1850	103	105
Do	6	1862	115	115
Do	6	1867	116	119
Do	6	1868	116	118
Do (int. ceased July 1).	5	1853	101⅜	102
Do Coupons		1862	117½	118
Do "	6	1868	120	123
Do "		1853	100	101

State.

Alabama	5	....	90	95
Do	6	....	102	104
Arkansas	6	....	95	100
Georgia	6	....	107	108
Do	7	....		
Illinois Canal Bonds		1860	96	98
Do do registered		1860	110	110½
Do do		1847	92	95
Do do registered		1847	90	96
Do do Internal Impt.	6	1847	88	89
Do Interest do	6	....	60	64
Indiana	5	....	98	100
Do	2½	....	60	62
Do Canal Loan	6	....	93	94
Do do preferred	5	....	54	55
Do do deferred	5	....	30	32
Do special preferred	5	....	24	25
Do do deferred.	5	....	10	11
Kentucky, 30 years	6	1871	101	102
Do 15 years	6	....	107	108
Do large bonds	6	1869-72	104	105
Do	5	....	92¾	93½
Michigan	6	....	94½	96
Ohio	6	1856	102	103
Do	6	1860	106⅜	110
Do	6	1870	108	110
Do	6	1875	109	110
Do	5	1855	102	105
Do	5	1864	104	106
Pennsylvania	6	....	103	105
Do	5	1870	86	87
Tennessee, new loan	6	1890	105	106
Do Coupons	5	....		88
Virginia Coupons	6	1886	102¾	105

City Securities.

Albany	6	1867-9	106	107
Allegheny	6	1873	75	76
Baltimore	6	1870-90	99½	101
Do	5	1865	87	89
Boston Bonds	4½	1860	101	102
Chicago	6	1876-7	92	95
Covingtou	6	1881	93	95
Cinciunati	6	1860	96	100
Do	6	1897	96	100
Do	5	1884	86	87
Do W. W	6	1865	102	103
Jeffersonville, Indiana	7	1872-82	85	88
Lawrenceburgh, Ia	7	....	80	90
Louisville	6	1880	82	85
Memphis	6	1882	90	92
New York	7	1857	101	103
Do	5	1858-60	99¼	100
Do	5	1870-5	100¾	103
Do	5	1890	101	
Philadelphia	6	1876-90	90	91
Pittsburgh	6	1869-71	82	83
Do coupous	6	1883		87
Richmond	6	1882	93	94
St. Louis	6	1870	87	90
Wheeling	6	1872	105	106

County Bonds.

Bourbon, Ky	6	1881	89½	90
Darke, O	7	....	92	95
Fairfield, O	7	1862	90	92
Fayette, Ky	6	1881-2	80	84
Guernsey, O	7	1862	97	99
Masou, Ky	6	1881	80	84
McCraken co. Ky., endorsed by New Orleans and Ohio R.R.			86	93
St. Louis	6	1866	83	85
Do	7	1871	107	108

Banks.

OHIO.

Ohio Life Insurance and Trust Co	93	95
Lafayette, Cincinnati, (elosing)	113	115
Franklin do		
Commercial do		
Mech. & Traders do		
State Branches		

KENTUCKY.

Bank of Kentucky and Branches	107	108
Northern, and Branches	115	116
Southern, and Branches	103	106
Bank of Louisville	111	112
Kentucky Trust Co	99	100
Farmers' Bank of Kentucky	107	110
Newport Safety Fund Bank	98	100
Commercial Bank of Kentucky		

INDIANA.

State Bank and Brauches		

TENNESSEE.

State Bank and Branches		
Union	94	100
Planters'	97½	100

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g.
On New York	Sight	1½	1¾ prem.
Boston	Sight	1½	1¾ prem.
Philadelphia	Sight	1½	1¾ prem.
Baltimore	Sight	1½	1¾ prem.
New Orleans	Sight		prem.
England		110½	112½.

SPECIE.

GOLD.

California, ℔ oz	$17 50	@	$17 65
Spanish Doubloons	16 50	@	16 60
Patriot Doubloons	15 60	@	15 80
Sovereigns	4 85	@	4 88
Guineas	5 00	@	5 00
American, new	1 00½	@	1 01
American, old	1 04	@	1 06
Portuguese	1 00	@	1 01

SILVER.

American Dollars	1 02	@	1 04
American, halves	1 02	@	1 04
Spanish Dollars	1 05	@	1 07
Spanish Quarters	1 02	@	1 03
Mexican Dollars	1 03	@	1 04
Five Franc pieces	95	@	96

LAND WARRANTS.

	Off'd.	Ask'd
160 acre warrants	$185	$190
80 acre warrants	95	98
40 acre warrants	46½	47¾

Reported for the Railroad Record.

CINCINNATI STOCK SALES.

AT THE STOCK BOARD,

MERCHANTS' EXCHANGE

And at Private Sale.

BY HEWSON & HOLMES,

For the week ending Wednesday, August 9, 1854

THE SALES WERE AS FOLLOWS:

No Report.

MONETARY.

We have no material change to note in the Money Market at the East. There seems to be plenty of money, but a great lack of confidence on the part of capitalists; the recent transactions in the stock market has caused general suspicion, whicb it will take some time to eraeicate entirely.

Bank deposits increase, and there seems to be abundance of capital floating about, seeking temporary and secure iuvestment. We quote call loans at 6 a 7 per cent. Number one business paper, 60 a 90 days, 8 a 10 per cent. Prime paper, 4 a 6 months, 10 a 12 per cent. Railroad securities are difficult of placement.

The Stock Market has fluctuated considerably during the past week, and reached the lowest point of tbe seasou. We can discover no particular cause for this unwonted depression, other than the great amount of stocks pressing upon the market. Toward the close of the week, the market rallied, and closed at about our quotations.

For permanent investments, some of our dividend paying roads uow offer rare opportnnities, which capitalists will, undoubtedly avail themselves of.

Foreige Exchange rates at 109 a 109⅜

The stock sales of tbe week bave been a4 follows:

By A. H. NieOiay, July 31—

$1,000	Bonds, Harlem R. R. 7s. '73		$84 12½
1,000	"	" " *	84 09
1,000	"	Toledo, Nor. & Cleve.. 7s. 63*.	82 00
5 000	"	Mad Riv. & LE., 2d Mor. 7s. 65*	66 00
2,000	"	N. Y. & N. Haven, 7s. 66*	83 25
2,000	"	" "	83 00
5'000	"	" "	82 00
100	Shares Chicago & Rock Island R. R.,		84 50
100	"	Chemung "	60 00
25	"	Del., Lack. & West. Scrip. 60 per cent. paid up	79 00
100	"	Ohio Life & Trust Co	77 00

By the same, August 3d:—

$5,000	Bonds, Flnsbiug R. R., 7s. 68		65 00
5,000	"	" " *	64 00
7,000	"	N. Y. & New Haven, 7s. 66*	82 00
2,000	"	Harlem, 7s. '73	88 00
35,000	"	" " *	87 00
1,000	"	" " *	86 50
3'000	"	Chicago & Miss., 2d mort. 7s. '74	68 00
22,000	"	" " " " *	65 00
50	Shares Sixth Av. N. Y. RR. Co		70 00

N. B. Those marked thus (*) were sold with interest.

By A. H. Muller & Co., Aug. 3d—

$4.000	Bonds Canandaigua & Corning RR. income, 7s. '57		50 50
2,000	"	" " " "	46 00
2,500	"	" " conv. 7s. '64	29 50
1,000	Troy & Bost. 7s. '74		39 00

At the West, we find nothing new in Monetary affairs. The supply of capital has been fully equal to the demand, so far as strictly prime business paper is concerned, which has been readily placed at about 1 per cent. per month. Less known paper is negotiated with difficulty, and at rates, from 1½ to 2 per cent. per month, the latter tbe ruling rate.

Rail oad securities, with few exceptions, and those of the best class, can not be negotiated unless at great sacrifice.

The prospects of the money market continue to brighten, and bid fair to improve, unless some unforeseen check should again darken the horizon. Business, as usual at this season, is dull, and will continue so for a time

In the Stock Market we notice an almost entire stagnation. There are no sales made public, to any extent, from which to judge of the state of the market, Forced sales of hypothecated stocks are no criterion of value, and these are nearly all the sales now made in this market. Business will re-commence with the season, and then stocks will approximate more nearly their real value.

LIVING WITH HIS NECK BROKE.—We lately noticed the extraordinary death of Mr. Levi Bringham, of St. Johnsbury, Vt., by the act of an enraged stallion. The following singular circumstance, showing that the breaking of the neck bone does not of necessity cause immediate death, are added by a correspondent of the Rattleboro *Eagle* :—

"The fracture of the neck compressed the spinal marrow so violently as wholly to prevent it from affordiug any communication between the brain and body. As a consequence, the whole body below the fracture was paralyzed, deprived alike of sensatiou and power of motion. But he retained the full possession of his mental faculties and conversed intelligently. Not only this, but by means of the nerves not involved in the calamity of the spinal marrow the brain kept up its communication with the vital organs, and maintained the exercise of their functions for nearly two hours. But the manner in which those fnnctions were exercised was very unusual. Especially was this the case in regard to respiration. Ordinarily this is carried on mainly by the action of the intercostal muscles upon the ribs, and as these rise and subside, respiration and expiration take place. By the injury of the spinal marrow those muscles were deprived of their ordinary nervous stimulus, and consequently were wholly inactive. The whole was assumed by the diaphragm, which faithfully performed its duty while the lateral walls of the chest remained motionless. In this manner he continued to breathe during the brief remainder of his life."

BROOKLN CITY RAILROADS.—Eight cars were put upon the new city railroad tracks in Brooklyn, on the 1st of July, 1854, and run over all the routes as far as completed. Runs were made on the Sand street, Myrtle Avenue, Fulton Avenue, and Court street routes; and with the exception of some trifling defects at the curves, everything was found to work remarkably well. Brooklyn now has railroads running all over the city, for the accommodation of its sensible and intelligent citizens.

Miscellaneous.

SELF-REGULATING WIND-MILL.

Daniel Halliday, a mechanic in an obscure country villiage, Ellington, Connecticut, says the *New York Tribune*, has done what the world of mechanics have sought for in vain for centuries. He has invented and put in successful operation, a Wind-mill with *self-furling sails*. The mill built by him has five feet wings, that is, the diameter of the wind wheel is ten feet, and it has been in operation six months without a hand being touched to it to regulate the sails. It ran fifteen days at one time without stopping day or night, and it has stood through some hard gales; the beauty of the improvement is that it does stand still when the wind rages hardest, with the edge of the wings to the wind, and as it lulls they gradually resume their position for a gentle breeze, It is so contrived that nothing but a squall of great severity falling upon it without a moment's warning can produce damage.

The mill mentioned has drawn water from a well twenty-eight feet deep, one hundred feet distant, and forced it into a small reservoir in the upper part of the barn, sufficient for all farm purposes, garden irrigation, and "lots to spare." The cost of such a mill will be $50, and the pumps and pipes about $25. It is elevated on a single oak post a foot square, the turn circle being supported by iron braces. The wings are made of one longitudinal iron bar, through which run small rods; upon these rods, narrow boards half an inch thick are fitted, holes being bored thro' from edge to edge, and screwed together by nuts on the ends of the rods. This makes strong light sails, but as will be seen are fixtures not to be furled or clewed up; but they are thrown up edge to the wind by a very ingenious and simple arrangement of the machinery, which obviates the great objection to windmills for farm use; the necessity of constant supervision of the sails to suit the wind.

Wind is undoubtedly the cheapest power that a farmer can use, and, notwithstanding its inconstancy, if this improvement operates as well as it bids fair to in the single mill erected, it will be applied to many valuable uses. By wind-mills swamps may be drained and upland irrigated. What an advantage would be the latter in such a drouth as prevails now in many parts of the country, beside the great amount of fertilizing matter in water at all times. The wind-mill could be used too for all grinding of grain for farm use, driving the washing-machine and churn, pumping the water from the well or spring—often one of the hardest kinds of labor about the house. Liquid manure, and the solid excrement made of liquid, could be sent a field through leading pipes by the same power.

We do earnestly hope for the success of this improvement—that it will not only be an ornament but a thing of usefulness to many American farmers.

SUCCESSFUL SURGICAL OPERATION.

A singular case happened in the practice of D. A. G. Walters, of this city. George Keeny, a resident of Indianapolis, has had for the last ten years an obstruction in the vision of the right eye, occasioned by the presence of a living body, which floated or moved in the liquid of the anterior of the eye. It was quite small at first, but within a year or two had increased in size and activity, so as not only to obstruct the vision, but be productive of great pain.

Two attempts had been made by eminent surgeons in Cincinnati, and Louisville, to remove it, but in vain, as the little animal succeeded in eluding capture. The patient put himself under the care of Dr. W., who succeeded in relieving him, by making an incision into the eye, only large enough to allow of the introduction of a minute pair of forceps, and carefully guarding against the escape of the aqueous humor, which baffled the other surgeons, as, when the animal found it leaving him, it shipped into the posterior of the eye, and could not be reached. He thus seized and removed it. It was a worm, about one eighth of an inch in length, by a sixteenth; was a milky color, and very active.

After catching the worm, the Doctor was compelled to enlarge the incision in the cornea, for the purpose of removing it. Cases similar to the present have been occasionally observed, and the worms are similar to those found frequently in the stomach, and sometimes, though very rarely, in the inner ear, from which, in a case in Pittsburg, Dr. W. extracted one two inches in length.

The interest of this operation is increased by the fact, that the animalcula had twice before eluded capture, owing to its activity in retreating to its fastnesses, beyond the reach of the surgeon's instruments.—*Pittsburg Journal.*

Stock Frauds.—The Legislature of New Hampshire have moved in the matter of over-issues of shares in the stocks of corporations and have passed the following law, to take effect after July 15th:

"Any president, cashier, treasurer or secretary, or any other officer or stockholder of any bank, railroad, manufacturing or any other corporation in this state, who shall knowingly, falsely and wilfully, sign, issue or cause to be issued, any shares in the capital stock of their respective corporations, other than those authorized in their charters, or by some amendment thereto, shall be deemed and adjudged guilty of felony, and when duly convicted thereof, shall be punished by a fine not exceeding one thousand dollars, and imprisonment in the State Prison for not less than one or more than seven years, at the discretion of the court."

This example should be followed by every state legislature in the country, that the public may be protected from such infamous transactions, now called merely "breaches of trust" by the law, but considered by the community as frauds of the worst character.

Locomotive Turn Tables.—We would call the attention of Railroad Companies to the advertisement of D. M. Carhart, as it appears in our columns.

Mr. Carhart has manufactured these tables for a number of years, and for the greater number of the Western Companies, and has, in every instance, we believe, given full satisfaction. A perusal of the references offered, will give evidence of the estimation in which they are held.

Mr. Carhart, also, builds draw and other bridges.

Companies needing Turntables, would do well to communicate with him before making bargains elsewhere.

Peoria & Bureau Valley Railroad.—The rail has been laid on this road from its junction with the Chicago and Rock Island railroad to within three miles of Henry on the Illinois river. About thirty hands are at work on that portion of the road, which will be completed to Henry in a few days. The road is very good for a new one, and it runs through a finely cultivated country.—*La Salle Herald.*

ACKNOWLEDGEMENTS.

The Steam Engine: By Dr. Lardner, with additions and Notes, by James Renwick, LL.D., of Columbia College, N. Y. Sixth American from the fifth London edition, profusely illustrated with engravings and cuts.

The original work by Dr. Lardner, upon the Steam Engine, was considered one of the best elementary works for popularizing the subject, ever issued. The present edition may be said to be a *new* work rather than a new edition, inasmuch as it has been almost entirely re-written, and much enlarged; three new chapters having been added; thus embracing all the new improvements of the day, in Steamboat, Stationary, or Locomotive Engines.

It contains a great amount of matter pertinent to the subject, which will greatly assist persons desiring an insight into the principles of the Steam Engine.

It is published by Messrs. A. S. Barnes & Co., New York, and for sale in our city by Truman & Spofford.

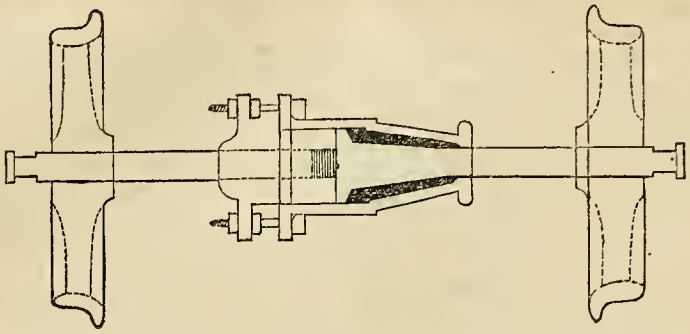
Hunt's Merchants' Magazine: The August number of this valuable journal is at hand, replete, as usual, with standard valuable matter.

We commend to the public the leading article upon the Russo-Turkish question, and the able article upon the recent fraud in Wall street, New York.

The Western Journal and Civilian:—Traber & Cobb, Editors, St. Louis, Mo. The June number of this valuable monthly is at hand, and contains able articles upon Agriculture, Manufacture, Internal Improvement, and statistics of Western affairs generally, which we find very valuable.

It is published monthly, at $3 per annum.

DENNEY'S DIVIDED CAR AXLE.



PATENTED JANUARY 31ST, 1854.

THE ATTENTION OF RAILROAD COMPANIES is respectfully invited to an examination of the merits of this valuable invention, which offers to add largely to the safety of life and property.

The valuable feaiurcs of this arrangement of axle are, a saving of full fifty per cent. in motive power on crooked roads: the rails are protected from being destroyed hy the flanges of the wheels coming in contact with them on the curves, as is the case with the stiff or rigid axle, which not only destroys the rail but puts a constant strain upon the wheel and axle, causing the wheel on the inner rail to trip or revolve upon the rail under the weight of the car and its load, while the opposite wheel is traversing its greater distance; the tendency of which, is to wear the wheel flat, and cause it, or the axle, to break sooner or later. There is less danger of the carleaving the track from its having become spread.

Axles fitted in this way do not reqnire to be near so large, and yet contain more strength than the common axle, for the reason that the liberty given to the wheels, which allows them to accommodate themselves to the cnrvatures of the road, removes wholly the strain thrown upon the ordinary axle; and therefore, it requires no more strength of iron at any point between the wheels. than is contained in the hearings, which in the ordinary axle, is not more than one-third of the strength of the other portions of the axle.

The elongated bearing which forms the connection is so proportioned as not to wedge or become tight in the alloy, the wear being almost imperceptible, requiring to be set up not oftener than once in twelve months, hy a slight tightning of the screw nuts. If, from long service, the alloy becomes worn out, it ean hc refilled, making it as perfect as when first fillod up, and the gauge of the wheels will never become changed so as to injure the running of the car.

It is after a series of tho most careful experiments, conducted through a period of time sufficient to test in the most satisfactory manner, the real merits of divided car axles, and a thorough and practical test in real service of over two years, that we now offer to Railroad Companies one that we are assured will give universal satisfaction in its operations, and both simple and cheap in its construction.

We are now ready to dispose of rights to use the above axle on the following terms: We guarantee full and perfect satisfaction hy giving ample time to thoroughly test its merits, and will require no payment to be made until such satisfaction has heen given. All applications to he made to

SAMUEL L. DENNEY,
Christiana, Pa.
Or, to **CHRISTIAN UMBLE,**
Gap, Pa.

jy.10†

NOTICE TO CONTRACTORS.

Ashtabula and New Lisbon Railroad.

ON and after the 5th of August, 1854, proposals will be recived at the Company's Office in Ashtabula, for the Graduation, Masonry and Bridging of about 36 miles of the Northern Division of said road, extending from Ashtahula Harbor, south, to Bristol, in Trumbull county.

The work will he divided into sections of about one mile each. Maps, profiles. plans, specifications, &c., will he ready and open at the office in this place, from August 15th, and until September 1st.

Contractors are invited to propose for the whole work. The work will declared off as soon after the 1st day of September next, as proposals shall be received and approved.

R. W. GRISWOLD, President.
WILLIAM HALE, Chief Eng.
Ashtabula, July 17th. 1854. au.10-tf.

NUGENT'S COLLEGE
OF
ENGINEERS & MECHANICS,
PUBLIC SQUARE, CLEVELAND, OHIO;

C. NUGENT, C. E., Principal.

THE design of this Institution is to afford young men an opportunity of acquiring a knowledge of the profession of Civil Engineering, and to Mechanics and Tradesmen a sound theoretical and practical knowledge of Mathematics, Architectural and Mechanical Drafting, Plain and Ornamental Penmanship, &c. For further particulars address the Principal. au.10.

GEORGE MILNE. GEO. M. REED.

GEORGE MILNE & CO.

BANKERS, EXCHANGE AND BILL BROKERS.
No. 19 West Third Street,
CINCINNATI, O.

T. S. GOODMAN & Co.,
No. 101 Main St. west side, bet. 3d and 4th Sts
CINCINNATI.

Locomotive for Sale.

ONE 8 wheel, 16 ton Engine, Cylinder 13 hy 20, 4½ feet driving wheels, 2 pair drivers connected, and truck. Tender holding about 1400 gallons.

The Engine is in good condition; manufactured by Rogers, Ketchum & Grosvenor, Patterson, N. J.

Address ENOCH JOHNSON,
Sup't C., Z. & C. RR.
jy.20-tf. Akron, Ohio.

James' Railroad & Route Book
NEW EDITION:

Containing a list of all the Western and Southern Roads, with distances, fares, connections, etc., etc. Price, 15 cents. J. A. & U. P. JAMES,
Publishers, 167, Walnut st., Cincinnati, O.

STEREOTYPE FOUNDRY,
AND AGENCY OF
L. JOHNSON & Co.'s TYPE FOUNDRY.

C. F. O'DRISCOLL, (Successor to A. C. JAMES,) is prepared to execute in the best manner all kinds of

STEREOTYPING,

including Books, Pamphlets, Music, and Jobs of every desoription. He will keep on hand an assortment of

Card and Job Type, Cuts, Rules, &c. &c.

from the foundry of L. JOHNSON & CO., of Philadelphia, and will furnish to order PRINTING MATERIALS OF EVERY KIND,

AT THE FOUNDRY PRICES.

C. F. O'DRISCOLL,
No. 167 Walnut Street,
Cincinnati, O

Cincinnati, Harrison & Indianapolis Straight Line Railroad,

NOTICE is hereby given that the annual meeting of the stockholders of the Cincinnati, Harrison & Indianapolis Straight Line Railroad Company, for the election of Directors, and for such other business as may come before them, will be held at the office of the Company in Cincinnati, on THURSDAY, the 10th day of August next, at 10 o'clock A. M. The Polls for said election will be kept open from 10 o'clock, A. M., to 4 o'clock, P. M., of said day By order of the Directors.
jy.20-tt J. W. TABER, Sec'y.

OFFICE OF THE AGENCY OF THE

Indianapolis and Cincinnati Junction Railroad Company.

No. 23 West Sixth Street, bet. Main and Walnut Sts.,
CINCINNATI.

THE following Directors of the above company, re-elected on the 20th inst., at Connersville, Ia., to serve for one year, viz:

JOHN WOODS, President.
John D. Jones, Cincinnati.
Jonathan M. Rideuour, College Corner.
Samuel W. Parker, Connersville.
George Hibbon, Rushville.
James Blake, Indianapolis.
Wm. M. Smith, Connersville.

This road connects with the Cincinnati, Hamilton and Dayton Railroad at Hamilton, thence to Oxford, College Corner, Liberty, Brownsville, Connersville Rushville, Burlington, Morristown, Palestine and Indianapolis, passing through five of the best counties in the state of Indiana, viz: Union, Fayette, Rush Hancock and Marion.

M. JONES, Ag't,
Junction Railroad Co.
Jannary 7th, 1854. jan. 12-tf.

ADRIAN H. MULLER & CO.,
AUCTIONEERS
Of the City of New York.

Hold their regular Anction Sales of Stocks, Bonds and other Securities every Wednesday at 12½ o'clock, at the Merchants' Exchange. They would respectfully tender their services in the negotiation of the same, either at private or public sale.

Office, No. 2, Pine Street, corner of Broadway, Metropolitan Bank Building.

REFERENCES BY PERMISSION:

Moses Taylor, Esq.; W. W. DeForest, Esq.; Geo. S. Robins, Esq.; Dow D. Williamson, Esq., Pres. Farmers' Loan and Trust Co.; Wm. F. Hayemeyer, Esq., Pres. Bank North America; Edward Whitehouse, Esq.; Messrs. Camman & Co.; Messrs. Carpenter & Vermilye; Messrs. Fisher, Denny & Co.; Messrs. Wm. & Jno. O'Brien; Messrs. Week, & Co. mh9 6*

For Sale.

AN ALLIGATOR SQUEEZER, complete, entirely new and in perfect order to he put up at once. It is of the most approved construction with cam, cam-shaft and pedestals, and with heavy driving gearing for intermediate shaft, if required hy the purchaser, and will he sold at a hargain.

For further particnlars, address
ROBERT BRIGGS, Jr.
Sup't Rensselaer Iron Works, Troy, N. Y

Also, for sale, Seven Dimpfel Patent Fans, 2 feet by 9 inches, second hand. Apply as above. [jy.13-6t.

ALBERT H. NICOLAY,
AUCTIONEER.

HOLDS his regular auction sales of Stocks, Bonds, and other securities, every Monday and Thursday, at 12½ o'clock, at the Merchants' Exchauge. First class Stocks, and Bonds, at private sale.

Office No. 4 Broad street, New York.

GUNPOWDER,
MANUFACTURED BY
The Hazard Powder Company,
HAZARDVILLE, CONN.

H. G. HAZARD, President.
A. E. DOUGLASS, Secretary.

The undersigned are always prepared to furnish Mining and Blasting Powder to any extent, delivered at any point on the lines of railroads, or other places of public improvements in the West or South, at the very lowest rates. Also, SAFETY FUSE of the best Eastern manufacture.

We would respectfully urge all contractors and consumers to call upon or correspond with either of us before arranging for their supplies elsewhere.

To the trade generally we would offer all the brands of Sporting and Rifle Powder manfactured by the above coucern.

M. D. W. LOOMIS,
Southeast corner Main and Second Sts.,
Cincinnati, O.
S. H. LOOMIS,
Nashville, Tenn.
August 16, 1853.—au18†

JAMES W. HOOKER,

Commission Merchant,

AGRICULTURAL WAREHOUSE,

—AND—

MACHINERY DEPOT,

35 Lloyd Street,

BUFFALO, N. Y.

Commission Dealer in Portable and Stationary Engines Iron Planers, Lathes, Universal Checks, Belting, Oils, Rubber Packing and Hose, Scales, Safes, Mill Stones and Machinery generally. Post Paid Letters will receive prompt attention,

je. 1-tf.

ENGINEERING!!

The undersigned is prepared to furnish SPECIFICATIONS, ESTIMATES, AND PLANS, In general or detail of all kinds of

Steam Vessels, Engines, Boilers, Mill Work, &c

Particular attention given to the superintending of LOCOMOTIVES, TENDERS, CARS,

And Railway Machinery of every Description,

While under construction.

AGENT FOR THE PURCHASE of, on commission, all articles required for Railroads, Steam Vessels, Locomotives, Engines, Boilers, Machinery, &c.

General Agent for

ASHCROFT'S STEAM GAUGE, ALLEN AND NOYES' METALIC SELF ADJUSTING CONICAL PACKING, DUDGEON'S HYDRAULIC JACK,

Also, for Water Gauges, Indicators, Steam Whistles, &c., &c.

CHAS. W. COPELAND,
Consulting Engineer,
64 Broadway, N. Y

s 5-tf

Norris' Locomotive Works,

PHILADELPHIA.

ENGAGED for many years in manufacturing Locomotives, offer to Railroad Companies to construct of any plan or size,

LOCOMOTIVES OF SUPERIOR QUALITY.

Our facilities for doing work have been largely increased this year, and orders can be executed with dispatch.

Jy. 27. RICHARD NORRIS & SON.

TO RAILROAD COMPANIES.

THE subscriber, manufacturer and agent for manufacturers of railroad materials, would solicit from railroad managers in the West their orders for

RAILROAD SPIKES, CAR AXLES, RUBBER SPRINGS, RUBBER HOSE, LOCOMOTIVE TIRES, SPRING STEEL, CAST STEEL, NUTS AND WASHERS, LOCOMOTIVE LANTERNS, ETC.

A. S. WINSLOW,
9 and 11 West Second Street,
mr. 24 † Bet. Main and Walnut Sts. Cincinnati.

Locomotive Tires and Car Axles.

THE undersigned is prepared to supply Railroad Companies and Builders with Tires and Axles of superior quality and finish, made from faggotted charcoal iron, formed and finished entirely under the hammer. For the character of the manufacture he refers to builders and companies who have used them in the West.

A. S. WINSLOW.

mr.24-†] 9 and 11 WestSecond St., Cincinnati.

ENGINEERS' MATERIALS.

EGGERS & CO.,

WHOLESALE DEALERS IN

PAPER & STATIONERY,

Since first January,

No. 127 Walnut St., bet. Third and Fourth.

CINCINNATI,

Keep the most complete stock in the West of every thing used by Engineers. On application, a catalogue with prices will be forwarded. [jy.21-†.

To Railroad Contractors, Quarry Men, &c.

THE attention of those interested is called to ASH'S IMPROVED HORSE POWER ROCK DRILL, for Railroad Excavation, Stone Quarrying, Well Boring &c.

This Drill is worked by HORSE POWER, requiring but one horse and one man, to keep it constantly at work, with great ease and velocity, performing 60 strokes per minute. It is cheap of construction and repair. The AUGER weights from 300 to 500 pounds, will drill a perpendicular or inclined hole FOUR INCHES IN DIAMETER, at the rate of from 8 to 16 feet per day in ordinary lime stone. It has drilled 2 feet in one hour.

For rights to use for Counties or States, apply to the Patentee. WILLIAM F. ASH,

May 20, 3* Springfield, Ohio.

MUSKINGUM WORKS,

ZANESVILLE, OHIO.

DOUGLASS, SMITH & CO.

WOULD respectfully call the attention of Railroad Companies to their establishment at Zanesville They are prepared to execute orders, on short notice, for

Passenger Cars of the most superior description,

Second Class Passenger, Mail Express, and Baggage Cars; Freight, Cattle, four or eight wheeled Gravel Cars.

We manufacture a superior

CAR WHEEL,

Over 2500 of which are now running on the Central Ohio Railroad, and many of these have been in use on the road over two years, having in that time only three to crack, and two to be renewed in consequence of the wearing of the Chill. We have also commenced the manufacture of the celebrated

WASHBURN WHEEL,

And are prepared to furnish this wheel, with or without axles. Also, castings for Cars fitted to order at the shortest notice.

BOLLMAN'S PATENT IRON & WOOD BRIDGE.

We are also agents and builders of the above celebrated Bridge. Are now placing upon the piers an iron bridge on this plan over the Muskingum river at Zanesville. We are ready to contract with companies for the construction of this Bridge. All orders addressed

DOUGLASS, SMITH & CO.,
au4tf. Muskingum Works, Zanesville, O.

Railroad Car Findings.

BRIDGES & BROTHER,

64 Courtlandt Street, New York.

Wheels & Axles, Jaws, Boxes, and Castings Fitted

Wrought Nuts, Bolts, & Washers,

Engine and Car Screw Bolts, all sizes; Coach Lag and Telegraph Screws,

LOCOMOTIVE ENGINE LANTERNS,

From the best Manufacturers, and at their prices. Car Hand, and Signal Lanterns.

Cotton Duck for Car Covering,

Of any required width to 124 inches.

ENAMELLED HEAD LININGS,

Plush and Curled Hair.

Hand Cars and Baggage Barrows. Passenger, Freight-Car, and Switch Locks, Door Knobs and Butts. Brass and Iron Wood Screws. Brass and Silver Plated Trimmings for Windows and Seats. Varnish, Coach Japan, and Glue; Paints, Varnish and Glue Brushes.

Silver Plated and White Metal Letters. Engine and Signal Bells, anti-friction or Babbitt Metal.

Portable Forges and Jack Screws.

Hemp Packing,, American, Russia, and Italian. Conductors' Badges and Baggage Checks. Iron, Bronzed and Brass Hat Hooks. Ventilators and White Metal Rings. And all other Articles pertaining to Cars.

ALBERT BRIDGES,
Late Davenport & Bridges, Car Manufacturers,
Cambridgeport, Mass.
ALFRED BRIDGES,
Late Davenport, Bridges & Co., Fitchburg, Mass.
†oc6

G. ESCOL SELLERS.....C. D. DANA.

SELLERS & DANA,

AGENCY FOR THE SALE OF

Railroad Materials and Machinery,

THIRD STREET, (west of Burnet House.)

CINCINNATI, OHIO.

HAVING OPENED a depot for the sale of all articles used by Railroad Companies, we will fill orders promptly at manufacturers' prices, and are now prepared to furnish

Locomotives, Cars, Car-Wheels, and Axles. Ames' Tire and Crank Axles, Chairs and Spikes. Locomotive Head Lights, (of several makers) Car, Conductor's, Signal, Switch, Stoker and other Lanterns. Drawbridge and cross Road signal Lights; Gum Packing and Hose, assorted Car Trimmings, Enameled head and seat Linings, Plated and White Metal Letters.

—ALSO—

Machinists' Tools, particularly adapted to Railroad Work, Mill Work, Shafting and Shop outfits, Punching and Shearing Machines, for Boiler Work; Planers, Lathes, Drills, Portable Forges, etc., etc. Oak-Tanned Belting, of superior quality of all sizes.

Jy.13.

TYLER DAVIDSON & CO.,

Agents for the

BOSTON BELTING COMPANY

India Rubber Machine Belting in any quantity, from 2 to 20 inches.

India Rubber Steam Packing;

Mixed	do	do	1-32 to ¼ inch thick.
Plain	do	do	1-32 to 1 inch thick.
Pure	do	do	

Pipe and Manhole Rings, all sizes;

Square or Rope Packing, do.

HOSE.

India Rubber, Hydrant, Conducting, Fire Engine, and Locomotive, of all sizes, manufactured from the best of Vulcanized Rubber, and for sale only by the agents.

Car Springs, and all other kinds of Vuleanized India Rubber used for Mechanical and Manufacturing purposes.

The undersigned, having been appointed Agents of the Boston Belting Company, beg leave to advise Dealers and Consumers that they are now prepared to supply the above goods in any quantities, on the most favorable terms. On hand and for sale,

50,000 Feet Vulcanized India Rubber Machine Beltings, from 2 inch to 20 inches, 3 and 4 ply.

TO STEAMBOATS AND RAILROADS.

India Rubber Hose, for Pavements, Streets, Gardens, Locomotives, Engines, etc.

40,000 feet Hose, 3, 4, 5, 6, and 7 plys, suitable for pavements, streets, gardens, locomotives, fire engines, etc., 1 to 3 inch, warranted extra quality. Also,

THE vuleanized India Rubber Break Springs now in use by all the Eastern Railroads, and posessing decided advantage over the Steel Springs now in use, for the following reasons:

1st, They are much easier put on.

2d, They are a great deal cheaper.

3d, They are much more durable than steel, and no time lost in making them, the weather having no effect on them.

ALSO—Large 6 inch hose for water stations. This is a new and important invention. The coldest weather will have no effect on them whatever They are warranted to remain as pliable, in the COLDEST of weather, as they are in 150 Fahrenheit heat.

Armitage Anvils,—10 casks, assorted weights now in store.

Allen's Revolvers and Self-Cocking Pistols.—Now in store, a large assortment of the above, 3, 4, and 5 inch Revolvers; 3, 4, 5, and 6 inch Pocket Pistols. Also, Dueling Pistols.

Leland's Superior C. S. Car and Auger Bitts.—All sizes.

Brass Kettles, and Sheet Brass, &c.—Brass Kettles, assorted from 6 to 30; Sheet Brass assorted from No. 0 to 30; Brass Wire, do do do.

Star Breast Chains.—Four casks of those superior double-linked Chains, just received.

Walker's Trace Chains.—70 casks of those superior goods, warranted full length and sizes, 8 to 20 links, straight and twisted, now in store.

American Anvils.—Eagle brand, faced with with east steel, and warranted by the manufacturers equal to Armitage's Mousehole.

Plated Spoons.—Plain, tipped, and threaded heavy plate, on best quality of Germau Silver.

Premium Gimlet Screws.—10,000 gross just received.

Mill Saws. Hoe & Co.'s C. S. Wm. Rowland's, and W. H. Rowland's 6, 6½, 7, 7½, and 8 ft

Cross Cut Saws.—Hoe & Co.'s C. S., John ockerell's C. S. and G. S.; Wm. Rowland's and W. & H. Rowland's 5, 5½, 6, 6½, 7, 7½, and 8 feet Also, 4 and 4½ feet Tennon Saws.

Axes.—1000 doz. Axes, assorted Yankee and Kentucky patterns, first, second, and third quality

Nails.—4000 kegs Shoenberger's and Wheeling Nails, now in store.

For sale by TYLER DAVIDSON & CO.,
mr 3 140 and 142 Main street

Baltimore & Ohio Railroad.



380 MILES BETWEEN WHEELING AND BALTIMORE.

THIS Road was opened to the Ohio River in the spring of 1853, and has already established a high character with the business community of the West. Its facilities for the transportation of freights are already superior to those of any other great through line—while the attractions of the country through which it runs, and its many admirable provisions for the expedition, comfort and safety of travelers, it has received such favor as a passenger road, (with its present connections,) as to show that it will become the preferred route for all portions of the West and South-West as soon as its further connections are formed by the completion of the Central Ohio, North-Western Virginia and other Railroads now rapidly finishing.

FOR PASSENGERS BY THIS ROUTE,

Through Tickets from all Parts of the West,

ARE NOW SOLD IN

Cincinnati, Louisville, Madison, Indianapolis, St. Louis, Chicago, Toledo, Detroit, Cleveland, Columbus, Zanesville and other Cities.

AT ALL OF WHICH ARRANGEMENTS HAVE BEEN EFFECTED

For Sending Travelers Direct to

WASHINGTON, BALTIMORE, PHILADELPHIA, NEW YORK, and other ATLANTIC CITIES.

FOR FREIGHTS IN EITHER DIRECTION

The fullest accommodations are provided. In motive power and Cars, the company has abundant resources, which are being further extended to meet the demands of Western Trade. In the dispatch and regularity of transpart, and in the careful landing of property, this road challenges a comparison with its rivals. At Baltimore, the road connects directly in the streets and at the wharves with the

PHILADELPHIA AND NEW YORK RAILROADS,

The numerous Steamers of the Parker Vein Line to New York and Boston, the Eriesson Steamers by Canal to Philadelphia and New York,

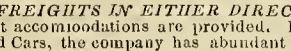
And various other Lines of Steamers and Sailing Vessels to the Eastern Ports, and to Richmond, Norfolk, Charleston, Savannah, etc.

J. B. FORD is the Company's Receiving Agent at Wheeling.

WM. G. HARRISON, President. *JOHN H. DONE*, Mast. of Transportation,

je. 8† Baltimore.

Covington and Lexington Railroad.



OPEN to Cynthiana, 66 miles. Two Daily Passenger Trains.

On and after Thursday, May 25th, and until further notice, Trains will run as follows:

Express Train leaves Covington at 8 o'clock, A. M. stopping at Benton, Domossville, Butler, Falmouth, Callenville, Boyd's, Berry's, Robinson's and Garnett's only, and arriving at Cynthiana at 11.50 A. M. Returning, leave Cynthiana, at 1.30 P. M., stopping at the above stations, and arriving at Covington at 5.30 P. M.

Passengers for Paris and Lexington, by taking the above train, will take dinner at Cynthiana, and by Messrs. Thurston and Thompson's line of Omnibusses, will reach Paris at 4 o'clock, P. M. The Evening Train of the Maysville and Lexington Road, leaves Paris at 5 o'clock, P. M., enabling passengers by this route to reach Lexingtoo at 6 o'clock, P. M. Returning, leave Lexington by the 7 A. M. Train of the Maysville and Lexington Road for Paris, loave Paris by Messrs Thurston & Thompson's line of Omnibusses at 8.30 A. M. arriving at Cynthiana in time for dinner, and connect with the train for Covington at 1.30, P. M., arriving at Covington at 5.30 P. M.

Accommodation Train leaves Cynthiana at 6 o'clock A. M., stopping at all regular and flag stations upon the road, and arriving at Covington at 10.10 A. M. Returning, leave Covington at 3.15 P. M., stopping as above, and arrive at Cynthiana at 7.40 P. M.

Passengers by this train can loave home in the morning, pass five hours in Covington or Cincinnati, and return homo before dark.

The Express Train will stop only at the stations named. Passengers for other points must take the Accommodation train.

Freight trains, for the present, will leave Covington Mondays, Wednesdays and Fridays; leave Cynthiana Tuesdays, Thursdays and Saturdays.

Freight will be received at Covington and Cynthiana up to 4 o'clock P. M., for the train of the following morning.

J. M. DOUGHERTY,
jy. 20. Superintendent.

Myers' Patent Cylindrical Car.

NOTICE.—The Subscriber having become proprietor of MYERS' PATENT CYLINDER CAR, for a considerable portion of Western territory, including the State of Ohio, offers the same to Rail Road Companies on favorable terms. The public will be furnished within a shorttime with complete explanations of its operation, together with the results of actual experiments testing its applicability to all the uses for which it is recommended. W. CLOUGH,
South-western Car Works.

Madison, Indiana, May 11.

Indianapolis and Cincinnati Railroad, via Lawrenceburgh.



Through to Chicago in 15 Hours!

Shortest line to Indianapolis, Terre Haute, Lafayette, and Chicago.

Through from Cincinnati to Indianapolis in six hours. and to Chicago in 15 hours!

TWO TRAINS DAILY, Boat or Cars, each way, (Sundays excepted,) Passengers who prefer taking Steamboat for the first twenty miles, will go by the Steamer **Forest Queen**, foot of Main street, at 12 M.

Those who prefer the Cars for the whole distance, will go by the regular passenger trains of the

OHIO & MISSISSIPPI RAILROAD,

Which leave Cincinnati at 6.30 A. M. and 3.45 P. M.—The train which leaves Cincinnati at 6.30 A. M. connects at Lawrenceburgh with the Indianapolis and Cincinnati Railroad train for Indianapolis, Lafayette, Terre Haute, Michigan City and Chicago.

Baggage checked through and a Baggage Master accompanies the same.

Fare from Cincinnati to Indianapolis..... $3 00
Do do Lafayette..... 5 00
Do do Chicago..... 9 00

At Shelbyville passengers may take the Jefferson, Rushville, Kingstown or Columbus Cars.

GEO. HAVEN, Sup't.

Through tickets may be procured on board the boat, or at the Office of the Ohio and Mississippi Railroad, Fourth street, near Vine, or of

C. S. RUSSELL Ag't.
Ind. and Cin. R R. Office, corner of Main and Water streets, Cincinnati.

☞ Omnibusses will call for passengers, by leaving their names at either of the above offices.

Cincinnati, June 1†.

Cincinnati, Logansport & Chicago Railroad.



TO CHICAGO IN 15 HOURS.

ALL THE WAY BY RAILROAD.

TWO daily trains, at 6 10 A. M. and 3 30 P. M. Cincinnati, Hamilton and Dayton Railroad.

BAGGAGE CHECKED THROUGH.

FARE:

From Cincinnati to Indianapolis..... $3 00
do do Lafayette..... 5 00
do do Chicago..... 9 00

For information and through tickets, please apply at the General Railroad Ticket Office, No. 169 Walnut st., next door below the Gibson House, or at the Sixth street Depot.

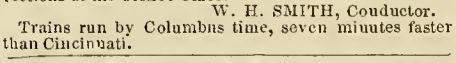
JOHN W. SHIPLEY, Agent.

The Hamiltou and Daytou Railroad Omnibus Liue will call for passengors in any part of the city by leaving directions at the Ticket Office.

W. H. SMITH, Conductor.

Trains run by Columbus time, seven minutes faster than Cincinnati.

Change of Time on Cincinnati, Hamilton, Eaton & Richmond Railroad.



ON and after TUESDAY, April 4th, 1854, the Morning Train for Richmond and Indianapolis, will leave Depot, foot of Sixth street, at 6.10 o'clock, A. M.

Passengers by this Train connect at Indianapolis with the 1 o'clock, P. M. Train on Lafayette and Indianapolis Railroad for Lafayette and Chicago; arriving at Chicago by 9 o'clock, P. M., of same day, being 9 hours less time than by any other railroad route leaving Cincinnati.

Also, connect at Indianapolis with 1.15 P. M. Train for Terre Haute.

Trains for St. Louis leave Chicago at 11 o'clock P. M., after the arrival of 1 P. M. Train from Indianapolis in the morning, making this the quickest route by far between Cincinnati and St. Louis.

Evening Train will leave as usual, at 3.30 P. M. connecting at Richmond with 7 P. M. Train for Indianapolis; arriving at Indianapolis at 10.30 P. M.

FARE—Cincinnati to Richmond..... $1 75
Cincinnati to Indianapolis..... 3 00
Cincinnati to Chicago..... 9 00

ap. 6 D. M. MORROW, Sup't.

Marietta & Cincinnati Railroad.

OPEN between CHILLICOTHE and GREENFIELD, Connected by Stage at Hillsborough, with Hillsborough and Cincinnati, and Little Miami Railroad Trains, forming a through daily line each way.

On and after Monday, the 8th of May, passenger trains will run as follows, viz:

Leave Chillicothe at 9 00 A. M.
Returning do Greenfield at 5 30 P. M.

Passengers from Cincinnati leave by Little Miami Railroad, at 7 40 A. M., dine at Hillsborough and reach Chillicothe the same Evening.

Fare from Cincinnati to Chillicothe, $3 45.

J. W. STOWELL,
Chillicothe, May 6th, '54— Sup't.

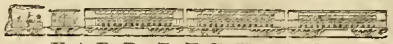
TO BUFFALO, NIAGARA FALLS, BOSTON AND NEW YORK,

VIA

Cincinnati, Hamilton and Dayton,

AND

Mad River and Lake Erie Railroads!



FARE REDUCED!

ONLY FOUR DOLLARS FROM CINCINNATI TO BUFFALO ! !

SEVEN HOURS RAILROAD RIDE

FROM CINCINNATI TO THE LAKE.

ONLY ROUTE FREE FROM DUST ! ! !

FOUR DOLLAR TICKET GOOD ON ALL TRAINS.

☞ Hamilton and Dayton Railroad the first to reduce the Fare.

Passengers leaving on 6 A. M. Train have three hours at Dayton.

Through from Cincinnati to Sandusky without change of cars.

Baggage checked to Buffalo.

Depot in the west end of the city, on Sixth street.

☞ Cheapest and most pleasant route between Cincinnati and the Eastern Cities.

Passengers leaving Cincinnati by 8.20 Morning Train, on Cincinnati, Hamilton and Dayton Railroad, arrive at Sandusky at 4 P. M., and go immediately on board the splendid and gorgeous steamers,

ST. LAWRENCE..... Capt. Mead.
MISSISSIPPI..... Capt. Hazard.

And arrive at Buffalo next morning, after a refreshing night's sleep, in time for early trains to Niagara Falls, New York, Boston, etc., arriving in New York in time for supper.

The roads composing this route from Cincinnati to the Lake are laid throughout with heavy T rail, and in construction of track, rolling machinery, comfort of cars, and general management, and almost entire freedom from dust, are not surpassed by any in the West. It passes through the densely populated and highly cultivated valleys of the Great Miami and Mad Rivers, also, running through the large and beautiful towns of Hamilton, Dayton, Springfield, Urbana, Bellefontaine, Kenton, Carey and Sandusky.

The Steamers of this Line were built expressly for comfort, safety and speed, and no efforts will be spared to render comfortable those who may patronize them.

By this route passeugers have four or five hours daylight on the Lake. Each boat is provided with splendid bands, for the especial accommodatiou of pleasure travelers, and every facility is afforded to dancing parties.

Reserved State Rooms will be telegraphed for, by passengers leaving their names at the Ticket Offices.

The following rates of Fare includes Meals and State Rooms on Lake Steamers.

FARE.

From Cincinnati to Buffalo..... $ 4 00
From Cincinnati to New York (RR. from Buffalo) 11 50
From Cincinnati to N. Y. via Hud. Riv. Steamers. 10 50
From Cincinnati to Boston..... 14 00
Montreal..... 13 00
Burlington..... 12 00
Rutland..... 12 50
Bellows Falls..... 13 00
Concord..... 13 50
Lowell..... 13 50

Excursion Tickets.

Cincinnati to Buffalo and back..... $8 00
Cincinnati to Niagara Falls and back..... 9 00

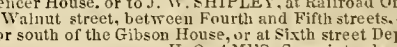
For through tickets and information, please apply at Cincinnati, Hamilton and Dayton Railroad Office, north west corner of Broadway and Front streets, under the Spencer House, or to J. W. SHIPLEY, at Railroad Office on Walnut street, between Fourth and Fifth streets, one door south of the Gibson House, or at Sixth street Depot.

H. O. AMES, Superintendent.
W. A. LATHAM, Agent.

The Omnibus Line will call for passengers by leaving their orders at the offices.

jy. 12 WM. H. SMITH, Conductor.

THE SHORTEST ROUTE TO CHICAGO.



Ohio & Mississippi Railroad

THREE regular passenger Trains daily, (except Sundays.) On Monday, April 17th, and until further notice,

Leave Cincinnati at 6.15 A. M., 2.15 P. M., and 4.40 P. M. Connecting at Lawrenceburg, at 7.30 A. M., and 3.30 P. M. with Train for Indianapolis, Terre Haute, Lafayette and Chicago.

AND RETURNING,

Leave Aurora at 6.40 A. M., 4.20 P. M., and 8.20 P. M. connecting at Lawrenceburgh, at 4.30 P. M. and at 8.30 P. M. with the Trains that leave Indianapolis at 12 A. M. and 4 P. M., uniting at that point with all the Trains from the North and West.

☞ Tickets may be procured at the office on Fourth street, near Vine.

☞ Omnibusses will run to and from the cars in the customary manner. S. S. POST,
Chief Engineer and Superintendent.

Cincinnati, April 14, 1854.

Railroad Line.



Cincinnati, Hamilton & Dayton Railroad.

Summer Arrangement.

COMMENCING WEDNESDAY, JUNE 20th, 1854.

TRAINS will run by standard time, which is seven minautes fastor than that of Cincinnati.

First Train

At 6 o'clock, A. M., Lightning Express for Dayton, Crestline, Pittsburgh, Philadelphia and Baltimore.

Second Train

At 6.10 A. M., for Hamilton, Richmond, Indianapolis, Terre Haute, Lafayette and Chicago, direct.

Third Train

At 8.20 A. M., for Dayton, Sandusky, Toledo, Detroit, Chicago, Cleveland, Buffalo, New York, Boston, Pittsburgh, Philadelphia, Baltimore and Washington.

Fourth Train

At 2 P. M. for Dayton, Greenville and Union.

Fifth Train

At 3.30 P. M., for Hamilton, Richmond, Indianapolis, Terre Haute, Lafayette and Chicago.

Sixth Train

At 5 P. M., for Dayton, Troy and Piqua, and intermediate stations.

Seventh Train

At 6.30 P. M., for Hamilton and intermediate stations.

The 1st Train, Express,

Will stop only at Hamilton and Middletown.

2d, 3d, 4th, 5th and 6th Trains,

Will stop at all regular stations.

The Seventh Train

Will stop at all way and flag stations.

The 1st Train

Will connect at Crestline at 12.30 P. M., with the Ohio & Pennsylvania Train for Pittsburgh, Philadelphia, Baltimore, etc., forming a direct and continuous line for each of those cities. Cars run through to Crestline without change. Baggage checked to Pittsbugh.

2d Train

Will connect at Richmond at 9.05 A. M., with Traia of Indiana Central Road for Indianapolis; arrive at that place at 12 M., thence to Terro Haute, Lafayette, or Chicago without detention. Time as short as by any other route.

3d Train

Will connect at Dayton at 10.45 A. M., with Mad River Traia, and arrive at Sandusdy at 4 P. M., and go immediately on board the splendid steamers **St. Lawrence** and **Mississippi**, to Buffalo; thence at7.30 A. M., with Buffalo and N. Y. City Road, to New York; arriving at that place at 10 P. M.,also at Crestline 4.20 P. M., with Ohio and Penna. Train for Pittsburgh, Philadelphia, Baltimore and Washington.

The Same Train

Wilt also connect at Clyde with Cleveland and Toledo Train to Toledo, Chicago and intermediate points; and at Sandusky at 5 P. M., with steamer **Bay City**, for Detroit. Also, with Dayton and Michigan Railroad to Troy and Piqua, and at Piqua with Doyle & Co's Canat Packet Line to all points on Wabash and Miami Canals.

Fourth Train

Will connect at Dayton with Dayton and Greenville Railroad to Greenville, Union, and all points on Bellefontaine and Indianapolis Railroad.

Fifth Train

Will connect at Richmond at 6.40 P. M., with Indiana Central Train for Indianapolis, Terre Haute, Lafayette.

Passengers will bear in mind that the following rates of fare, via Lake Steamers, include both Meals and Staterooms, and that the fare to Philadelphia and Baltimore is One Dollar cheaper, and one less change of cars than by the Columbus route.

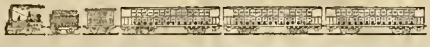
FARE:

From Cincinnati	to	Hamilton	$ 60
Do	do	Eaton	1 35
Do	do	Richmond	1 75
Do	do	Indianapolis	3 00
Do	do	Terre Haute	5 00
Do	do	Lafayette	5 00
Do	do	Chicago	9 00
Do	do	Dayton	1 50
Do	do	Troy	2 10
Do	do	Piqua	2 35
Do	do	Springfield	2 10
Do	do	Sandusky	5 00
Do	do	Toledo	5 75
Do	do	Cleveland	6 00
Do	do	Buffalo, via Lake steamers	4 00
Do	do	New York, RR. from Buffalo	11 50
Do	do	New York, via steamers	10 50
Do	do	Montreal, via Lake Ontario	15 00
Do	do	Boston	14 00
Do	do	Pittsburgh, first class	7 00
Do	do	do front car	5 00
Do	do	Philadelphia	14 00
Do	do	Baltimore	14 00
Do	do	New York, via Pittsburgh and Philadelphia, (Railroad all the way)	16 00

For further information or tickets apply to W. A. LATHAM, General Agent, at the office, corner Broadway and Front streets, under Spencer House, or at the Office on Walnut street, next door to the Gibson House, or at the Sixth street Depot.

HENRY O. AMES,
Cincinnati, June 21 '54.—je8t Sup't.

Railroad Line.



CINCIN'I, COLUMBUS & CLEVELAND ROUTE.

To New York, via Railway, in	30	hours.
To N. Y., by Lake Steamers via Cleveland	39	"
To Pittsburgh in	14	"
To Boston in	34½	"
To Philadelphia in	38	"
To Baltimore in	38	"
To Wheeling in	18	"

VIA LITTLE MIAMI RAILWAY.

FOUR DAILY TRAINS.

First Train—Lightning Express—at ...6 o'clock, A. M.
Second Train—Accommodation Ex....7.45 " "
Third Train—Hillsborough Train.....3.10 " P. M
Fourth Train—Even'g Accommoda...5 " "

The roads of this route are laid throughout with heavy T rail.

New York, Boston, and Montreal.

First Train—Lightning Express leaves Cincinnati at 6 o'clock A. M., connecting at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo; connecting at Dunkirk with New York and Erie Railroad, and at Buffalo with Buffalo and Albany Railroad to New York and Boston.

Second Train—Accommodation Express, at 7.45 o'clock, A. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad, at Buffalo with Buffalo and Albany and New York City Railroads, and at Buffalo with Niagara Falls Railroad, to New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

—ALSO—

Connects at Cleveland with the new and magnificent low pressure steamers QUEEN OF THE WEST, Capt. McBride; CRESCENT CITY, Capt. Pease; connecting at Buffalo with the Buffalo and Albany, New York City, and Niagara Falls Railroads, for New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

Fourth Train—Evening Express, at 5 o'clock P. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad; connecting at Buffalo with New York City, Buffalo and Albany, and Niagara Falls Railroads, to New York, Boston, and Niagara Falls.

Pittsburgh, Philadelphia, and Baltimore.

First Train—Lightning Express, leaves Cincinnati at 6 o'clock A. M., connecting at Crestline with Ohio and Pennsylvania Railroad to Pittsburgh, connecting with Pennsylvania Railroad to Philadelphia and Baltimore.

Through from Cincinnati to Philadelphia and Baltimore direct.

Zanesville, Wheeling, Baltimore, &c.

First Train—Lightning Express, at 6 o'clock A. M., and second Train, Accommodation Express, at 7.45 o'clock A. M., connect at Columbus with Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Lines, via National road to Wheeling, connecting with Baltimore and Ohio Railroad to Baltimore, Philadelphia, Washington, etc.

Fourth Train—Evening Express, at 5 o'clock P. M. Passengers by this Train sleep at Columbus and resume by Morning Train, via Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Line to Wheeling.

Hillsborough.

Third Train—Leaves Cincinnati at 3 P. M., connecting at Hillsborough with Ohio Stage Co.'s Lines to Chillicothe, Piketon, etc.

FARE.

From Cincinnati to New York via Railroad, either route	$16 00
From Cincinnati to New York via Railroad to Albany, and Hudson river steamer	15 00
From Cincinnati to New York via Lake Steamers to Buffalo, and Railroad to New York	15 00
From Cincinnati to New York via Lake Steamers to Buffalo, Railroad to Albany, and Hudson river steamer to New York	14 00
From Cincinnati to Boston via Lake Shore, New York and Erie, and New York City Roads	20 00
From Cincinnati to Boston via Lake Steamers and New York City and Erie Roads	19 00
From Cincinnati to Boston via Lake Shore, Buffalo, Albany and Western Roads	19 00
From Cincinnati to Boston via Lake Steamer, Buffalo, Albany, and Western Roads	18 00
An additional charge of fifty cents via Niagara Falls and above routes.	
From Cincinnati to Monfreal via Lake Shore Road,	18 00
From Cincinnati to Montreal via Lake steamer	17 00
From Cincinnati to Boston via Lake Shore Road and Ogdensburg	18 00
From Cincinnati to Boston via Lake Steamer and Ogdensburg	17 00
From Cincinnati to New York via Lake Shore Road and Ogdensburg	16 75
From Cincinnati to New York via Lake Steamer aad Ogdensburg	15 75
From Cincinnati to Buffalo via Lake Shore Road,	9 00
From Cincinnati to Buffalo via Lake Steamer	8 00
From Cincinnati to Philadelphia or Baltimore via Crestline and Pittsburgh	15 00
From Cincinnati to Philadelphia or Baltimore via Cleveland and Pittsburgh	15 50
From Cincinnati to Pittsburgh via Crestline	7 00
From Cincinnati to Pittsburgh via Cleveland	9 00
From Cincinnati to Baltimore via Wheeling	14 00
From Cincinnati to Washington via Wheeling	15 00
From Cincinnati to Philadelphia via Wheeling	15 00
From Cincinnati to Wheeling	7 00
From Cincinnati to Cleveland	6 00
From Cincinnati to Zanesville	4 00
From Cincinnati to Columbus	3 00
From Cincinnati to Springfield	2 00

☞ For all information and Through Tickets, please apply at office, southeast corner of Broadway and Front sts., Cincinnati.

au25 P. W. STRADER, Gen'l Agent.

Cincinnati, Wilmington and Zanesville Railroad.



OPEN TO LANCASTER.--Two daily Trains, (Sundays excepted) between Lancaster and Cincinnati. On and after Monday, June 26th, 1854, until further notice, trains will run as follows:

The morning Train leaves Lancaster at 5.10 A. M., and arrives at Cincinnati at 11 15. Returning leaves Cincinnati at 3.05 P. M. and arrives at Lancaster at 9.30 P. M.

The downward accommodation train leaves Lancaster at 10.05 A. M., and arrives at Cincinnati at 5.40 P. M.

The upward accommodation train leaves Cincinnati at 7.30 A. M., and arrives at Lancaster at 4.00 P. M.

Trains will stop for passengers as follows: At Amanda, Stout's, Circleville, Williamsport, Four Corners, New Holland, Washington, Rattle Snake, Sabina, Cross Roads, Wilmington, Sligo, Clarksville and Morrow; and on the Little Miami Road at Deerfield, Butterworth's, Water Station, Loveland, Miamiville, Milford and Plainville, and on proper signal by flag, or to the Conductor, at Branch Hill and Linwood, at Turnpike.

The dowaward Trains connect at Morrow with the Trains on the Little Miami Road for Columbus.

Lines of Omnibusses and Packets will run between Circleville and Chillicothe, and Stages and Packets between Lancaster, Logan, Nelsonville, Athens and Pomery; and Stages between Lancaster, Somerset and Zanesville connecting with the morning train from, and evening train to, Cincinnati.

Fare from Cincinnati to Washington	$2 50
" " " " Circleville	3 00
" " " " Lancaster	3 60
" " " " Chillicothe	4 00

For other information and Tickets, apply at Ticket office, corner of Broadway and Front sts, and at the Little Miami Depot, or to the Station Agents on the line.

E. W. WOODWARD,
Engineer and Superintendent.

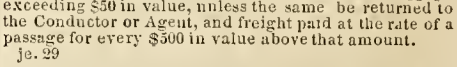
☞ The Omnibus Line will call for and deliver passengers to and from the trains to any part of the City.

J. HOWELL, Conductor.

☞ The Company will not be responsible for baggage exceeding $50 in value, unless the same be returned to the Conductor or Agent, and freight paid at the rate of a passage for every $500 in value above that amount.

je. 29

COLUMBUS PIQUA, AND INDIANA RAILROAD.



New route from Columbus, West and from Urbana, East.

On and after Monday September 19, 1853, two trains per day, (Sunday excepted) each way, will run on this Road, between COLUMBUS and URBANA. Will leave Columbus at 4.50 a.m., and 3.30 p.m.—arriving at Urbana at 8.12 a.m., and 6.14 p.m. Returning—will leave Urbana, for Columbus, at 9.15 a.m., and 3.00 p.m.—arriving at 12.05 and 6.55 p.m.

The 4.50 a.m. train, from Columbus, will connect with the night Express train from Cleveland and arrive at Urbana in time for the morning train north for Sandusky and intermediate points. Persons arriving by the morning Cleveland and Zanesville trains can have a few hours at Columbus and leave by the 3.30 p.m. train—arriving at Urbana in time to get supper and take the 5.35 p.m. train for Dayton aad Cincinnati.

The 9.15 a.m. train from Urbana connects with the morning train from Cincinnati and Dayton that arrives at Urbana 8.40 a.m.—arriving at Columbus at 12.05 p.m in time for the 1 p.m. train for Cleveland, connecting with the Buffalo and Dunkirk boats. The 3.00 p.m. train will leave Urbana on the arrival of the Sandusky train—reaching Urbana at 2.45 p.m.—and arrive in Columbus in time for the various night trains.

A line of Omnibuses will connect with the trains at Urbana for the conveyeance of passengers to and from Piqua and Greenville over a good Macadamized road.

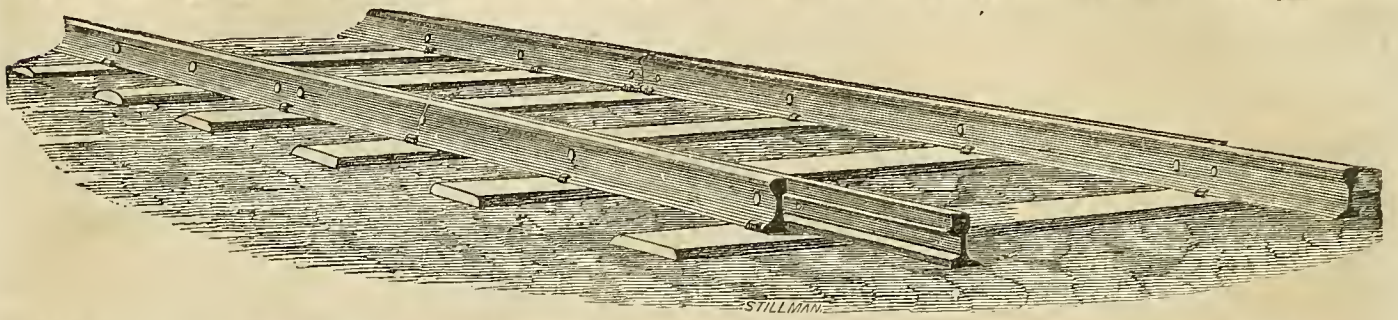
A. G CONOVER, Sup

Piqua, Sept. 13, 1853. s29-tf.

RAILROAD IRON, LIGHT WEIGHT.

470 TONS, 47 lbs. per yard, good quality and pattern, now lying at New Orleans. For terms, apply to VOSE, PERKINS & CO.,
ap27-tf New York.

WINSLOW'S
PATENT COMPOUND RAIL.



THIS RAIL, which is represented by the above, has now been in use on several Roads for upwards of three years; during which time it has become established among Railroad Managers as realizing the advantages of a

THEORETICALLY PERFECT RAIL.

Its advantages over the common form of "T" Rail are—a saving in the wear and tear of Machinery—it saves, to a great extent, in the repairs of track—it secures a high rate of speed with the same power, and what is certainly of equal importance, complete protection against some of the accidents to which roads are liable Being practically a continuous Rail for the entire length of the road, without break at the ends of bars, the jarring motion communicated thereby in passing over the common "T" Rail is avoided, as is also its effects upon Cars and Machinery. The comfort of travelers must of course be greatly increased.

This Rail is now manufactured at Hanging Rock Iron Works, upon the Ohio River, and at Mt. Savage Iron Works, Maryland. Specimens of the Rail and patterns of the same will be gladly shown, as well as information in relation thereto, given by application to

A. S. WINSLOW, Nos. 9 & 11 West Second Street, bet. Main and Walnut Sts., CINCINNATI.

J. F. WINSLOW, Troy, New York.
ERASTUS CORNING & CO., Albany, N. Y.

ap.7-tf

WHEELBARROWS!



ON hand, Wheelbarrows, of my own manufacture, suitable for Railroad, Turnpike, Canaling, etc., in lots to suit purchasers. Orders filled for any reasonable amount.

HENRY ROCKEY,
jy. 20. No. 21 East Front st.

CAR MANUFACTORY,
Dayton, Ohio.

E. THRESHER & CO., having enlarged their shops, are prepared to contract on favorable terms, for building every variety of railroad Cars, in any quantity and on short notice, made of the best materials, and of the most approved workmanship.

They are prepared also to furnish jaws and boxes; the Washburn Wheel, 30 and 33 inch, adapted to inside or outside bearing; cast iron frogs, steel plated; and switches of the most approved patterns.

They also manufacture blacksmith tuyeres, Harris' Patent; portable bolt forges; bolt heading and bolt cutting machines; upright drills, wheel presses; wood planers; tenoning and mortising machines, etc.

They respectfully invite the attention of railroad directors and superintendents to their establishment.

Dayton, Jan. 24th, 1853. jan.25-†

S. C. THOMSON & CO.,
MANUFACTURERS OF
PATENT PAD LOCKS,

For Railroad Switches, Merchandise Cars, Stores, Cemeteries, Iron Safes, &c.,

Cor. Railroad Avenue and Market st.,

jan.12† NEWARK, N. J.

KENTUCKY LOCOMOTIVE WORKS.
CORNER OF KENTUCKY AND TENTH STS.
LOUISVILLE, KY.

THE Proprietors of the Kentucky Locomotive Works would respectfully inform Railroad Companies and the public generally that, having completed their establishment, they are now prepared to receive and execute orders with fidelity and dispatch.

They will contract for

Locomotives, Passenger, Baggage, Freight, Gravel and Hand Cars,

Of every style and pattern, as well as all kinds of St and Machinery required for railroads.

Particular attention will be paid to repairing, which they have every facility.

They are also prepared to contract on favorable terms for building all kinds of Machine Tools, such as Turning Engines, Lathes, Planers, Drills, Slotting, Spliting, and Shaping Machines, of every variety of pattern.

Having also a large FOUNDRY connected with the establishment, orders for Castings are solicited, and will be filled with promptness.

Car Wheels of any pattern can be furnished or short notice. Double and single plate and Spoke Wheels of all sizes constantly on hand.

☞ Communications or orders must be addressed to
OLMSTED, TENNYS & PECK,
jo.8-tf Louisville, Ky.

Lightner's Patent Axle Boxes for Railroad Cars.

THE attention of Railroad Managers and others is called to this valuable improvement in

AXLE BOXES.

The first cost and "fitting up" of these boxes is 20 to 25 per cent below that of most boxes in use. They will save about 75 per cent in consumption of oil. The construction is simple; they are not liable to become loose, nor "heated" by severe service. The Reservoir is held close to the shaft, and the oil journals, are secure from dust yet easy of access; the brasses may be removed from the journals, while under the car, in a few minutes. Cars furnished with these boxes run from 4 to 5 weeks without replenishing the oil, and are not detained from the road for repairs ONE TENTH part of the time which is necessary when other boxes are used.

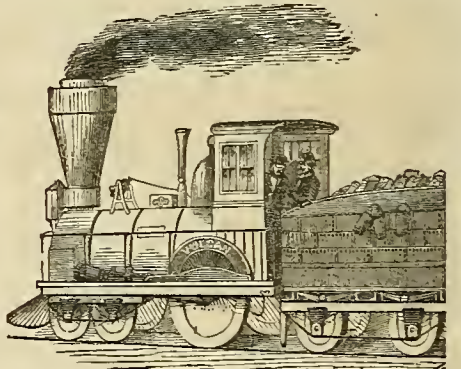
The business of a railroad can be done with a much less number of cars, with these boxes than if any other kind are used.

The first railroad men in the country have certified that Lightner's improvements in AXLE BOXES are among the first of the times.

Models and Testimony of the above Boxes, may be examined, and arrangements may be made for the right to use the same, with the subscriber.

WILLIAM SHERBURNE,
PRINCIPAL AGENT,
May 18.6* Office, No. 167 Broadway, New York.

Cincinnati Locomotive Works!



THE undersigned are prepared to furnish Locomotives equal in efficiency and durability to the best Eastern manufacture. Also, Shaping and Slotting Machines suitable for railroad shops. Also, all kinds of heavy forging and casting done at short notice. Also, bolts for bridges cut with dispatch.

ap. 20 MOORE & RICHARDSON.

ASHCROFT'S
METALLIC STEAM GAUGE.
(BOURDEN'S PATENT,

THE subscribers offer for sale this valuable Gauge. It is adapted to Locomotive and other steam boilers, indicating with accuracy the continual variations of steam within the boiler, enabling the Engineer to maintain a uniform and safe pressure. Any of the Eastern Railroads may be referred to for proof of its importance and value.

BRIDGES & BROTHER,
sep.15-tf 64 Courtlandt St., New York.

WASON'S
CAR MANUFACTORY,
Near the Pittsburgh R. R. Shops,
CLEVELAND, OHIO.

Passenger, Baggage, Freight, Dumpers, Hand Cars, &c.,

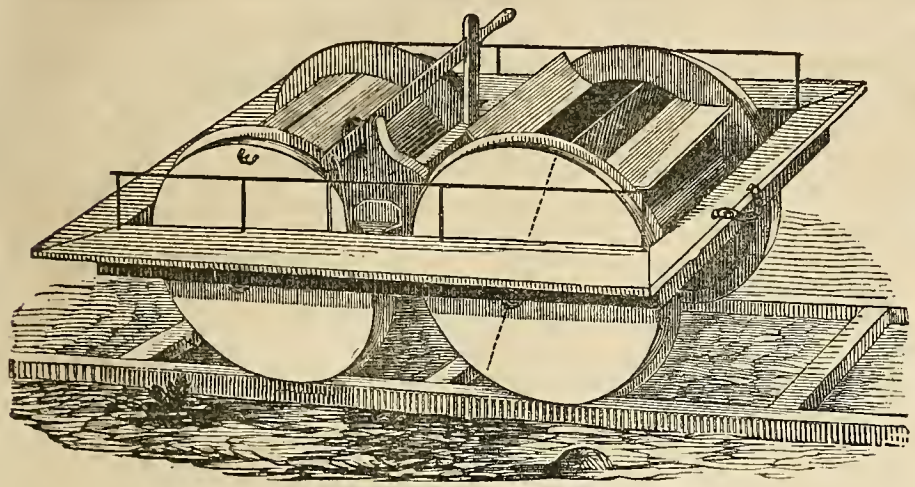
Of the best quality in all respects, style, workmanship, and material, made to order with promptness.

Orders respectfully solicited, with the assurance that no pains will be spared to give entire satisfaction in all cases.

CHARLES WASON,
Late of the firm of T. & E. Wason, Springfield,
†dec20 Massachusetts.

MYERS' PATENT CAR,

FOR COAL, GRAIN, &c., &c.



FOR PARTICULARS OF COST, RIGHT OF USE, &c., ADDRESS,

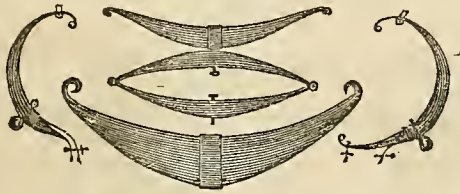
C. TIERS MYERS,

No. 33 WALNUT STREET,

dec15–3* **PHILADELPHIA.**

McDANEL & HORNER,

LOCO- AND CAR MOTIVE SPRING



MANUFACTURERS, WILMINGTON, DEL.

Locomotive and Car Springs of all descriptions manufactured on the most reasonable terms, made of the best STEEL, which we have manufactured to order from the BEST SWEDE IRON. Orders from any part of the United States will be thankfully received and promptly attended to

McDANEL & HORNER.

All Springs ordered from a distance will be delivered on shipboard at *Philadelphia* free of charge

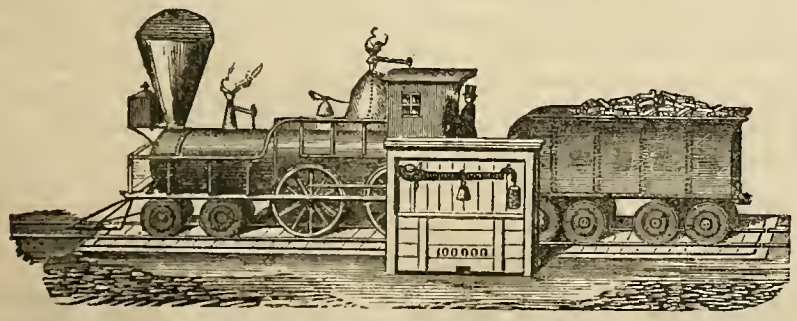
References.

Norris Brothers, Locomotive Builders, Philad.
A. C. Gray, Pres't New Castle Manuf. Co.
U. Wells, R. R. Car Manuf. Petersburg, Va.
I. R. Trimble, Supt. Philad. R. R. Co.
M. B. Millen, Gen. Supt. C. R. R. Savannah, Ga.
Emerson Foote, Supt. M. & W. R. R. Macon, Ga
Thomas Dougherty, Master Mach. do.
Thos. Sharp, Supt. R. F. & P. R. R. Richmond, Va

†May 19.

ISAAC RIGDON. EDWARD C. RYLAND. WM. HUDDART.

OHIO SCALE WORKS.



Rigdon, Ryland & Co.,

No. 39 Vine Street, between Front and Columbia Streets,

CINCINNATI.

WE are now prepared to furnish **Railroad Track and Depot Scales** of all sizes, which we warrant in every respect equal to any manufactured in the United States.

Being practical workmen ourselves, we feel confident that we can furnish the West and South with as good an article and cheaper than can be bought East.

Cincinnati, June 29, 1854.

FULTON CAR WORKS,

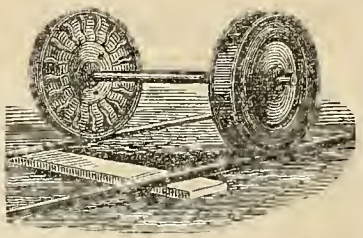
CINCINNATI, OHIO.

THE Proprietors of this establishment would respectfully call the attention of Railroad Companies in the West and South to their establishment at Cincinnati.—Their facilities for manufacturing are extensive, and the means of transportation to the different points speedy and economical, They are prepared to execute to order on short notice, eight-wheeled Passenger Cars of the most superior description. Four or eight-wheeled Baggage, Cattle, Freight and Gravel Cars. Also, Crank and Lever Haud Cars, Trucks, Wheels, and Axles fitted.



WASHBURN WHEEL

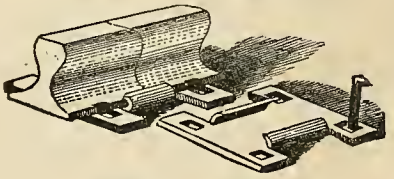
Having obtained the *exclusive right* to make this wheel



In Cincinnati, Covington and Newport, they are now prepared to furnish Railroad Companies with that Celebrated wheel, with or without Axles. Also, Journal Oil Boxes of any pattern, and Castings for cars fitted to order at the shortest notice.

Address KECK & HUBBARD,
Fulton Car Works Cincinnati, Ohio.
ap.12 Office 62 East Second Street.

RAILROAD SPIKES,



WROUGHT IRON

Chairs and Fastenings.

THE subscriber continues to manufacture with increased facilities, Hook and Flat-Head Railroad Spikes, and wrought Iron Chairs of any pattern, either punched or plain. The best quality of Iron is used, and the articles are guaranteed to give satisfaction in every respect. We are prepared to fill orders for any quantity with dispatch, and at the lowest market prices.

All communications addressed to us will meet with prompt attention. SMITH & TYSON,
No. 25 South Charles Street, Baltimore.

J. DAVENPORT.... M. D. WELLMAN.... C. M. RUSSELL

DAVENPORT, RUSSEL & CO.,

Railway Car Manufacturers,

MASSILON, OHIO.

THE subscriber, late of the firm of Davenport, Bridges & Co., Fitchburgh, Mass., having associated himself with Messrs. Wellman and Russell, under the above name, would respectfully solicit calls for any kind of Passenger, Baggage, Post Office, Freight, Coal, Gravel or Hand Cars.

Having had fifteen years experience in the business and having secured the best of workmen from the Car Factory in Cambridge, Mass., I feel confident that perfect satisfaction can be given in all work entrusted to our care.

We have now on hand the best of dry White-Oak with which we think we can build Cars as cheap and as well as any other establishment in the States.

Feb. 161* JOSEPH DAVENPORT.

ENGINEERS' & SURVEYORS' INSTRUMENTS!

JAMES FOSTER, Jr.,

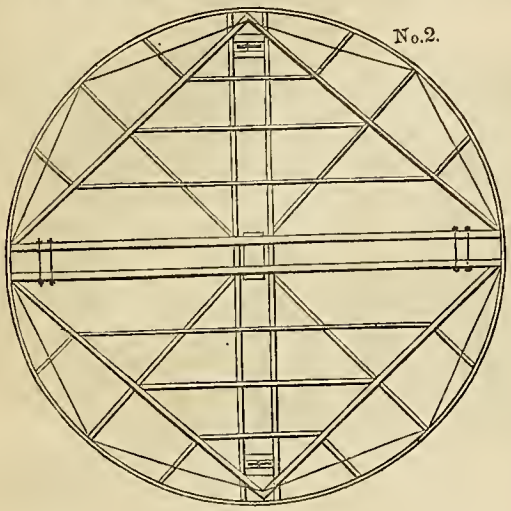
MATHEMATICAL AND PHILOSOPHICAL

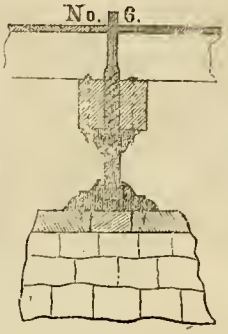
INSTRUMENT MAKER!

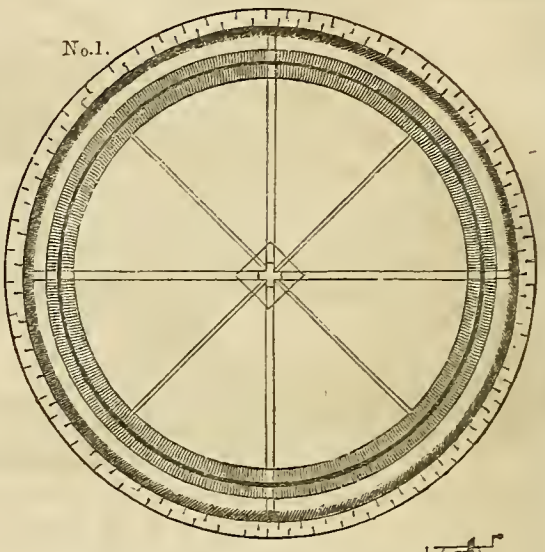
HAVING removed from his old stand to south-west corner of Fifth and Race street, and increased his facilities for making instruments, is now ready to supply Levels, Transits, Theodolites, the Dumpy or Gravatt Level, Circular Protractors of Troughton & Simms model, Surveyors Compasses, Pocket Compasses with and without sights, in great variety. All kinds of Land Chains; Ivory and Box wood Scales of all kinds and graduation; Drawing instruments of all kinds, brass and German silver. Measuring tapes of all kinds, Magnets, Magnifyers, Barometers, Spy Glasses, &c., &c. Repairing promptly attended to. ap.6-6*.

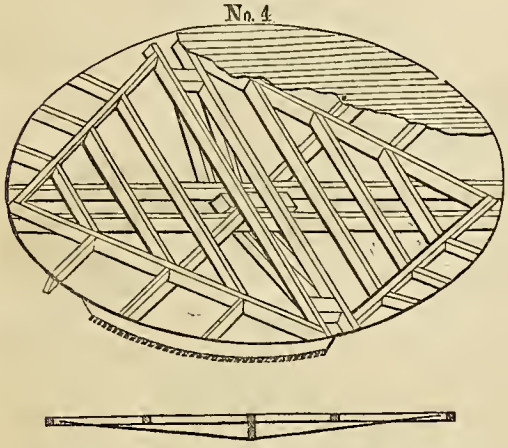
CARHART'S IMPROVED TURNTABLE.

Now building for 13 of the Principal Roads in Ohio, Indiana, New York, New Jersey, and North Carolina.

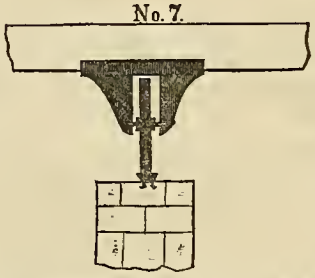


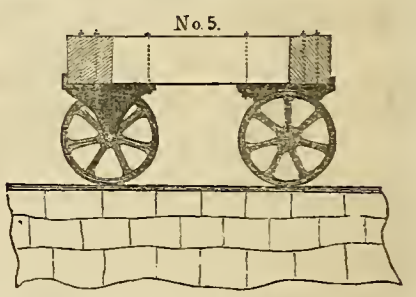












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RAILROAD COMPANIES in want of *Turntables* of a permanent and durable character, at a low price, are respectfully referred to the annexed references. The undersigned being confident that the manner of turning engines by his Table is the most permanent, expeditious, and cheapest in the United States, solicits the attention of Engineers, and others, to his improvement. The undersigned being a practical mechanic, and having devoted his time, for the past five years, exclusively to the construction of Turn and Transfer Tables, Draw and other Bridges, is prepared with every facility for executing orders in that line with promptness and satisfaction.

The price, which is always based upon the use of the best materials and best workmanship which can be procured in the market where used, can be determined only by the locality.

REFERENCES:

New York & Erie Railroad Company.
Hudson River Railroad Co.
Ohio & Pennsylvania Railroad, J. Edgar Thomson, President, S. W. Roberts, Sup't and Engineer, Pittsburgh, Pa.
Pennsylvania Central Railroad, O. W. Barnes, Resident Engineer, Pittsburgh.
Toledo & Cleveland Railroad, Wm. Ferguson, Chief Engineer, Cleveland Ohio.
Columbus, Piqua & Indiana Railroad, A. J. Conover, Chief Engineer, Piqua, Ohio.
Cleveland, Zanesville & Cincinnati Railroad, W. H. Grant, Chief Engineer, Akron, Ohio.
Cleveland, Columbus & Cincinnati, and Cleveland & Erie Railroads, L. Tilton, Sup't, Cleveland, Ohio.
Little Miami & Columbus & Xenia Railroads, William H. Clement, Sup't, Cincinnati, Ohio.
Cincinnati, Wilmington & Zanesville Railroad, E. W. Woodward, Engineer, Circleville, Ohio.
Central Ohio Railroad, G. W. Fulton, Sup't, and S. Medbury, Engineer, Zanesville, Ohio.
Camden & Atlantic Railroad, and Dauphin & Susquehanna Railroad, R. B. Osborne, Engineer, Philadelphia.
Bellefontaine & Indiana Railroad, W. M. Roberts, Engineer, Pittsburgh, J. Nottingham, Sup't, Marion, Ohio.
Cleveland & Pittsburgh Railroad, J. Durand, Sup't, Cleveland, Ohio.
Wilmington & Raleigh Railroad, North Carolina.
Central North Carolina Railroad.
Cincinnati & Indianapolis Railroad, Indiana.
New Albany & Salem Railroad, Indiana.
Michigan Central Railroad, Michigan.
Dayton, Xenia & Belpre Railroad, Ohio.
Pomeroy Railroad, Engineer at Cincinnati.
Springfield, Mount Vernon & Pittsburgh Railroad, Ohio, Charles Anthony, President.

DESCRIPTION OF PLAN.

Fig. 1, of the above cut, represents the foundations, consisting of *Bank* and *Track Walls*, the latter made of cut, the former of hammer-dressed stone, with cut stone coping. The Track is bent of the ordinary T rail, spiked and leaded to the stone track walls. The Center Pier is made of cut stone, with a step for screw and pivot bolted to the same.

Fig. 2, shows the framing.

Fig. 3, is a side view of Main Truss, with the mode of gearing, including the mitre-wheels, iron crank frame, rack and pinion, foundations, pivot wheels and pedestals.

Fig. 4, gives a perspective view of rim, segments, decking, etc.

Fig. 5, is an end view of the main trucks, with pedestals and wheels.

Fig. 6, is a screw for pivot, 6 inches in diameter, working in a steel step through a nut for adjustment.

Fig. 7, shows a cross section of track wall, well, and pedestal.

For further particulars please address,

D. M. CARHART, Cleveland, Ohio.

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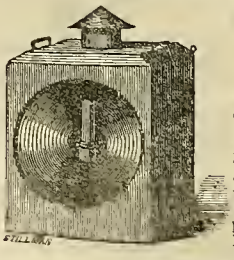
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Railroad Record.

E. D. MANSFIELD, - - - - - Editor.

CINCINNATI:

THURSDAY MORNING.....AUGUST 17, 1854.

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FRANKLIN & WARREN RAILROAD.—At the the annual meeting of the stockholders of this road, held at Franklin, Ohio, on the 11th ultimo, the following Directors were chosen:

Directors.—Marvin Kent, Bela B. Clark, Thomas Earl, Zenas Kent, Daniel Upson, Jacob Allen, Daniel Beckel.

Marvin Ment, was elected President; J. W. Tyler, appointed Secretary; Zenas Kent, Treasurer.

The work is going forward steadily and rapidly, on the heavier sections of the line, says the Akron *Beacon*.

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Lap-Welded Iron Boiler Tubes.

TUBES screwed together, flush on both sides, for Artesian wells, etc. Free-joint Tubes, for Core Bars, Awning Frames, Leaders, etc.

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DEPRESSION OF RAILROAD STOCKS, AS COMPARED WITH THEIR INTRINSIC VALUE. —CAUSES AND EFFECTS.

There is at present an extraordinary depression of railroad stocks, not at all commensurate with their intrinsic value. It amounts, in fact, to a financial phenomenon, and is worthy of special examination. That much of it is due to the recent enormous frauds in railroad shares, is no doubt true.—That something is also due to the money pressure, is true. But, even these will not account for roads which are *actually making* 10 or 15 *per cent.*—as to the balance of expense and receipts—selling below par. Money is not worth so much, and according to all the laws of trade, it should seek investment where such heavy profits are made.

We hold, that the principal cause of this depression of railroad stocks is to be found in *imprudent*, not to say wrong management of the directors of railways, in *actual operation*. The prices of stock in unfinished railways depend upon the estimation of those which are finished. If the finished railways, therefore, are mismanaged, and divide no dividends when making the largest professions, what trust can the public place in them? Now, the fact is, that some of the best running roads in the country proclaim to the world that they are making enormous profits, and at the same time divide *no dividends*. This is the real cause of distrust. Who knows whether the account of expense and receipts is correct? It would only be a little concealment, not actual fraud, to run some part of the expense into capital, and throw some into next year, so as to conceal the true state of the case.

The great public know little about the accounts. A common man, even a merchant not familiar with railroads, would not notice whether the *wear and tear of machinery* the *diminution of the road*, &c. were charged in the expense. Yet, if they do not come in this year, they must next.

In fine, the public judges banks, railroads, and all other corporations, by their capacity to divide a *cash dividend*. When they fail to do this, no excuse, (however plausible,) is available. The public know nothing about what unknown quagmires may be hidden behind the fact that the road *pays nothing*. The common excuse given by the directors is, that they must lay a double track. Now, there is no *must* in the case, or the directors have made a false return of profits. If the directory say that they have *actually made* 10 per cent. on the cost of the road, and in the same breath, that they must save this money to make a double track, they convict themselves. For, if they can make 10 per cent with a single track, they do not need a double one, for the purpose of making profits—that being the only inducement to invest capital. On the other hand, if a double track *must* be made they have not made 10 per cent; for the receipts must be divided on the increased capital. The truth is, the ambition of railway directors to grasp at more power, instead of looking to the profits of the investment, is the great source of doubt and distrust in monied men. They cannot comprehend that a railway corporation shall be continually making money, and continually making excuses for not paying the money to the legitimate owners. The public are in the temper and condition of a close financier, with a very *enterprising* son. The son launched out in various works and factories, and coming to his father, thought to startle him with an announcement of his extraordinary success: "Father, I have just made ten thousand dollars by that factory." "Glad of it; where is the money?" "Oh, I have not got the money; I bought it for ten thousand, and it is now worth twenty thousand." "But, John, where is the *money*?" "I tell you father, I hav'nt got the money with me; Johnson and Williams both offered me twenty thousand." "John, *where is the money?*"

The truth is, the only way to convince the public that stocks are worth anything, is to *pay a dividend*. With unfinished railways it is different. They are always graduated by the experience of others, and reasonable estimates made from the productions and commerce of the country.

As an example of the policy, which so many roads now pursue, we take one of the best and most profitable works in the country—and for that reason it is a better example. The following paragraph appears in the money article of the *Cincinnati Gazette*, of the 10th inst:

"The Cincinnati, Hamilton and Dayton Railroad Company have declared a semi-annual dividend of five per cent. in Script, payable in three years, with 7 per cent interest. The profits of the road for the six months, show an increase, but the earnings have been used for the purpose of laying the second track. This was deemed preferable to selling bonds at a sacrifice, It was generally supposed that the dividend would be passed—and some of the directors were, we understand, in favor of that course. The fact that a *cash* dividend was not declared, had an unfavorable effect on the stock to-day, but it will recover from this, the business of the road being satisfactory, and stockholders will ultimately be better off than if the earnings had been paid out in the shape of dividends, and money borrowed at exorbitant rates, to prosecute the work. The stock was held at 90, and 88 was bid."

How the stockholders are to be better off, by having their stock reduced several per cent. in market, and being told that they shall pay *out of their own pockets* 7 per cent., on money that ought to be in their pockets, may be very clear to them, but is a perfect mystery to us. The *ultimate* of such a transaction will be very curious- Suppose the road has

made precisely 10 per cent. They issue scrip for 10 per cent., payable in three years, at 7 per cent. Then they must pay 10.7 per cent. This 7 per cent. interest must come out of the next profits, which must therefore make just as much, and 7 per cent. on this, in order to be equal to this. In other words, the profits must go on with an annual increase, under all circumstances, or the dividend must be diminished. But, this is not all. The future dividend must be dividcd on a capital increased by the cost of the double track.—Now this is not a very encouraging view for John's father, which, in the present case, is the stockholders. But, if they are satisfied, we do not complain. It is, however, a good illustration of the policy we have commented on.

The stockholdeas of Railways, however, have a bright future; for railway shares are now so unreasonably low, that they must rise. There is the greatest possible margin for profits, both in investment and speculation.—Railway shares in unfinished railways, are selling from 20 to 50 cents on a dollar, which will be among the very best stocks in the country; and finished railways are selling at from 80 to 90, which *can*, if their directors please, pay from 10 to 15 per cent. forever. Since the great break down, when Ohio state stocks sold for 50 cents on a dollar, there has never been such an opportunity for the investment of capital, properly, as there is now, in many railways. The profit in the rise of stock, is certain. The movement of distrust and fear in the public, cannot long withstand the great fact of a *positive intrinsic value.*—The most cautious miserly old hunks will buy property when he is perfectly certain it is sold at a sacrifice; but, that certainty in regard to railway shares is now pressing strongly on the public mind. We have only to look back at the prices of Bank shares, and State stocks in 1842-3, to realize what the effects of a panic are, and how certainly the knowing ones are to make splendid fortunes out of the public timidity. The present panic will last but a short time; when a shrewd man will wonder why he could not have seen, and taken advantage of the opportunities now presented.

Ohio & Mississippi Railroad—Western Division.—The cars on this road now run to Carlyle, fifty miles east of St. Louis. The track is graded to Salem, and the rails are laid to within *eleven and a half miles* of the junction with the Illinois Central. The junction reached, the citizens of St. Louis can go to Cairo by railway, lacking only five miles.

Wabash Valley Railroad.—The final contract for the construction of this road has been closed. The stock has all been pledged and the sub-letting has taken place. We expect soon to hear of the completion of this line.

Railroads.

ATLANTIC & PACIFIC RAILROAD—SOUTHERN ROUTE.

Just prior to the adjournment of Congress last year, a resolution was passed by that body in which appropriations were made for a scientific exploration of not less than three routes between the Mississippi river and the Pacific Ocean, by government officers, with a view to the location of a railroad. The surveys have been made, the reports handed in, and further action postponed till December next, and there the matter remains. Congress has taken a recess of several months, and it is even doubtful that the subject will be reached during the session after it shall have re-assembled. In the mean time, prompted by the exceedingly liberal offer of the state of Texas, a company has been formed under the name and style of the "New York Atlantic and Pacific Railroad," for the purpose of effecting the uniting of the Atlantic and Pacific by iron bands, by way of what is familiarly known as the Southern, or Texas Route. The capital stock of the company being placed at $100,000,000.

In several instances we have somewhat disparagingly noticed the progress of this "*Moonshine Railroad,*" as it has been jeeringly named; rather with a view however, of keeping our readers posted as regards the railroad movements of the day, than from any hostility to the company itself, for we entertain no such sentiments; on the contrary, so ardently are we in favor of a Pacific Railroad, that we would gladly lend our aid to the consummation of a project, so much to be desired, did it present but a reasonable prospect of ultimate success; but candor compels the acknowledgment that the seeming extravagance of the entire scheme, did give to it such an Utopian coloring, that without due investigation we were fain to set the whole affair down as one of the numerous speculative railroad projects of the day, differing from its contemporaries only in its gigantean proportions; and thus regarding it, as offering but faint prospects of even a distant realization of its magnificent pretensions, we did not give it the consideration to which it was fairly entitled in this day of "great things," and probably our opinions would have remained unchanged but for the accidental perusal of an epitome of the report of Col. Gray, who was sent out by this company to make an exploration of the route from El Paso to the Pacific, a part of which report, taken from the *San Francisco Times*, we give herewith—and a recent article in the New Orleans *Daily Delta*, of 24th ult., headed "The Grandest Scheme of Modern Times—An Empire given to a Railroad Company," referring to this company, but whether *intended* as laudatory or condemnatory, we are at loss to guess. These had the effect to awaken a spirit of inquiry, and lead to a closer examination of the facts of the case,—whether this project, Utopian as it may at first glance appear, does not present the fairest prospect of being, not only the first completed, but indeed the only road between the two oceans, for a time at least, until the rival interests now dividing Congress upon this subject, shall have been settled by compromise or otherwise. For extravagant and wild as the undertaking may seem, it will, without a shadow of doubt, by the liberality of the state of Texas, be carried triumphantly through. The requirements of that state from the company have been complied with; the necessary security of $300,000 has been deposited, and before the 15th day of this month ground will have been broken, and the vast donation of some 42,000,000 of acres of the best Texas land, secured to the company, worth at the lowest estimate, $100,000,000, while the cost of the road completed, between the Mississippi river and the Rio Grande, has never been estimated over $20,000,000, leaving the balance available for the construction of the road from El Paso to the Pacific.

The report herewith given, by Col. Gray, and Lieuts. Park and Stoneman, contains a brief description of the route; not only demonstrating its eminent practicability, but confirming previous reports of its mineral wealth and agricultural capabilities. The region of country examined was that west of El Paso, and crossed by the 32d parallel of latitude, to Adair Bay, on the Gulf of California, presenting a line varying but a few miles north or south, with abundant supplies of wood and water, and grades nowhere formidable.

We could, had we space, enumerate other facilities possessed by this company; but with the facts before us, and aware that the project is in the hands of shrewd, business men, are we far out of the way in our conclusion that this road will be built, and that too, perhaps, while Congress is talking about other routes!

The report says:

Leaving El Paso where was found the best point for crossing the Rio Grande, Col. Gray's party proceeded to the Playos crossing Cook's route, to the north of Gaudalupe pass, thence in a direction nearly west, to "Tubac," in 31° 45′ north latitude, and continued with a very slight divergence, to "Altar" and "Pinacate," on the Gulf of California. For most of the distance the party was divided into three bodies, each prosecuting separate examinations. From "Boosana," a little south of 32°, at the head of the river Altar, sixty miles from "Tubac," one party proceeded west, touching the Gulf at "Pinacate" on Adair Bay. At this point the harbor is regarded but moderately good, rather of the character of a roadstead. High sand hills surround the bay, and the neighboring country presents but few advantageous features.

Another party leaving Altar, struck northwest, passing through the mining town of "Sonia," where they found a number of Mexicans engaged in getting out gold with arastras, and employing large squads of Indians. These

mines were reported to have yielded well before the gold discoveries in California. Col. Gray obtained here a number of valuable specimens. Placers of gold were frequently encountered. At the ranch of Sonoita fine specimens of gold were obtained, and at the Plancha de la Plata, south of Tubac, very rich specimens of silver. The stretch from Fort Yuma to "Tiniga Alta," is sixty miles without water, and to "Sonoita" fifty miles. From the junction of the Gila and Colorado to Altar, the distance is about one hundred and eighty miles. From Tueson to Tubac, forty-five miles in a line a little east of north, the country produces fine wheat crops. In this section, between Tubac and the ranch of "Calavazas," Col. Gray's party was surrounded by 140 Indians, who had followed him down Sonoita Creek, emptying into the Santa Cruz river. The day after, a troop of Mexican cavalry from the garrison at Tueson numbering 50 soldiers and 25 friendly Apaches, attacked the Indians, dispersing them with great slaughter and leaving 16 dead bodies upon the scene of the encounter. The Santa Rita mountains, near Tubac, exhibit indications of having been a rich mining locality, and several specimens of gold bearing rock were obtained.

Fifty miles from Tubac is found one of the richest gold deposits in Sonora. Tobacco flourishes well at Tubac, and was observed growing from the stalks of the preceding year. Its cultivation is prohibited further in the interior. Sugar and cotton are also raised in this district, and the land is well provided with trees of the cottonwood and walnut. Through the entire distance from Tubac to Altar, one hundred and thirty miles, ranches, haciendas and pueblos, are found, but these are mostly depopulated as far as Boosana, sixty miles from Tubac. Wheat fields, pomegranate, and fig groves are observed in abundance along the whole route from Boosana to Altar, although in this quarter, as throughout the entire frontier of Sonora, the inhabitants are at the mercy of the Indians, and have to submit to any exaction they may impose, glad to escape from their barbarous masters with life. The largest settlement between Altar and Tubac is the old Mission, Tubatami, twenty-five miles from Boosana.

From Altar to Lobos, on the Gulf of California, in latitude 31° 15', as determined by Mr. Spence, who examined this point on the coast, the distance is forty-five miles. The river Altar here empties in the gulf, and along its entire length presents a succession of ranches and a level country described as surpassingly beautiful, abounding in oranges, figs, and other tropical fruits, the climate as delightful as any in the world. The port of Lobos has been known but a short time. It is a most excellent harbor, and the surrounding land fertile and productive. Should the route for the southern road be extended to the Gulf of California, this will probably be its terminus, unless a further acquisition of territory should include Guaymas. Col. Gray, as we understand, regards favorably the situation of Pinacate, on Adair bay, that being nearer the direct line of the 32d parallel, but Lobos has unquestionable advantages as a harbor. A small settlement is formed at Lobos containing a few houses. Occasionally a vessel anchors there to smuggle goods into the country.

From Tucson to the Gulf of California, the route examined by Colonel Gray's parties, of which hitherto no authentic or reliable accout has been given to the world, proves to be one of surpassing excellence for a railroad, very level, and rich in mineral as well as agricultural resources. Its beauty to the eye and delicious climate are enthusiastically described. Concerning this region of country, as well as that lying to the eastward between Santa Cruz and El Paso, there has heretofore existed the greatest misapprehension; and more recently, since the discussion in the press arising from the treaty negotiations with Mexico, it has been characterized very often as a desolate, barren waste, and utterly worthless. As far as the Santa Cruz Valley was concerned, and the country about the head quarters of the Yaqui river this sweeping disparagement and denunciation were easily refuted by facts which have been already before the public.—From the additional testimony which will be received in an official form, in the forthcoming reports of Col. Gray, and Lieutenants Stoneman and Park, we believe that even the bitterness of sectionalists will yield to a conviction that whatever other arguments they may urge against the extension of our territorial limits as proposed by the treaty negotiations with Mexico, that the assertion of the country itself being sterile and valueless, will not be again urged.

The extent of country between the Rio Grande and the Colorado river, lying along and adjoining the parallel of 32° is not inferior to the country of Los Angelos, the best agricultural district in the state, apart from the vast mineral wealth it is known to contain. The additional territory which is acquired by the new treaty with Mexico, if it includes the section of country we have alluded to, is worth ten times what is paid for it by the United States, apart from the consideration that it furnishes the only perfectly feasible route yet scientifically ascertained for a Pacific Railroad. The time is not distant when a state destined to rival California in her heretofore unprecedented growth, will be inagurated below our present southern border, and only the most earnest efforts of all interested in the progress of San Francisco and California, will secure within this state the first or even a cotemporaneous Pacific railroad depot within our borders. Six months ago we told the truth about the inducements which were offered for a Pacific railroad terminus at Guaymas or some other port to the northward, on the Gulf of California, and the truth of the suggestions then made as incentives to greater efforts on the part of the people of California, has been confirmed by what is now transpiring.

MAYSVILLE & LEXINGTON RAILROAD.

The adjourned meeting of the citizens of Maysville and Mason county, to ascertain the condition of this road, and consider the best means of finishing it, was held at Maysville on Saturday evening, July 29th. The committee appointed to seek information from the directors made a report, by which it appeared that the total amount of stock subscribed is $995,350. Probable amount of additional stock accruing from tax certificates and interest, $184,569. Total amount of cash realized, $1,347,557 33. Balance due from all sources, $52,505 36; of which $25,623 is considered available. Total indebtedness, $887,313 51. Total amount expended for all purposes, $1,606,267 37. Estimated amount to finish graduation of road, $202,116 32.—To complete and stock road to Paris, $715,266 32. The directors express the belief, however, that if half the latter sum can be raised, the road can be gradually worked to completion.

The committee infer from the communications of the directors, that they have despaired of the completion of the road so as to avoid a total sacrifice of the stock, and that they think the sale and transfer of the road to other parties is the only feasible plan from which its completion can be expected.

HICKMAN & OBION RAILROAD.

Mr. Roulhac, the Secretary of the Hickman and Obion Railroad Company, gives us the following information in regard to the affairs of this company:

Estimated cost of the local work	$50,000
Ironing, equipping, etc	150,000
Total estimated cost	$200,000
To meet this they have Individual subscriptions	$60,000
Stock taken by Contractors to be paid in work	20,000
Total available funds	$80,000

Of the local work there is about one-third completed and paid for.

It will be seen from the above statement that there is a deficit in the amount necessary to complete the road of $120,000. To meet which, they propose that the city of Hickman subscribe $50,000; leaving $70,000 still unprovided for, but which the company have assurances shall be forthcoming so soon as the city or individuals, take fifty thousand dollars stock, which they now propose that the city shall take.—*Hickman Times.*

MEMPHIS & LITTLE ROCK RAILROAD.

In a recent letter to the editor of the *Little Rock Gazette*, from a highly respectable gentleman residing in Memphis, the following passage occurs in regard to the Memphis and Little Rock Railroad:

"This road has been put under contract, upon such terms as will insure its construction. Messrs. John H. Bradley and Wm. B. Ford, of New York, are old and highly responsible railroad contractors, and they have taken hold of the Memphis and Little Rock Railroad with a determination to carry it thro'. I think there cannot be a doubt but this road will receive the most general favor by the citizens of Arkansas."

In the present contract, with Messrs. Bradley & Ford, there is one objection, which the enemies of the road have made into a great bugbear, avoided. It has always been said that the depot at the eastern terminus of this road would not be in the state of Arkansas, but in Memphis. In the contract just alluded to, it is stipulated that the eastern terminus of the road and the depot shall be on the west bank of the Mississippi river, opposite Memphis in the state of Arkansas.

The prospect now is, that the roads from Memphis and Helena will be built, unting at White river, and running westwardly.

Commissioners Report of

RAILROADS IN CONNECTICUT, 1853-4.

Name of road.	Length.	Length of double track.	Capital.	Capital paid in.	Cost of road.	Cost of road per mile.	Gross earnings.	Working expenses.	Net earnings.	Dividends.	Debt.	Surplus.
Norwich and Worcester	59	..	$2,825,000	$2,122,200	$2,596,488	$44,009	$321,046	$169,824	$113,038	$84,418	$709,337	$67,223
New York, Providence and Boston	50	..	1,508,000	1,508,000	2,158,000	43,200	283,919	127,031	156,887	90,480	348,700	16,407
New London, Willimantic and Palmer	66	..	1,700,000	559,064	1,524,329	23.635	128,716	68,071	.....	.....	1,008,560	.....
New Haven and New London	50	..	1,500,000	734,248	1,375,912	27,518	96,137	56,643	82	.....	670,091	.....
Hartford, Providence and Fishkill	49.6	..	4,000,000	1,388,615	3,008,214	*30,452	98,941	40,251	.....	.....	1,419,198	.....
New Haven, Hartford and Springfield	62	55	2,350,000	2,350,000	3,470,000	54,355	039,529	304.180	294,266	362,500	797,000	.....
New Haven and Northampton	55	..	922,500	922,500	1,400,900	25,454	133,280	61,452	26,680	26,900	500,000	.....
New Haven and New York	61.5	56	3,000,000	3,000,000	5,131,948	83,445	961,278	*579,209	258,184	.....	2.131,848	26 676
Naugatuck	58	..	1,500,000	1,000,000	1,530.907	26,380	246,687	88,090	121.591	74,080	478.694	13,274
Housatonic	74	..	2,000,000	2,000,000	2,407,754	32,536	324,990	201,059	15,909	.....	486,998	13,274
Danbury and Norwalk	23.8	..	400,000	278,843	369,738	*18,660	48,830	28,157	17,415	14,726	85,300	10,917
Southbridge and Blackstone	7.4	..	800,000	800,000	248,433	33,600	.....	.....	.....	.....	.....	.....
New York and Boston	83	..	3,000,000	239,427	120,000	.....	.....	.....	.....	.....	.....	.....
Middletown Branch	11	..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Allyn's Point	7	..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total	717.3	111	25,605,000	16,962,897	25,441,733	Av.36,937	3,283,354	1,723,867	1,004,052	653,114	8,637.822	147,771

Name of road.	Miles run by passenger trains.	Miles run by other trains.	Total number of miles run.	Passengers carried in cars.	Passengers carried one mile.	Tons of merchandise.	Cost of fuel per mile run.	Motive power and cars per mile run.	Maintenance road way p. mile run by trains.	Total Cost per mile run.	Earnings. per mile run.
Norwich and Worcester	131,778	146,159	277,939	210,626	5,953,511	90,250	$0 15	$0 12	$0 11	$0 61	$1 15
New York, Providence and Boston	100,000	*151,968	*231,963	218,722	8,202,100	47,160	0 19	0 22	0 26	*0 72	1 23
New London, Willimantic and Palmer	60,096	41,316	101,412	130,742	1,960,000	35,650	0 13	0 05	0 12	0 67	1 26
New Haven and New London	93.000	.....	93,000	164,767	4,137,600	*10,000	0 18	0 07	*0 12	0 60	1 03
Hartford, Providence and Fishkill	26.170	30,710	56,881	144,078	1,933,010	42 356	0 13	0 15	0 13	0 70	1 72
New Haven, Hartford and Springfield	282,394	30,555	312,949	510,330	14,245,092	160,000	0 18	0 12	0 22	0 97	2 04
New Haven and Northampton	59,783	35,665	95,748	94,782	3,532,600	*55,275	0 08	0 11	0 11	0 64	1 39
New Haven and New York	412,042	90,284	502,326	1,148,437	40,248,208	70,000	0 20	0 13	0 16	1 04	1 91
Naugatuck	48,048	70,840	118,880	189,026	4,725,625	79.759	0 15	0 18	0 22	0 74	2 07
Housatonic	108,748	157,154	265,903	*312,683	*8,900,000	*67,480	0 17	0 15	0 16	0 75	1 22
Danbury and Norwalk	20,586	14,447	35,040	78,895	802,286	12,811	0 15	0 07	0 21	0 80	1 39
Southbridge and Blackstone	.....	.....	.....	.....	.....	.....	....	....	....	....	....
New York and Boston	.....	.....	.....	.....	.....	.....	....	....	....	....	....
Middletown Branch	.....	.....	.....	.....	.....	.....	....	....	....	....	....
Allyn's Point	.....	.....	.....	.....	.....	.....	....	....	....	....	....
Total	1,342,645	749,398	2,092,045	3,202,490	94.640,032	670,741	Av.0 15	Av.0 12	Av.0 17	Av.0 82	Av.1 57

*Unknown or partly estimated.

The total number of miles of railway in operation in this state is 553 miles. The above table gives the whole length of the road owned by different corporations, some portions of which are in other states. The number of miles of road in process of construction is 136 miles; and the whole number of miles in operation and in construction located in the state of Connecticut is 644 miles.

One person has been killed for every 104,602 miles run by trains; one person has been killed for every 67,132 miles run by passenger trains; one person has been killed for every 160,124 passengers carried in the cars; one person has been killed for every 4,732,000 passengers carried one mile; and only one passenger killed out of 94,640,000 passengers carried one mile.

VERMONT CENTRAL RAILROAD.—This company is in a queer condition. The President has given up his "trust;" three out of the seven Directors have resigned, and the remaining four will not assemble to do business, and the new treasurer has left his place.—The company has neither head nor members and must go on by itself, if it go on at all. Some of the stockholders lately held a meeting, and voted a dividend of three dollars a share on the over-issued stock, *payable when in funds*, and then adjourned to dinner.

CHICAGO & MISSISSIPPI RAILROAD.—Edward Keating, Esq., who has been so long connected with this road has resigned the office of Superintendent, in consequence of ill health. He is succeeded by Richard P. Morgan, Esq., who is highly spoken of.

COST AND CONSUMPTION OF GAS IN THE UNITED STATES.

An interesting report by the Cincinnati Gas Co., shows the price at which gas is supplied by the companies of various cities and towns in the United States. From this summary it would appear that at Pittsburgh and and Philadelphia gas is furnished much cheaper than at other places. We enumerate here the price of gas at thirty-four different towns, with the length of street mains, and the quantity of gas consumed annually:—

Cities.	Price per 1,000 feet.	Length of street mains.	Cubic feet sold per annum.
Philadelphia	$1 90	120 miles	250,000
Pittsburgh	1 90	14⅝ "	33,447
Boston	2 50	50 "	135,000
Evansville, Ind.	3 00	3⅛ "	2,160
New York— (Manhattan Co.)	3 00	170 "	309,000
St, Louis, Mo.	3 00	34¼ "	43,000
Wheeling, Va.	3 00	5 "	.....
Providence, R. I.	3 00	20 "	27,722
Wilmington, Del.	3 00	8½ "	8,030
Baltimore, Md.	3 00	40 "	65,946
Cincinnati, O.	3 00	30 "	.....
Cleveland	3 00	7 "	15,000
Columbus	3 00	5 "	8,117
Indianapolis, Ind.	3 50	3 "	2,880
New Albany	3 50	4,000 feet.	2,000
Zanesville, O.	3 50	19,000 "	1,260
Madison, Ind.	3 50	20,000 "	5,000
Brooklyn, N. Y.	3 50	65 miles.	80,000
Chicago, Ill.	3 50	13 "	18,000
Rochester, N.Y.	3 60	11 "	15,000
Hartford, Conn.	3 50	3 "	7,660
Washington, D. C.	3 80	18 "	17,000
Lancaster, Pa.	3 80	6 "	4,500
Lexington, Ky.	4 00	20,500 feet.	3,319
Nashville, Tenn.	4 00	5 miles.	8,000
Dayton, Ohio	4 00	6 "	4,500
New Haven, C't.	4 00	13 "	10,300
Memphis, Tenn.	4 00	3 "	.....
Schenectady, N Y.	4 00	4 "	.....
Troy	4 00	9 "	10,000
Albany	4 00	10 "	20,000
Mobile, Ala.	4 50	.. "	.....
Springfield, O.	5 00	2 "	8,400
Auburn, N. Y.	7 00	2 "	8,500

At New York there is another company, so that the whole quantity consumed is not shown by the above table. At Pittsburgh and St. Louis, coal is worth about 7 a 10 cents per bushel, Cincinnati, 10 a 15 cent., with a tendency, at all the places enumerated, to a rise in the market price. At Pittsburgh, Pa.; Madison, Ind.; and Wheeling, Va., the gas works are owned in part by the cities; at Philadelphia they are owned entirely by the city.

INCREASED BANKING CAPITAL.

The late Legislature of Connecticut increased the banking capital of that state, one million one hundred and thirty-three thousand dollars, as follows:

NEW BANKS.

Name and Location.	Capital.
Elm City, New Haven	$500,000
Tradesmen's, do	500,000
Mattatuck, Waterbury	500,000
Home, West Meriden	300,000
Stafford, Stafford	300,000

CAPITAL OF OLD BANKS INCREASED.

Winsted, West Winsted	$200,000
Thames, Norwich	200,000
Danbury, Danbury	125,000
Bridgeport, Bridgeport	100,000
Fairfield County, Norwalk	100,000
North America, Seymour	100,000
Deep River, Deep River	75,000
Meriden, Meriden	50,000
Stamford, Stamford	45,000
Windham County, Brooklyn	38,000
	$3.133,000

The Hartford *Times* says that the above increase has been made upon the old plan, permitting an issue of 50 per cent. over the paid in capital, and in direct defiance and disregard of the Free Banking law of the state, in existence at the time of the passage of the law authorizing the above named increase.

EVANSVILLE & CRAWFORDSVILLE RAILROAD. Hon. Samuel Hall, the President of this company has notified the stockholders that he will not be a candidate for re-election at the October meeting of the Board.

Communications.

DUTIES ON RAILROAD IRON SHOULD NOT BE REMITTED.

[We most cheerfully give place to the following article on the Iron Manufacture, from Professor Mather. A subject of so much importance should be thoroughly considered.—Most assuredly *we* have no desire to injure the iron manufacture, whose development is all important to the country. The ground we take is, that the *present duty* on railroad iron, has benefitted *neither the manufacturer, the government, or the people*, but has injured the railway companies by being a heavy tax on their business. We shall have another article on this subject, and shall be glad to receive any communications containing information on this point.]

E. D. Mansfield, Esq:

My Dear Sir:—Your views of the remission of the duties on railroad iron, and the effects of the tariff on our railroad system, and on the completion of our roads are doubtless correct. The question with statesmen who make laws to regulate commercial exchanges is, or should be, *What under all the circumstances will be for the best interests of the country?*

As regards railroad bars, large quantities are and will be required for many years, not only for building new roads and completing those in progress, but keeping them all in repair. The remission of duties would be of present advantage to the railroad interests, but it is believed that it would result in breaking down and closing all the railroad mills in our country, and prevent that rapid development of the iron business, and of the great extension of the manufacture of railroad iron now in its incipient stage in the United States, and which is so important, that it should be *fostered* even at a heavy temporary sacrifice. The writer feels a deep and abiding interest both in the completion of the roads in progress, in the railroad-mill establishments, and in the extension of the manufacture of railroad iron. Tho resources in materials for this manufacture are exhaustless in many favored localities. Iron masters are now convinced that iron can be made easily and cheaply from stone-coal, and from iron ore that they have been accustomed to reject from their charcoal furnaces. Several coal furnaces are in operation in Ohio, and many of them in Pennsylvania, and many more are building, intended to work with stone-coal. This mode of manufacture is the only one that can compete with the Welsh and Scottish iron, and it is only recently that it can be said to have overcome the prejudices of those engaged in the iron manufacture. The large profits realized on pig-iron, the demand for which fully equals the production in Ohio, the relatively smaller profits on railroad bars, and the lack of sufficient capital seeking investment in the iron business, have prevented a rapid extension of the railroad iron manufacture in Ohio, where greater facilities for cheap manufacture exist than in any other part of the United States, or probably in the world.

Notwithstanding these causes, capital is already invested to the extent of $10,000,000 in railroad mills and furnaces for making railroad bars, in six of the States, viz: Pennsylvania, Ohio, Massachusetts, Virginia, Maryland and New Jersey. The estimated production of these works for 1854, in the Philadelphia Bulletin and in the Railroad Record, is 160,000 tons; but in that estimate only one mill in Ohio was named, viz: that of Portsmouth—5,000 tons, while there are railroad mills at Hanging Rock and Ironton, and probably at other points in Ohio. These iron works give employment to 18,500 men, and directly support a population, (their families) of 92,500, which consume provisions at $50 per head, per annum—$4,725,000. The wages of 18,500 men at $300 per annum, are $5,550,000.

The produce of this labor, 160,000 tons of iron railroad bars, at $60 per ton, is $9,600,000. This is all derived from the labor, skill and capital applied to begin the developement of our dormant mineral resources; and it is all distributed in the community, instead of being sent out of the conntry, to pay for foreign labor and production. The production of railroad iron in the United States has been and still is small, compared with the consumption; but we have all the facilities for the manufacture and transportation of railroad iron. Iron ore capable of producing 5,000 to 10,000, tons of iron to the acre, and coal and limestone to make it, occupies broad areas in the iron belt, which is traversed by the Ohio river, its tributaries, and by several railroads, opening communications and facilities for transportation in every direction.

Capital only is now wanted, and a feeling of confidence in our law-makers, that they will pursue such a course of policy that capital invested shall not be destroyed by their vascilating measures, to give such a development to the iron business as has not been thought of, except by the few. We can and ought to be free from the importations of foreign iron, and in a few years we will be, if Congress continues to protect the iron manufacturer.

The extension of iron manufacture thus far, has been almost entirely from the surplus profits of iron masters in Ohio and Kentucky, and perhaps mostly so in Pennsylvania.

Welsh iron masters need only to appreciate fully the advantages for making iron with stone coal, in southern Ohio, to transfer some of their manufacturing establishments for rail bars, to that district, already swarming with a Welsh population which has settled in a coal and iron region, like their native hills.

Although it would be a benefit to the railroad corporations temporarily, to abolish the duties on railroad bars, it is deemed a short sighted and temporizing policy, that would, by so doing, prostrate all the enterprise already engaged in the manufacture of railroad iron in the United States; and, still worse, repress for many years the development of that branch of the iron business in Ohio and Pennsylvania, Kentucky and Virginia, where the facilities for cheap production, and for transportation in every direction, are unrivaled. How long shall we bring railroad bars 4,000, miles, to lay down across the iron ore beds, and coal beds, where every facility exists to make them as cheaply as in Wales?

Yours truly,

W. W. MATHER.

FRENCH RAILROADS.

A foreign correspondent of the Savannah *Republican* speaks as follows of the railroads in France:—"It would be an injustice to France, did I not make some mention of her railroads. Without exception, they are the best I have ever seen, and approach as near to perfection as anything I can conceive.—Though few in number, compared with those of even younger and smaller countries, they surpass them in completeness, solidity, strength and beauty of structure. The masonry upon them is most perfect. Nothing can surpass it in strength and beauty. The bridges over the roads are all of stone, arched. The viaducts over the valleys, the tunnels under mountains, the walls upon the sides of deep cuts, are all of solid masonry. This is the less to be wondered at, inasmuch as the work, though done at the expense of private companies, is superintended by the engineers of a government which permits nothing to be half done. The Government will not allow a road to commence business until its own engineers have examined and accepted the road. We were especially struck with the splendid workmanship upon a tunnel through which we passed before reaching Dijon. It is nearly three miles in length. No ray of light penetrates it, except what streams, for a short distance, through the entrances. Our railway contractors and builders might gain much valuable information by a careful inspection of the roads, and the railway system of France. The banks at the sides of the road are sodded, and their beautiful green is a pleasant sight to the eye when the surrounding scenery is shut out. The line of the roads is covered with broken stone, so that there was no dust to annoy us, although there has been no rain for some days previous. You must not think my language too strong, for I can assure you that the roads in France deserve all and more than all, that I have written.

THE DAYTON SHORT LINE RAILROAD.

The work to complete the tunnel through which this road penetrates the hills north of Cincinnati, was re-let on Wednesday the 9th, to Gen. Dunham, one of the original contractors, and Wm. C. Davis, of this city.—The firm is a strong one, uniting pecuniary means, experience, and general business capacity of the highest order.

The rate at which the work is taken by these gentleman, is an advance upon the former contract. It is to be prosecuted steadily to completion, the contractors agreeing to oporate just as large a force as the means furnished by the Company will sustain—say from five thousand to fifty thousand dollars per month, as funds may come in.

The tunnel was originally estimated to cost less than half a million. About $360,000 nave already been expended, and two-thirds of the work remain to be done. It will cost, when completed, fully a million of dollars.

The company commenced operations with individual subscriptions amounting to a million of dollars. Of this sum about $400,000 have been collected and applied to the road. mostly at the tunnel. It is confidently belived that by the time the $600,000 remaining due on subscriptions are collected, and judiciously expended, the enterprise will be in such a shape that, with an improved condition of the money market, funds can be procured to put it through.

Mr. Beckel, whose contract covers all the road north of the tunnel to Dayton, has been directed to push his branch of the work as rapidly as the company mav be able to furnish "material aid." The road will not be completed this year—probably not next year—but it will be made, and when made will be not only a lasting monument to enterprise, but a paying investm ent of capital.—*Dayton Gazette.*

Memphis, Clarksville and Louisville Railroad.—At a meeting of the Board of Directors of the Memphis, Clarksville and Louisville Railroad Company, in the town of Clarksville, on the 8th day of July, 1854, the following resolution were adopted:

Whereas, the Memphis, Clarksville and Louisville Railroad Company has a large amount of available resources, in the shape of solvent subscriptions and county bonds, pledged to build that portion of said road lying between the Kentucky State line and the Tennessee river, a section of the road which occupies a middle position between Memphis and the important points on the Ohio river; and whereas the President and Directors of that portion of said road desire to form connections with other railroads leading north and south from the Kentucky State line and from the Tennessee river, and as correspondence between the Presidents of the respective roads above indicated, leads to no very practical results: Therefore,

Resolved, That the President of this Company be authorized to invite a conference of the Presidents of the Louisville and Nashville Railroad Company, the Memphis and Ohio Railroad Company, the Mississippi Central and Tennessee Railroad Company, the Lexington and Danville Railroad Company, and the Presidents of any other railroads interested in the completion of said first mentioned road, said meeting to be at Clarksville, or some other point that may be agreed upon, at as early a day as practicable.

T. W. WISDOM, Sec'y.

Erie & Ontario Railroad.—We learn from the Niagara *Mail*, of the 26th ultimo, that the books for the extension of the Railroad from the Welland River to Lake Erie, as authorized by charter, were opened at the Clifton House, on Saturday last, and nearly two-thirds of the required capital were subscribed upon the spot. A survey of that portion of the extension lying between Chippewa and Dunnville has been ordered and if the municipalities most deeply interested embark in the enterprise with a becoming degree of spirit, next summer, very early will witness its completion, and thus the Buffalo and Goderich railroad will be furnishsd with a Lake Ontario terminus; and at the same time will be completed a very important portion of that Lake Shore road, which will before long connect the far West through the "Southern Michigan."

Cincinnati, Harrison & Indianapolis R. R.—At a regular meeting of the stockholders of the Cincinnati, Harrison and Indianapolis Straight Line Railroad Company, held on the 10th of August, the following gentlemen were elected Directors for the ensuing year:

E. M. Gregory, Chas. Reemelin, T. W. Faber, R. H. Pinny, Robert Boal, J. H. Gerard John M. Makin.

The board of Directors organized by electing E. M. Gregory, President; Chas. Reemelin General Agent; T. W. Faber, Secretary; John M. Makin, Treasurer.

It is now certain that the Cheviot Summit can be overcome without a tunnel. This reduces the cost some two hundred thousand dollars. The grade will not have to be as high as that on portions of the Baltimore and Ohio Railroad.

Portage City & Lake Superior R. R.—A meeting of the board of commissioners of the Portage City and Lake Superior Railroad Company was held at Madison, on the first day of this month, and the following named gentlemen were elected officers of said board, viz:

Walter D. McIndoe, President; A. C. Ketchum, Secretary; N. H. Wood, Treasurer.

Books for the subscription of stock were opened, and a liberal amount of stock subscribed. The books were ordered to be continued open at Madison, Portage City, Steven's Point, and Wausau.

A preliminary survey of the route was ordered to be made from Portage City to Wausau, to be commenced as soon as practicable. —*Wis. State Journal.*

New Railroad in Arkansas.—A Convention was lately held at Pine Bluff, Ark., which very earnestly endorsed the project of building a railroad from Little Rock to Napoleon, and recommended it as the Eastern branch of the Cairo and Fulton road.

Madison & Swan Lake Railroad.—The stockholders of the Madison and Swan Lake Railroad Company, held an election in this place, at the office of S. Mills, Esq., on the 1st day of this month, and elected the following board of directors:

L. J. Farewell, S. Mills, F. G. Tibbits, M. B. Van Slyke, C. J. Pettibone, H. S. Haskell, M. B. Munn, N. H. Wood, W. D. McIndoe.

At a subsequent meeting of the directors, held on the same day, L. J. Farewell was elected President; A. C. Ingham, Secretary; and Simeon Mills, Treasurer.

We learn that it is the intention of the company to make a survey of the route from this place to Portage City at once.—*Wis. State Journal.*

TO CONTRACTORS.

Bellefontaine & Delaware Railroad.—We perceive that this company have advertised for proposals for constructing a portion of their road, between Bellefontaine and Marysville. The securities offered will no doubt be found ample and satisfactory. See advertisement in our columns.

Ashtabula & New Lisbon Railroad.—In our advertising columns will be found proposals to contractors to undertake this line of road. This is one of the best opportunities offering, and the means of payment are ample; no small desiderata at this crisis. See advertising columns.

Engineering, Draughting, etc.—At this epoch of railroad building Engineering talent is in great demand, and many young men are desirous of fitting themselves for the exercise of the profession of engineers; to such we would commend "Nugent's College," Public Square, Cleveland, Ohio. C. E. Nugent, Principal.

Mr. Nugent offers strong testimonials of efficiency and capability, and would doubtless give ample satisfaction to all who might call his services into requisition. See advertisement.

Railroad Materials, Machinery, etc.—Messrs. Sellers & Dana have opened a large depot in our city for the supply of all materials, from a jack-screw to a locomotive, in use upon, or in the construction of a railroad, and are prepared to furnish every article at manufacturers prices.

Cincinnati has now become the center for supplies for the West, and such a depot has become necessary. Messrs. Sellers & Dana are peculiarly fitted for the control of such a business and we commend them to the public.

Public Documents.—We are under obligations to Hon. S. P. Chase for valuable Public Documents.

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

CORRECTED TO WEDNESDAY OF EACH WEEK.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'R.	ASK'R.
Alabama and Tennessee	1st mortgage, convertible till 1872	7	1872		96
Baltimore and Ohio	Transferable. Taxed	6	1885	82½	83¼
Do do	Coupons. Not Taxed	6	1875	84	85
Do do	" "	6	1880		82
Do do	"	7	1860		87
Do do		6	1885		92
Bellefontaine and Indiana	1st mortgage, convertible	6	1866	100	102
Buffalo and Penn. State Line	1st mortgage, not convertible	7	1866	97½	101
Chicago and Rock Island	1st mortgage, convertible	7	1870	87	92
Chicago and Mississippi	1st " "	7	1862	88	92
Do do	2d " "	7	1874	68	72½
Chicago and Aarora	1st " "	7	1866	90	92½
Cincinnati and Fort Wayne					
Cleveland, Columbus, and Cincinaati	1st mortgage, convertible	7	1859	128	130
Do do do	No mortgage, convertible	7	1855	124	127
Cleveland and Mahoning					
Cleveland, Painesville and Ashtabula	1st mortgage	7	1861	92	95
Do do	2d " not convertible	7	1861	99	100
Cleveland and Pittsburgh	1st " convertible	7	1860	92	95
do do		7	1873	85	90
Cleveland, Zanesville, and Cincinnati					
Cincinnati, Hamilton and Dayton	1st mortgage " till 1855	7	1861		95
do do do	2d mortgage	7	1868		95
do do do	3d mortgage	7	1880		90
Cincinnati, New Castle and Michigan	1st mortgage, real estate, convertible	10	5 & 10 y's	96	100
Cincinnati Western	1st " " " "	10	5 & 10 y's	90	98
Cincinnati, Wilmington and Zanesville	1st "	7	1862		94
Cincinnati, Indianapolis and Chicago					
Columbus and Lake Erie					
Columbus, Piqua and Indiana	1st mortgage, convertible	7	1862	84	86
Do do do	2d "		1852	80	83
Columbus and Xenia	1st mortgage, convertible	7	1859	118	120
Covington and Lexington	1st " " till 1862	7	1883		87½
Do do	2d " "	6	1862		95
Dayton and Michigan	1st " "	7	1867	94	97
Dayton and Western	1st " "	7	1862	90	95
Dayton, Xenia and Belpre	1st "	10	1864	85	95
Eaton and Hamilton	1st mortgage	7	1862	84	87
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.	7	1862	93	96
Evansville and Illinois	1st Mortgage, convertible 1857	7	1862	85	87
Frankfort and Lexington	1st " "	6			
Franklin and Warren					
Galena and Chicago Union	Pledge of 2d section, convertible	10	1853-6	125	130
Do do do	1st mort., 2d " not convertible	7	1862	89	90
Illinois Central	1st mortgage, not convertible	6	1875	70¾	75
Illinois and Wisconsin		10			
Indiana Central	1st mortgage, convertible	7	1866		95
Do do	" "	10	1857	99	100
Indianapolis and Bellefontaine	1st " "	7	1860-1	94	98
Indianapolis and Lafayette	" "	7	1861		95
Jeffersonville	1st " not "	7	1861	87	94
Junction (Ohio)	1st " "	7	1867	106	108
Do do	2d " "	7		104	106
Lawrenceburg and Upper Mississippi	1st mortgage, convertible	7	1866		95
Lexington and Big Sandy					
Little Miami	No mortgage, convertible 1852-4	7	1858-61	114	116
Do	" " till 1855	7	1861	117	120
Louisville and Nashville					
Lyons', Inwa, Central	1st mortgage, convertible	7	1873	8	
Mad River and Lake Erie	1st mortgage, coavertible till 1855	7	1855-6	97½	100
Do do	2d " "	7	1866	66	75
Do do	Dividend	7	1860	78	83
Madison and Indianapolis	1st mortgage, convertible after 1853	6	1861		
Marietta and Cincinnati	1st " convertible	7	1868	88	90
Maysville and Big Sandy					
Maysville and Lexington	1st mortgage, convertible	6	1873		
Memphis and Charleston					
Michigan Central	No mortgage, convertible	8	1860	103½	
Do do	" "	8	1853-6	100	102
Do do	" not "	8	1857-8		101
Michigan Southern	1st " " "	7	1860	96¼	100
Milwaukie and Mississippi	1st " " 1857	8	1862	100	101
Mobile and Ohio	1st mortgage 6s. 1884				
Nashville and Chattanooga				83	93
New Albany and Salem	mortgage on 1st section	10	1858-62		101
Do do	1st " on other sections, convert.	8	1864-75	85	87
New Castle and Richmond	1st " convertible	6	1873	87	90
New Orleans and Ohio, Ky	Guar. of McCracken Co			86	93
New York and Erie	1st mortgage, not convertible	7	1867		
Do do	2d " convertible	7	1859		
Do do	Income, not convertible	7	1855	88	90
Do do	Convertible till 1861	7	1871	70	75
Do do	" " 1862	7	1862	80	85
Northern Indiana	1st mortgage, not convertible	7	1860	95	96
Do do	2d "	7	1863	82	85
Do do	1st mortgage Goshen line			92	95
Do do	Construction Bonds			84	90
Ohio Central	1st mortgage, convertible, west section	7	1861		
Do	1st " " east "	7	1864	93	95
Ohio and Indiana	1st " "	7	1867	97	100
Ohio and Pennsylvania	" "	7	1865-6	103	104
Do do	Income. No mortgage, convertible	7	1872	85	86
Pacific, Mo					
Panama	1st mortgage, convertible	7	1866	93	96
Parkersburgh (or Northwestern Va.)	" Guar. City of Baltimore	7	1873	94	96
Pennsylvania	1st mortgage, convertible till 1860	6	1880		97
Peru and Indianapolis	1st " convertible	7		78	83
Rock River Valley Union	1st " convertible	7	1872	98	100
Sandusky and Mansfield	1st "	7	1860	71	75
Do do	2d "	10	1853-7	102	104
Scioto and Hocking Valley	1st " conv. coupons	7	1861	87	90
Southwestern, Tennessee					
Springfield and Columbus					
Steubenville and Indiana					
Terre Haute and Alton	1st mortgage, convertible	7	1865	84	85
Do do	1st " coavertible		1862-72	87	92
Terre Haute and Richmond	2d " do	8	1865		90
Toledo, Norwalk and Cleveland	1st mortgage, convertible	6	1866	100	103
Do do do	1st "	7	1863	84	90
Do do do	2d "			90	95
	" Guar of C. C. & C		1883	90	95

TABLES OF RAILROAD SHARES.

☞ The following quotations are not PER SHARE, but upon the HUNDRED DOLLARS.

	shares.	off'd.	ask'd.
Baltimore and Ohio	100	53	55
Bellefontaine and Delaware	50	40	50
Bellefontaine and Indiana	50	70	75
Belleville and Illinoistown			
Buffalo and Pennsylvania State Line		120	125
Central Military Tract			
Central Ohio	50	75	80
Chicago and Rock Island		95	100
Chicago & Miss., (Alton & Springf'd,)			
Cincinnati, Cambridge and Chicago		25	30
Cincinnati and Fort Wayne			
Cincinnati Hamilton and Dayton	100	90	95
Cincinnati, Indianapolis and Chicago			
Cincinnati, Logansport and Cbicago	50		90
Cincinnati Western	50	25	35
Cin. Wilmington and Zanesville	50	60	70
Cleveland, Columbus and Cin	100	100	105
Cleveland, Medina and Tuscarawas			
Cleveland, Painesville and Asbtabula	100	100	105
Cleveland and Pittsburgh	50	60	65
Cleveland and Mahoning			
Cleveland and Toledo	50	76	90
Cleveland, Zanesville, and Cincinnatt			
ClintonLine			
Columbus and Lake Erie	50	50	70
Columbus, Piqua and Indiana	50	50	65
Columbus and Xenia	50	100	105
Covington and Lexington	50	50	66
Covington and Ohio, Va			
Dayton and Michigan	50	50	65
Dayton and Western	50	65	80
Dayton Short Line	50		
Dayton, Xenia and Belpre			
Detroit and Pontiac			
Eaton and Hamilton	25	50	60
Eaton and Piqua			
Erie and Northeast		110	112
Erie and Kalamazoo		90	100
Evansville and Crawfordsville			
Fort Wayne and Mississippi	50		
Fnrt Wayne and Southern	25	45	50
Franklin and Warren			
Galena and Chicago Union	100	120	125
Greenville and Miami	50	50	60
Hannibal and St. Joseph			
Hudson River		60	55
Henderson and Nashville			
Hillsboro' and Cincinnati	50	45	55
Illinois Ceatral 10 per cent	100	104	106
Illinois and Wisconsin			
Indiana Central	50	55	65
Do do 10 per cent	50	60	70
Indianapolis and Bellefontaine	25	78	95
Indianapolis and Cincinnati	50	60	65
Indianapolis and Lafayette	50	76	80
Jeffersonville and Indianapolis	50	72	78
Junction (Ohio)	50	90	95
La Crosse and Milwaukie	100		
Lake Erie, Wabash and St. Louis			
Lawrenceburg and Upper Mississippi	50	60	65
Lexington and Frankfort			
Lexington and Danville			
Little Miami	50	100	100
Logansport and Pacific			
Logansport and Marion			
Louisville and Frankfort	50	62	70
Louisville and Nasbville	100		
Macon, Georgia	10	100	105
Mad River and Lake Erie	50	65	70
Madison and Indianapolis	50	40	50
Madison, Indianapolis and Peru	50	30	50
Marietta and Cincinnati	50	40	50
Marion and Mississinewa Valley			
Maysville and Lexington	50	50	60
Maysville and Big Sandy			
Memphis and Charleston			
Michigan Central		87½	100
Michigan Southern		93¼	100
Milwaukie and Mississippi		77	82
Mobile and Ohio			
Nashville and Chattanooga			
New Albany and Salem	50	40	50
New Orleans and Ohio			
New York Central		92	100
New York and Erie	100	48¾	50
Northern Indiana		93	100
Ohio and Indiaaa		76	80
Ohio and Mississippi	50	65	70
Ohio and Pennsylvania	50	84	85
Ohio River and Wabash			
Owl Creek Valley			
Pacific, Mo			
Panama		94	100
Parkersburg, or Northwestern Va			
Pennsylvania	50	88½	87
Peru and Indianapolis	25	50	60
Sandusky and Mansfield	50	55	60
Sandusky, Mansfield, and Newark	50		
Sangamon & Morgan, or Great West'n,			
Scioto and Hocking Valley	50	50	60
Southwestern Indiana			
Southwestern, Tenn			
Springfiled Mt. Vernon and Pittsb'gb.	50	65	80
Springfield and Columbus			
Steubenville and Indiana			
Terre Haute and Alton			
Terre Haute and Richmond		100	102
Toledo and Illinois			
Toledo, Norwalk and Cleveland	50	78	90

STOCK TABLE.

CORRECTED WEEKLY.

Government Securities.

	INT.	DUE.	OFF'D.	ASK'D.
U. S. Loan	6	1856	103½	105
Do	6	1862	115	115
Do	6	1867	118	119
Do	6	1868	118	119
Do (int. ceased July 1).	5	1853	101⅛	102
Do Coupons		1862	117½	118
Do "	6	1868	120	123
Do "		1853	100	101

State.

Alabama	5	....	90	95
Do	6	....	102	104
Arkansas	6	....	95	100
Georgia	6	....	107	108
Do	7	....		
Illinois Canal Bonds		1860	96	98
Do do registered		1860	110	110½
Do do		1847	92	95
Do do registered		1847	90	96
Do do Internal Impt.	6	1847	86	89
Do Interest do	6	....	60	64
Indiana	5	....	98	100
Do	2½	....	60	62
Do Canal Loan	6	....	93	94
Do do preferred	5	....	54	55
Do do deferred	5	....	30	32
Do special preferred	5	....	24	25
Do do deferred.	5	....	10	11
Kentucky, 30 years	6	1871	101	102
Do 15 years	6	....	107	108
Do large bonds	6	1869-72	104	105
Do	5	....	92½	93½
Michigan	6	....	94½	96
Ohio	6	1856	102	103
Do	6	1860	107	110
Do	6	1870	108	110
Do	6	1875	109	110
Do	5	1855	102	105
Do	5	1864	104	106
Pennsylvania	6	....	103	105
Do	5	1870	86	87
Tennessee, new loan	6	1890	105	106
Do Coupons	5	....		85
Virginia Coupons	6	1886	102½	105

City Securities.

Albany	6	1867-9	106	107
Alleghcny	6	1873	75	76
Baltimore	6	1870-90	99½	101
Do	5	1865	87	89
Boston Bonds	4½	1860	101	102
Chicago	6	1876-7	92	95
Covington	6	1881	93	95
Cincinnati	6	1860	96	100
Do	6	1897	96	100
Do	5	1884	86	87
Do W. W	6	1865	102	103
Jeffersonville, Indiana	7	1872-82	85	88
Lawrenceburgh, Ia	7	....	80	90
Louisville	6	1880	82	85
Memphis	6	1882	90	92
New York	7	1857	101	103
Do	5	1858-60	99½	100
Do	5	1870-5	100¾	103
Do	5	1890	101	
Philadelphia	6	1876-90	90	91
Pittsburgh	6	1869-71	82	83
Do coupons	6	1883		83
Richmond	6	1882	93	94
St. Louis	6	1870	87	90
Wheeling	6	1872	105	106

County Bonds.

Bourbon, Ky	6	1881	89½	90
Darke, O	7	....	92	95
Fairfield, O	7	1862	90	92
Fayette, Ky	6	1881-2	80	84
Guernsey, O	7	1862	97	99
Mason, Ky	6	1881	80	84
McCraken co. Ky., endorsed by New Orleans and Ohio R.R.			86	93
St. Louis	6	1866	83	85
Do	7	1871	107	108

Banks.

OHIO.

Ohio Life Insurance and Trust Co	93	95
Lafayette, Cincinnati, (closing)	113	115
Franklin do		
Commercial do		
Mech. & Traders do		
State Branches		

KENTUCKY.

Bank of Kentucky and Branches	101	103
Northern, and Branches	108	110
Southern, and Branches	103	106
Bank of Louisville	111	112
Kentucky Trust Co	99	100
Farmers' Bank of Kentucky	107	110
Newport Safety Fund Bank	98	100
Commercial Bank of Kentucky		

INDIANA.

State Bank and Branches		

TENNESSEE.

State Bank and Branches		
Union	94	100
Planters'	97½	100

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g.
On New York	Sight	1½	1¾ prem.
Boston	Sight	1½	1¾ prem.
Philadelphia	Sight	1½	1¾ prem.
Baltimore	Sight	1½	1¾ prem.
New Orleans	Sight		prem.
England		110½	112½.

SPECIE.

GOLD.

California, ℔ oz	$17 50	@	$17 65
Spanish Doubloons	16 50	@	16 60
Patriot Doubloons	15 60	@	15 80
Sovereigns	4 85	@	4 88
Guincas	5 00	@	5 00
American, new	1 00½	@	1 01
American, old	1 04	@	1 06
Portuguese	1 00	@	1 01

SILVER.

American Dollars	1 02	@	1 04
American, halves	1 02	@	1 04
Spanish Dollars	1 05	@	1 07
Spanish Quarters	1 02	@	1 03
Mexican Dollars	1 03	@	1 04
Five Franc pieces	95	@	96

LAND WARRANTS.

	Off'd.	Ask'd
160 acre warrants	$185	$190
80 acre warrants	95	08
40 acre warrants	46½	47¾

Reported for the Railroad Record.

CINCINNATI STOCK SALES.

AT THE STOCK BOARD,

MERCHANTS' EXCHANGE

And at Private Sale.

BY HEWSON & HOLMES,

For the week ending Wednesday, August 16, 1854

THE SALES WERE AS FOLLOWS:

70	Shares	Cin. Wil. and Zanesville	Railroad	51 00
60	"	" " "	"	50 00
20	"	" " "	"	50 00
130	"	" " "	"	50 00
100	"	" " "	"	50 00
200	"	" " "	"	50 00
12	"	Cin., Ham. and Dayton	"	90 00
20	"	" " (with div.)	"	90 00
20	"	" " "	"	88 00
32	"	" " "	"	87 00
15	"	Cov. & Lex. (int. same rate)	"	50 00
60	"	" "	"	50 00
28	"	" "	"	50 00
85	"	Dayton & Mich.	"	20 00
54	"	Peru and Indianapolis	"	50 00
100	"	Mad. Ind. and Peru	"	15 00
50	"	" "	"	15 00
87	"	Dayton and Western	"	25 00
10	"	N. Y. & Erie	"	48 75
23	"	Little Miami	"	97 00
50	"	" "	"	97 00
13	"	Col. and Xenia	"	93 00
17	"	" "	"	92 00
50	"	Ohio & Miss. (seller 3 mo.)	"	75 00
200	"	Junction	"	17 00
20	"	Mari'ta & Cin. int. same rate)	"	50 00
20	"	" " (Certif. No. 555 May 3, '53, int. same rate	"	21 00
10	"	Peach Or. Coal Co. h. 10 d'ys	"	75 00
$3,000	Bonds	Day.- Xenia & Belpre. RR. 10s.		85 00
5,000	"	Little Miami, 7s.		85 00

STOCK SALES

BY ISAAC OSBORN DAVIS.

The following Stocks are sales made at private sale or the ten days ending Wednesday August 16th.

70	Shares	Cin. Ham. & D. (with div.)	RR.	$90 00
33	"	Cin. Ham. & D. (with div.)	"	90 00
79	"	Cov. & Lex. (int. at same rate)	"	60 00
30	"	" " (int. at same rate)	"	60 00
75	"	Cin. & Indianopolis,	"	50 00
30	"	" "	"	50 00
60	"	L. Miami, (buyer 30 days)	"	100 00
37	"	" " (buyer 10 days)	"	100 00
89	"	Cin. & Wil. & Zanesville	"	50 00
47	"	Cin. Wil. & Zanesville	"	50 50
70	"	New Albany & Salem,	"	40 00
30	"	M. R. & L. Erie	"	65 00
80	"	Cleveland & Col. (hypothecated)	"	100 00
93	"	Columbus & Xenia, (h. 30 days)	"	95 00
10	$1000	Bonds, 10 per cent, 1st mort. conver., Dayton, X. & Belpre, (E. acct.)	RR.	85 00

MONETARY.

At the East the Money Market remains without change, except a slight increase in the rates of interest. The ruling rates at the close of the week were 9@10 per cent for first class business paper. Less known at 1 per cent. per month, while Railroad paper is difficult of placement at rates from 15 to 18 per cent. On call loans, money was easy at 6@7 per cent., where the securities were undoubted.

Foreign Exchange rates at 108¾ to 109½.

The Stock Market continues dull and heavy, though some of the better classes of stocks are in demand at slightly advanced rates. Thus Erie closed heavily at 45@45½ on the 9th, and reached 49 on the 11th. This improvement was consequent upon the announcement that the liabilities of the company were provided for up to February next.

It is the prevalent opinion among those versed in the affairs of Wall street, that the worst of the depression has passed, and that stocks have reached the bottom. Due care, henceforward, will keep the market in a healthy state, and bring about a return of confidence, so essential to profitable business transactions.

The sales of stocks have been limited, though the Exchange Board reports show a fair amount.

The following sales, among others, were made by A. H. Nicolay, 10th inst:

$29,000	Great West. Ill's, 10s '68	$75 00
5,000	Lyons, Iowa, Central, 7s. '73	2 50
5,000	" " " "	2 62½
5,000	" " " "	3 00
945	" " " Coupons	2 00
6,000	Chicago and Miss., 2d mor. 7s. '74,	63 50
5,000	" " " "	60 50
5,000	Buffalo & Corning, 7s. '67	54 00
5,000	" " "	53 00

All the above with interest.

20	shares Dell., Lack & West. R. R.,	93 00
20	" O. L. & T. Co.	74 75

As to monetary affairs at the West, we cannot give a better idea than to copy the weekly circular of I. O. Davis, Esq., of our city, ending last evening. The circular says:

The Money Market at this time presents every appearance of depression and stringency, though such is not the case in fact. Money is abundant, and easily to be had on undoubted security; it is only second class securities that feel the pressure. This seeming anamoly is easily explained, by the want of confidence on the part of capitalists,—caused to a great extent by the discovery of the recent stock fraud, and the failure of several heavy Eastern firms—which creates a disinclination to operate at present, where there is the least doubt.

We quote street rates as follows:

First class short mercantile paper easy at 8@12 ℔ ct.
Less known " " diffi'lt at 12@18 ℔ ct.
R. R. securities are taken slowly at 1½@2½ ℔ ct. per month, according to the names of the parties on the bills, and the class of stock offered as security.

Eastern exchange has been very unsettled, varying from ¼ ℔ cent. premium, (selling, in the early part of the week to 1¼ premium (selling) on Tuesday last.—We quote present rates at 1 ℔ cent. premium. This unsettled state of exchange is caused by the disturbance in the currency in use in our city; all of our Banks having at one time refused to receive upon deposit any of the issues of the Indiana Free Banks. On Tuesday last, at a meeting of the Bankers and Brokers of the city, it was resolved to receive as usual bills of the denomination of 6 s and upward, of all of these Banks except the State Stock Bank of Peru, and the Rensselear Bank at Rensselear. The Ohio Life and Trust Co. has refused to receive any of the issues of these free Banks. Arrangements are being made to devise a plan to gradually drive out of circulation here, all the issues of other States of less denomination than $10, preparatory to the operation of the new Bank law, which goes into force Oct. 1st, proximo. Small bills of the Free Banks are now received by the Brokers at 1 ℔ cent. discount.

The state of the Stock Market is depressed and dull from the causes mentioned above; notwithstanding, there is a disposition to invest in first class stocks at present prices. We have received and executed order from the East for permanent investment, to a considerable amount, for one of our leading railroad stocks.

Miscellaneous.

A THRILLING RAILWAY SKETCH.

"Sentinel," of the *N. Y. Courier & Enquirer*, relates the following railroad story in a masterly manner:

Some time since, upon one of the best of our roads—a road in which all attention is given to the comfort and safety of the passengers—one of the most rapid of the trains left a city, at its regular time, and all having care of the train were quite satisfied that all the movement was ordinary and right. There was no peculiar jar—no sudden change of sound. The wheels went round rapidly as a racer could require, and the systematic and well understood blow of the wheel on the rail, succeeded by the roll when the continuous rail was reached, assured every body that all was right.

A short time after the train had left, one of the workmen employed at the station, came to the Superintendent, bringing with him a piece of a long bolt, which he said he had just found on the track- It was, he thought, something appertaining to the cars. The Superintendent, with a thrill of feeling, recognized it as the *king bolt* of one of the carriages. The train was too far gone, indeed, as several minutes had elapsed—gone far beyond recall or reach. These express driving wheels devour distance, so that voice is but a mockery, and pursuit an impossibility. He kept cool, though every nerve thrilled. He saw at a glance that it was an accident, the occurrence of which it was utterly impossible for the conductor to ascertain; and not being of the engine, there would be nothing to induce the engineer to close his throttle valve. The only hope was, *that the car by its weight might stay on the track.* He took his course in prompt decision. The triumphs of modern art, by the blessing of heaven, have placed an agency in advance of the locomotive.

He went to the telegraph, and this was his message. It was a calm one, and not one of impulse or dismay. "*Examine* the trucks on the express train, and see if all is right."—He had thus far done all he could. In the meantime, on that train, the pleasant conversation—the absorbed reading—the glance at scenery—the recollection of a charming hour passed away—or the hope of a glad welcome,—all the incidents that mark every transit of intelligent travelers, was in occurrence.—There were those who could sleep—though quantity and quality were disordered and mingled.

By one of those fatalities in telegraphic movement, which brings news of the woful disease to the friend whose return must be immediate—after the last and worst issue has passed—this dispatch of the Superintendent did not reach the first station till the train had passed. But even in this exigency there was a beam of hope. Thus far at least the train had gone safely. When the operator at the first station did receive the message, he comprehended in a moment, the urgent necessity, and the imminent need of haste. Like a man of sense, he pushed the signal on, and to the very first place where the telegraph could be used, he sent the Superintendent's message. In all these hours that officer could not take off his mind the keen anxieties.—There before him was the faithless iron, and he knew that without it every turn of the wheel brought peril. Better success attended the re-issue of the despatch. Long before the hour for the train to arrive, the instructions were read, and the Superintendent had companions in his anxieties. They awaited keenly the minute when the train should be due. It came, as rushing, as tremendous in its speed as ever. First the white steam showed itself over the trees, then the tall, dark smoke stack, with its breastplate, the polished, silver concave of the lantern; then the sharp whistle to the brakemen, and all was accomplished accurately. The train brought up all right, and the hurrying traveler plunged eagerly for his baggage. The conductor, stepping from his train with that quiet customary, business-like movement, found himself at once called by the station men, to keener action. He could not believe that anything was wrong, for, as a fact is declared of greater truth than a theory, the miles run with winged speed in safety, told of complete order and security.

There was a busy scrutiny about and under the train. The order of the Superintendent told that he was in earnest. Men got under the trucks in places where, if the locomotive should take but a breath, they would be crushed; wheels were tried—brakes examined—beams and bumpers overhauled—and nothing seen as defective,—and the despatch that had used the lightning to travel upon seemed as it were—like the fire cry of the Italians in Meslin, when they saw the moon rise—a false alarm. There was one of that examining party not quite satisfied—I wish I felt at liberty to give his name. That faithful, earnest, constant, accurate officer—never absent—never neglectful; he took that one more last look, which seems so often to concentrate success, and discovered that from one of the cars the king bolt was gone!—and he knew by the fact that from the point of starting, the message of warning had been sent, that over all this journey, this car had been kept from destruction by its weight—by a groove. That minute had the value of life that cannot be recalled in it.

If the engineer had seen any unusual object before him—checked his speed—found his way impeded—given on steam again—the quick sudden movement would have, it is most probable, pulled the truck from the car, and written memories in the histories of that day. But so smoothly—so easily—with such steady tread—that engine moved—that in this unknown danger, its course was as safe as if all strength of iron had encompassed it—Heaven changes that dread word danger by its mercies.

When the Superintendent heard that his train had reached its destination safely, and that his message was yet in time, for the remedy—the remainder of that day he wore a smiling and a gentle look. The compressed lip could let the breath come free again.

FORT WAYNE & CHICAGO RAILROAD.—The Fort Wayne and Chicago road is to be finished by sections. The Directors have concentrated their forces on the eastern end. The first section will be put in operation by the first of November next; and as all the iron has been purchased, and a large portion of the work on the entire line has been done already, the managers of the road are confident that the different sections from Fort Wayne to Chicago will be done early next year.

FINANCIAL AGENCY & STOCK EXCHANGE.

ISAAC OSBORN DAVIS,
No. 38 West Third Street,
CINCINNATI, OHIO.

Buys, Sells and Negotiates Loans on Business Paper, and all kinds of Railroad Securities, on commission.

CINCINNATI REFERENCES.
Dunlevy, Atwood & Co., Bankers.
T. S. Goodman & Co., "
Chas. Stetson, Esq, Pres't Ohio Life and Trust Co.,
J. P. Eishop, Esq., Casbier " " "
Smead, Collard & Hughes, Citizena Bank.
George Milne & Co,, Bankers.
P. M. Gregory, Esq., "
Ellis & Sturges, "
McMickin & Co., "
Jno. H. Groesbeck, Esq., Banker.
S. W. Torrey & Co.,
C. A. Olmsted & Co., Ohio & Mississippt Railroad.

NEW YORK REFERENCES.
Atwood, Dunlevy & Co., Bankers.
Samuel J. Beals, Esq., 80 Broad street.
Boston Locomotive Works, Boston, Mass.

FOREIGN CORRESPONDENT.
De Coppet & Co., New York.

RAILROAD STOCKS, BONDS & STATE SECURITIES.—The subscriber offers for sale—
Ohio and Mississippi Railroad Company, 7 per cent. second mortgage, convertible Bonds. Interest payable semi-annually in New York.
Scioto and Hocking Valley Railroad Company, 7 per cent. first mortgage, convertible Bonds. Interest payable semi-annually in New York.
Cincinnati Western Railroad Company, 8 per cent. Real Estate Bonds. Interest payable semi-annually in New York.
Hamilton County, Ohio 6 per cent. Bonds. Interest payable semi-annually in New York.
Louisville and Portland Railroad Company Bonds.
Maysville and Lexington Railroad Company, six per cent, second mortgage convertible Bonds.
Louisville City Bonds.
Cincinnati, Logansport and Chicago Railrod Co. 10 per cent. Income Bonds.

RAILROAD STOCKS.
Covington and Lexington Railroad Stock.
Cincinnati, Hamilton and Dayton Railroad Stock.
Little Miami Railroad Stock.
Ohio and Mississippi Railroad Stock.
Southern Bank of Kentucky Stock.
Columbus and Xenia Railroad Stock.
Cincinnati and Chicago Railroad Stock.
Central Indiana Railroad Stock.
Cincinnati and Indianapolis Railroad Stock.
Indianapolis and Bellfontaine Railroad Stock.
Cincinnati, Wilmington and Zanesville Railroad Stock

WANTED—$100,000, for which the best securities will be given.
WANTED—$40,000, on commercial paper.

ISAAC OSBORN DAVIS,
Financial Agency Office.
No. 38 Third Street.

NOTICE TO CONTRACTORS.



SEALED proposals will be received at the office of the Bellefontaine & Deleware Railroad Company, in Bellefontaine, Ohio, until 12 o'clock, M., August 25, 1854, for the clearing, grubbing, grading, bridging and masonry of the unfinished part (being about 10 miles) of Bellefontaine & Delaware Railroad. Commencing at a point on the road about three miles southeast of Bellefontaine, and terminating at the depot of the S. Mt. V. & Pittsburgh Railroad, at Marysville, Union county, Ohio. The map and profiles, together with the plans and specifications, will be ready for inspection at the office after the 10th inst.

Contractors are particularly requested to examine the real estate belonging to the Company; some of which, together with capital stock, they are invited to take in part payment for the work.

The Company reserves to itself the right to reject any or all propositions that are deemed unreasonable.

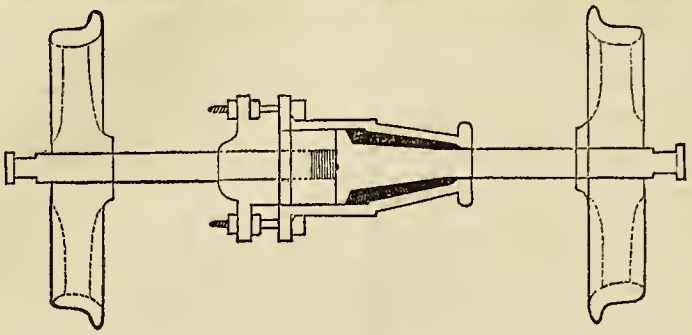
C. W. A. ALLISON. President.
Attest: S. J. CREW, Sec'y. au17--2t.

OFFICE Cincinnati, Hamilton & Dayton Railroad.—Cincinnati, August 8th, 1854.—The Board of Directors of this Company have this day declared a dividend of five per cent., out of the net earnings of the Company, for the six months ending 31st July, payable in scrip bearing seven per cent. interest, redeemable in three years. The scrip will be delivered on and after 1st September, to the Stockholders registered in Cincinnati, on application at the office of the Company, and to those registered in New York, at the office of the Ohio Life Insurance and Trust Company, in that city. The transfer books will be closed for ten days from this date. FRANK. S. BOND, Sec'y.
au17--1m.

W. W. MATHER,
Mineral Engineer and Geologist,
COLUMBUS, O.

WILL make Surveys, Examinations and Reports on the mineral resources that can be made available by railroad or water transportation. [au.17

DENNEY'S DIVIDED CAR AXLE.



PATENTED JANUARY 31ST, 1854.

THE ATTENTION OF RAILROAD COMPANIES is respectfully invited to an examination of the merits of this valuable invention, which offers to add largely to the safety of life and property.

The valuable features of this arrangement of axle are, a saving of full fifty per cent. in motive power on crooked roads: the rails are protected from being destroyed by the flanges of the wheels coming in contact with them on the curves, as is the case with the stiff or rigid axle, which not only destroys the rail but puts a constant strain upon the wheel and axle, causing the wheel on the inner rail to trip or revolve upon the rail under the weight of the car and its load, while the opposite wheel is traversing its greater distance; the tendency of which, is to wear the wheel flat, and cause it, or the axle, to break sooner or later. There is less danger of the car leaving the track from its having become spread.

Axles fitted in this way do not require to be near so large, and yet contain more strength than the common axle, for the reason that the liberty given to the wheels, which allows them to accommodate themselves to the curvatures of the road, removes wholly the strain thrown upon the ordinary axle; and therefore, it requires no more strength of iron at any point between the wheels, than is contained in the bearings, which in the ordinary axle, is not more than one-third of the strength of the other portions of the axle.

The elongated bearing which forms the connection is so proportioned as not to wedge or become tight in the alloy, the wear being almost imperceptible, requiring to be set up not oftener than once in twelve months, by a slight tightning of the screw nuts. If, from long service, the alloy becomes worn out, it can be refilled, making it as perfect as when first filled up, and the gauge of the wheels will never become changed so as to injure the running of the car.

It is after a series of the most careful experiments, conducted through a period of time sufficient to test in the most satisfactory manner, the real merits of divided car axles, and a thorough and practical test in real service of over two years, that we now offer to Railroad Companies now that we are assured will give universal satisfaction in its operations, and both simple and cheap in its construction.

We are now ready to dispose of rights to use the above axle on the following terms: We guarantee full and perfect satisfaction by giving ample time to thoroughly test its merits, and will require no payment to be made until such satisfaction has been given. All applications to be made to

SAMUEL L. DENNEY,
Christiana, Pa.
Or, to **CHRISTIAN UMBLE,**
Gap, Pa.

jy.16†

NOTICE TO CONTRACTORS.

Ashtabula and New Lisbon Railroad.

ON and after the 5th of August, 1854, proposals will be received at the Company's Office in Ashtabula, for the Graduation, Masonry and Bridging of about 36 miles of the Northern Division of said road, extending from Ashtabula Harbor, south, to Bristol, in Trumbull county.

The work will be divided into sections of about one mile each. Maps, profiles, plans, specifications, &c., will be ready and open at the office in this place, from August 15th, and until September 1st.

Contractors are invited to propose for the whole work. The work will declared off as soon after the 1st day of September next, as proposals shall be received and approved.

R. W. GRISWOLD, President.
WILLIAM HALE, Chief Eng.
Ashtabula, July 17th, 1854. au.10-tf.

NUGENT'S COLLEGE
OF
ENGINEERS & MECHANICS,
PUBLIC SQUARE, CLEVELAND, OHIO;

C. NUGENT, C. E., Principal.

THE design of this Institution is to afford young men an opportunity of acquiring a knowledge of the profession of Civil Engineering, and to Mechanics and Tradesmen a sound thoeretical and practical knowledge of Mathematics, Architectural and Mechanical Drafting, Plain and Ornamental Penmanship, &c. For further particulars address the Principal. au.10.

GEORGE MILNE. GEO. M. REED.

GEORGE MILNE & CO.
BANKERS, EXCHANGE AND BILL BROKERS.
No. 19 West Third Street,
CINCINNATI, O.

T. S. GOODMAN & Co.,
o. 101 Main St. west side, bet. 3d and 4th Sts
CINCINNATI.

Locomotive for Sale.

ONE 8 wheel, 16 ton Engine, Cylinder 13 by 20, 4½ feet driving wheels, 2 pair drivers connected, and truck. Tender holding about 1400 gallons.

The Engine is in good condition; manufactured by Rogers, Ketchum & Grosvenor, Patterson, N. J.

Address ENOCH JOHNSON,
Sup't C., Z. & C. RR.
jy.20-tf. Akron, Ohio.

James' Railroad & Route Book
NEW EDITION:

Containing a list of all the Western and Southern Roads, with distances, fares, connections, etc., etc. Price, 15 cents. J. A. & U. P. JAMES,
Publishers, 167, Walnut st., Cincinnati, O.

STEREOTYPE FOUNDRY,
AND AGENCY OF
L. JOHNSON & Co.'s TYPE FOUNDRY.

C. F. O'DRISCOLL, (Successor to A. C. JAMES,) is prepared to execute in the best manner all kinds of

STEREOTYPING,

including Books, Pamphlets, Music, and Jobs of every description. He will keep on hand an assortment of

Card and Job Type, Cuts, Rules, &c. &c.

from the foundry of L. JOHNSON & CO., of Philadelphia, and will furnish to order PRINTING MATERIALS OF EVERY KIND,

AT THE FOUNDRY PRICES.

C. F. O'DRISCOLL,
No. 167 Walnut Street,
Cincinnati, O

Cincinnati, Harrison & Indianapolis Straight Line Railroad,

NOTICE is hereby given that the annual meeting of the stockholders of the Cincinnati, Harrison & Indianapolis Straight Line Railroad Company, for the election of Directors, and for such other business as may come before them, will be held at the office of the Company in Cincinnati, on THURSDAY, the 10th day of August next, at 10 o'clock A. M. The Polls for said election will be kept open from 10 o'clock, A. M., to 4 o'clock, P. M., of said day By order of the Directors.
jy.20-tt J. W. TABER, Sec'y.

OFFICE OF THE AGENCY OF THE

Indianapolis and Cincinnati Junction Railroad Company.

No. 23 West Sixth Street, bet. Main and Walnut Sts.,

CINCINNATI.

THE following Directors of the above company, re-elected on the 20th inst., at Connersville, Ia., to serve for one year, viz:

JOHN WOODS, President.
John D. Jones, Cincinnati.
Jonathan M. Ridenour, College Corner.
Samuel W. Parker, Connersville.
George Hibbon, Rushville.
James Blake, Indianapolis.
Wm. M. Smith, Connersville.

This road connects with the Cincinnati, Hamilton and Dayton Railroad at Hamilton, thence to Oxford, College Corner, Liberty, Brownsville, Connersville Rushville, Burlington, Morristown, Palestine and Indianapolis, passing through five of the best counties in the state of Indiana, viz: Union, Fayette, Rush Hancock and Marion.

M. JONES, Ag't,
Junction Railroad Co.
January 7th, 1854. jan. 12-tf.

ADRIAN H. MULLER & CO.,
AUCTIONEERS
Of the City of New York.

Hold their regular Auction Sales of Stocks, Bonds and other Securities every Wednesday at 12½ o'clock, at the Merchants' Exchange. They would respectfully tender their services in the negotiation of the same, either at private or public sale.

Office, No. 2, Pine Street, corner of Broadway, Metropolitan Bank Building.

REFERENCES BY PERMISSION:

Moses Taylor, Esq.; W. W. DeForest, Esq.; Geo. S. Robins, Esq.; Dow D. Williamson, Esq., Pres. Farmers' Loan and Trust Co.; Wm. F. Hayemeyer, Esq., Pres. Bank North America; Edward Whitehouse, Esq.; Messrs. Cammun & Co.; Messrs. Carpenter & Vermilye; Messrs. Fisher, Denny & Co.; Messrs. Wm. & Jno. O'Brien; Messrs. Week, & Co. mh9 6*

For Sale.

AN ALLIGATOR SQUEEZER, complete, entirely new and in perfect order to be put up at once. It is of the most approved construction with cam, cam-shaft and pedestals, and with heavy driving gearing for intermediate shaft, if required by the purchaser, and will be sold at a bargain.

For further particulars, address
ROBERT BRIGGS, Jr.
Sup't Renssalear Iron Works, Troy, N. Y

Also, for sale, Seven Dimpfel Patent Fans, 2 feet by 9 inches, second hand. Apply as above. [jy.13-6t.

GUNPOWDER,
MANUFACTURED BY
The Hazard Powder Company,
HAZARDVILLE, CONN.

H. G. HAZARD, President.
A. E. DOUGLASS, Secretary.

The undersigned are always prepared to furnish Mining and Blasting Powder to any extent, delivered at any point on the lines of railroads, or other places of public improvements in the West or South, at the very lowest rates. Also, SAFETY FUSE of the best Eastern manufacture.

We would respectfully urge all contractors and consumers to call upon or correspond with either of us before arranging for their supplies elsewhere.

To the trade generally we would offer all the brands of Sporting and Rifle Powder manfactured by the above concern.

M. D. W. LOOMIS,
Southeast corner Main and Second Sts.,
Cincinnati, O.
S. H. LOOMIS,
Nashville, Tenn.
August 16, 1853.—au18†

ELLIS & STURGES,
BANKERS & EXCHANGE BROKERS,
N. E. Corner Third and Walnut Sts.
CINCINNATI.

Dealers in Exchange, Bank Notes, Merchants' Paper, &c. &c.

JAMES W. HOOKER,

Commission Merchant,

AGRICULTURAL WAREHOUSE,

—AND—

MACHINERY DEPOT,

35 Lloyd Street,

BUFFALO, N. Y.

Commission Dealer in Portable and Stationary Engines Iron Planers, Lathes, Universal Checks, Belting, Oils, Rubber Packing and Hose, Scales, Safes, Mill Stones and Machinery generally. Post Paid Letters will receive prompt attention,

Je. 1-tf.

ENGINEERING!!

The undersigned is prepared to furnish SPECIFICATIONS, ESTIMATES, AND PLANS, In general or detail of all kinds of

Steam Vessels, Engines, Boilers, Mill Work, &c

Particular attention given to the superintending of LOCOMOTIVES, TENDERS, CARS,

And Railway Machinery of every Description,

While under construction.

AGENT FOR THE PURCHASE of, on commission, all articles required for Railroads, Steam Vessels, Locomotives. Engines, Boilers, Machinery, &c.

General Agent for

ASHCROFT'S STEAM GAUGE, ALLEN AND NOYES' METALIC SELF ADJUSTING CONICAL PACKING, DUDGEON'S HYDRAULIC JACK.

Also, of Water Gauges, Indicators, Steam Whistles, &c., &c.

CHAS. W. COPELAND,
Consulting Engineer,
64 Broadway, N. Y.

s5-tf

Norris' Locomotive Works,



PHILADELPHIA.

ENGAGED for many years in manufacturing Locomotives, offer to Railroad Companies to construct of any plan or size,

LOCOMOTIVES OF SUPERIOR QUALITY.

Our facilities for doing work have been largely increased this year, and orders can be executed with dispatch.

Jy. 27. RICHARD NORRIS & SON.

TO RAILROAD COMPANIES.

THE subscriber, manufacturer and agent for manufacturers of railroad materials, would solicit from railroad managers in the West their orders for

RAILROAD SPIKES, CAR AXLES, RUBBER SPRINGS, RUBBER HOSE, LOCOMOTIVE TIRES, SPRING STEEL, CAST STEEL, NUTS AND WASHERS, LOCOMOTIVE LANTERNS, ETC.

A. S. WINSLOW,
9 and 11 West Second Street,
mr. 24 † Bet. Main and Walnut Sts. Cincinnati.

Locomotive Tires and Car Axles.

THE undersigned is prepared to supply Railroad Companies and Builders with Tires and Axles of superior quality and finish, made from faggotted charcoal iron, formed and finished entirely under the hammor. For the character of the manufacture he refers to builders and companies who have used them in the West.

A. S. WINSLOW
mr.24-†] 9 and 11 WestSecond St., Cincinnati.

ENGINEERS' MATERIALS.

EGGERS & CO.,

WHOLESALE DEALERS IN

PAPER & STATIONERY,

Since first January,

No. 127 Walnut St., bet. Third and Fourth.

CINCINNATI,

Keep the most complete stock in the West of every thing used by Engineers. On application, a catalogue with prices will be forwarded. [Jy.21-†.

To Railroad Contractors, Quarry Men, &c.

THE attention of those interested is called to ASH'S IMPROVED HORSE POWER ROCK DRILL, for Railroad Excavation, Stone Quarrying, Well Boring &c.

This Drill is worked by HORSE POWER, requiring but one horse and one man, to keep it constantly at work, with great ease and velocity, performing 60 strokes per minute. It is cheap of construction and repair. The AUGER weights from 300 to 500 pounds, will drill a perpendicular or inclined hole FOUR INCHES IN DIAMETER, at the rate of from 8 to 16 feet per day in ordinary lime stone. It has drilled 2 feet in one hour.

For rights to use for Counties or States, apply to the Patentee. WILLIAM F. ASH,
May 20, 3* Springfield, Ohio.

MUSKINGUM WORKS,

ZANESVILLE, OHIO.



DOUGLASS, SMITH & CO.

WOULD respectfully call the attention of Railroad Companies to their establishment at Zanesville

They are prepared to execute orders, on short notice, for

Passenger Cars of the most superior description,

Second Class Passenger, Mail Express, and Baggage Cars; Freight, Cattle, four or eight wheeled Gravel Cars.

We manufacture a superior

CAR WHEEL,

Over 2500 of which are now running on the Central Ohio Railroad, and many of these have been in use on the road over two years, having in that time only three to crack, and two to be renewed in consequence of the wearing of the Chill. We have also commenced the manufacture of the celebrated

WASHBURN WHEEL,

And are prepared to furnish this wheel, with or without axles. Also, castings for Cars fitted to order at the shortest notice.

BOLLMAN'S PATENT IRON & WOOD BRIDGE.

We are also agents and builders of the above celebrated Bridge. Are now placing upon the piers an iron bridge on this plan over the Muskingum river at Zanesville. We are ready to contract with companies for the construction of this Bridge. All orders addressed

DOUGLASS, SMITH & CO.,
au4tf. Muskingum Works, Zanesville, O.

Railroad Car Findings.

BRIDGES & BROTHER,

64 Courtlandt Street, New York.

Wheels & Axles, Jaws, Boxes, and Castings Fitted

Wrought Nuts, Bolts, & Washers,

Engine and Car Screw Bolts, all sizes; Coach Lag and Telegraph Screws,

LOCOMOTIVE ENGINE LANTERNS,

From the best Manufacturers, and at their prices. Car Hand, and Signal Lanterns.

Cotton Duck for Car Covering,

Of any required width to 124 inches.

ENAMELLED HEAD LININGS,

Plush and Curled Hair.

Hand Cars and Baggage Barrows. Passenger, Freight-Car, and Switch Locks, Door Knobs and Butts. Brass and Iron Wood Screws. Brass and Silver Plated Trimmings for Windows and Seats. Varnish, Coach Japan, and Glue; Paints, Varnish and Glue Brushes.

Silver Plated and White Metal Letters. Engine and Signal Bells, anti-friction or Babbitt Metal.

Portable Forges and Jack Screws.

Hemp Packing,, American, Russia, and Italian. Conductors' Badges and Baggage Checks. Iron, Bronzed and Brass Hat Hooks. Ventilators and White Metal Rings. And all other Articles pertaining to Cars.

ALBERT BRIDGES,
Late Davenport & Bridges, Car Manufacturers,
Cambridgeport, Mass.
ALFRED BRIDGES,
Late Davenport, Bridges & Co., Fitchburg, Mass.
†oc6

G. ESCOL SELLERS.....C. D. DANA.

SELLERS & DANA,

AGENCY FOR THE SALE OF

Railroad Materials and Machinery,

THIRD STREET, (west of Burnet House.)

CINCINNATI, OHIO.

HAVING OPENED a depot for the sale of all articles used by Railroad Companies, we will fill orders promptly at manufacturers' prices, and are now prepared to furnish

Locomotives, Cars, Car-Wheels, and Axles. Ames' Tire and Crank Axles, Chairs and Spikes. Locomotive Head Lights, (of several makers) Car, Conductor's, Signal, Switch, Stoker and other Lanterns. Drawbridge and cross Road signal Lights; Gum Packing and Hose, assortod Car Trimmings, Enameled head and seat Linings, Plated and White Metal Letters.

—ALSO—

Machinists' Tools, particularly adapted to Railroad Work, Mill Work, Shafting and Shop outfits, Punching and Shearing Machines, for Boiler Work; Planers, Lathes, Drills, Portable Forges, etc., etc. Oak-Tanned Belting, of superior quality of all sizes.

Jy.13.

TYLER DAVIDSON & CO.,

Agents for the

BOSTON BELTING COMPANY

India Rubber Machine Belting in any quantity, from 2 to 20 inches.

India Rubber Steam Packing;

Mixed	do	do	1-32 to ¼ inch thick.
Plain	do	do	1-32 to 1 inch thick.
Pure	do	do	

Pipe and Manhole Rings, all sizes;

Square or Rope Packing, do.

HOSE.

India Rubber, Hydrant, Conducting, Fire Engine, and Locomotive, of all sizes, manufactured from the best of Vulcanized Rubber, and for sale only by the agents.

Car Springs, and all other kinds of Vulcanized India Rubber used for Mechanical and Manufacturing purposes.

The undersigned, having been appointed Agents of the Boston Belting Company, beg leave to advise Dealers and Consumers that they are now prepared to supply the above goods in any quantities, on the most favorable terms. On hand and for sale,

50,000 Feet Vulcanized India Rubber Machine Beltings, from 2 inch to 20 inches, 3 and 4 ply.

TO STEAMBOATS AND RAILROADS.

India Rubber Hose, for Pavements, Streets, Gardens, Locomotives, Engines, etc.

40,000 feet Hose, 3, 4, 5, 6, and 7 plys, suitable for pavements, streets, gardens, locomotives, fire engines, etc., 1 to 3 inch, warranted extra quality. Also,

THE vulcanized India Rubber Break Springs now in use by all the Eastern Railroads, and posessing decided advantage over the Steel Springs now in use, for the following reasons:

1st, They are much easier put on.

2d, They are a great deal cheaper.

3d, They are much more durable than steel, and no time lost in making them, the weather having no effect on them.

ALSO—Large 6 inch hose for water stations. This is a new and important invention. The coldest weather will have no effect on them whatever They are warranted to remain as pliable, in the COLDEST of weather, as they are in 150 Fahrenheit heat.

Armitage Anvils,—10 casks, assorted weights now in store.

Allen's Revolvers and Self-Cocking Pistols.—Now in store, a large assortment of the above, 3, 4, and 5 inch Revolvers; 3, 4, 5, and 6 inch Pocket Pistols. Also, Dueling Pistols.

Leland's Superior C. S. Car and Auger Bitts.—All sizes.

Brass Kettles, and Sheet Brass, &c.—Brass Kettles, assorted from 6 to 30; Sheet Brass assorted from No. 0 to 30; Brass Wire, do do do.

Star Breast Chains.—Four casks of those superior double-linked Chains, just received.

Walker's Trace Chains.—70 casks of those superior goods, warranted full length and sizes, 8 to 20 links, straight and twisted, now in store.

American Anvils.—Eagle brand, faced with with cast steel, and warranted by the manufacturers equal to Armitage's Mouschole.

Plated Spoons.—Plain, tipped, and threaded heavy plate, on best quality of German Silver.

Premium Gimlet Screws.—10,000 gross just received.

Mill Saws. Hoe & Co.'s C. S. Wm. Rowland's, and W. H. Rowland's 6, 6½, 7, 7½, and 8 ft

Cross Cut Saws.—Hoe & Co.'s C. S., Johnockerell's C. S. and G. S., Wm. Rowland's and W. & H. Rowland's 5, 5½, 6, 6½, 7, 7½, and 8 feet Also, 4 and 4½ feet Tennon Saws.

Axes—1000 doz. Axes, assorted Yankee and Kentucky patterns, first, second, and third quality

Nails.—4000 kegs Shoeuberger's and Wheeling Nails, now in store.

For sale by TYLER DAVIDSON & CO.,
mr 3 140 and 142 Main street.

Baltimore & Ohio Railroad.



380 MILES BETWEEN WHEELING AND BALT MORE.

THIS Road was opened to the Ohio River in the spring of 1853, and has already established a high character with the business community of the West. Its facilities for the transportation of freights are already superior to those of any other great through line—while the attractions of the country through which it runs, and its many admirable provisions for the expedition, comfort and safety of travelers, it has received such favor as a passenger road, (with its present connections,) as to show that it will become the preferred route for all portions of the West and South-West as soon as its further connections are formed by the completion of the Central Ohio, North-Western Virginia and other Railroads now rapidly finishing.

FOR PASSENGERS BY THIS ROUTE,

Through Tickets from all Parts of the West,

ARE NOW SOLD IN

Cincinnati, Louisville, Madison, Indianapolis, St. Louis, Chicago, Toledo, Detroit, Cleveland, Columbus, Zanesville and other Cities.

AT ALL OF WHICH ARRANGEMENTS HAVE BEEN EFFECTED

For Sending Travelers Direct to

WASHINGTON, BALTIMORE, PHILADELPHIA, NEW YORK, and other ATLANTIC CITIES.

FOR FREIGHTS IN EITHER DIRECTION

The fullest accommodations are provided. In motive power and Cars, the company has abundant resources, which are being further extended to meet the demands of Western Trade. In the dispatch and regularity of transpart, and in the careful landing of property, this road challenges a comparison with its rivals. At Baltimore, the road connects directly in the streets and at the wharves with the

PHILADELPHIA AND NEW YORK RAILROADS,

The numerous Steamers of the Parker Vein Line to New York and Boston, the Eriesson Steamers by Canal to Philadelphia and New York,

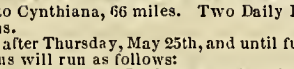
And various other Lines of Steamers and Sailing Vessels to the Eastern Ports, and to Richmond, Norfolk, Charleston, Savannah, etc.

J. B. FORD is the Company's Receiving Agent at Wheeling.

WM. G. HARRISON, President. *JOHN H. DONE*, Mast. of Transportation, Baltimore.

je. 8†

Covington and Lexington Railroad.



OPEN to Cynthiana, 66 miles. Two Daily Passenger Trains.

On and after Thursday, May 25th, and until further notice, Trains will run as follows:

Express Train leaves Covington at 8 o'clock, A. M. stopping at Benton, Demossville, Butler, Falmouth, Calonville, Boyd's, Berry's, Robinson's and Garnett's only, and arriving at Cynthiana at 11.50 A. M. Returning, leave Cynthiann, at 1.30 P. M., stopping at the above stations, and arriving at Covington at 5.30 P. M.

Passengers for Paris and Lexington, by taking the nbove train, will take dinner at Cynthiana. and by Messrs. Thurston and Thompson's line of Omnibusses, will reach Paris at 4 o'clock, P. M. The Evening Train of the Maysville and Lexington Road, leaves Paris at 5 o'clock, P. M., enabling passengers by this route to reach Lexington at 6 o'clock, P. M. Returning, leave Lexington by the 7 A. M. Train of the Maysvillo and Lexington Road for Paris, leave Paris by Messrs Thurston & Thompson's line of Omnihusses at 8.30 A. M. arriving at Cynthiana in time for dinner, and connect with the train for Covington at 1.30, P. M., arriving at Covington nt 5.30 P. M.

Accommodation Train leaves Cynthiana at 6 o'clock A. M., stopping at all regular and flag stations upon the road, and arriving at Covington at 10.10 A. M. Returning, leave Covington at 3.15 P. M., stopping as above, and arrive at Cynthiana at 7.40 P. M.

Passengers by this train can leave home in the morning, pass five hours in Covington or Cincinnati, and return home before dark.

The Express Train will stop only at the stations named. Passengers for other points must take the Accommodation train.

Freight trains, for the present, will leave Covington Mondays, Wednesdays and Fridays; leave Cynthiana Tuesdays, Thursdays and Saturdays.

Freight will be received at Covington and Cynthiana up to 4 o'clock P. M., for the train of the following morning.

J. M. DOUGHERTY, Superintendent.

jy. 20.

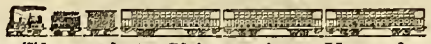
Myers' Patent Cylindrical Car.

NOTICE.—The Subscriber having become proprietor of MYERS' PATENT CYLINDER CAR, for a considerable portion of Western territory, including the State of Ohio, offers the same to Rail Road Companies on favorable terms. The public will be furnished within a short time with complete explanations of its operation, together with the results of actual experiments testing its applicability to all the uses for which it is recommended.

W. CLOUGH, South-western Car Works.

Madison, Indiana. May 11.

Indianapolis and Cincinnati Railroad, via Lawrenceburgh.



Through to Chicago in 15 Hours!

Shortest line to Indianapolis, Terre Haute, Lafayette, and Chicago.

Through from Cincinnati to Indianapolis in six hours. and to Chicago in 15 hours!

TWO TRAINS DAILY, Boat or Cars, each way, (Sundays excepted,) Passengers who prefer taking Steamboat for the first twenty miles, will go by the Steamer **Forest Queen**, foot of Main street, at 12 M.

Those who prefer the Cars for the whole distance, will go by the regular passenger trains of the

OHIO & MISSISSIPPI RAILROAD,

Which leave Cincinnati at 6.30 A. M. and 3.45 P. M.—The train which leaves Cincinnati at 6.30 A. M. connects at Lawrenceburgh with the Indianapolis and Cincinnati Railroad train for Indianapolis, Lafayette, Terre Hante, Michigan City and Chicago.

Baggage checked through and a Baggage Master accompanies the same.

Fare from Cincinnati to Indianapolis.....$3 00
Do do Lafayette..... 5 00
Do do Chicago..... 9 00

At Shelbyville passengers may take the Jefferson, Rushville, Kingstown or Columbus Cars.

GEO. HAVEN, Sup't.

Through tickets may he procured on board the boat, or at the Office of the Ohio and Mississippi Railroad, Fourth street, near Vine, or of

C. S. RUSSELL, Ag't. Ind. and Cin. R R. Office, corner of Main and Water streets, Cincinnati.

☞ Omnihusses will call for passengers, by leaving their names at either of the above offices.

Cincinnati, June 1†.

Cincinnati, Logansport & Chicago Railroad.



TO CHICAGO IN 15 HOURS.

ALL THE WAY BY RAILROAD.

TWO daily trains, at 6 10 A. M. and 330 P. M. Cincinnati, Hamilton and Dayton Railroad.

BAGGAGE CHECKED THROUGH.

FARE:

From Cincinnati to Indianapolis.....$3 00
do do Lafayette..... 5 00
do do Chicago..... 9 00

For information and through tickets, please apply at the General Railroad Ticket Office, No. 169 Walnut st., next door below the Gibson House, or at the Sixth street Depot.

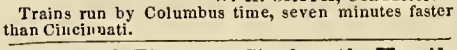
JOHN W. SHIPLEY, Agent.

The Hamilton and Dayton Railroad Omnihus Line will call for passengers in any part of the city by leaving directions at the Ticket Office.

W. H. SMITH, Conductor.

Trains run by Columbus time, seven minutes faster than Cincinnati.

Change of Time on Cincinnati, Hamilton, Eaton & Richmond Railroad.



ON and after TUESDAY, April 4th, 1854. the Morning Train for Richmond and Indianapolis, will leave Depot, foot of Sixth street, at 6.10 o'clock, A. M.

Passengers by this Train connect at Indianapolis with the 1 o'clock, P. M. Train on Lafayette and Indianapolis Railroad for Lafayette and Chicago; arriving at Chicago by 9 o'clock, P. M., of same day, being 9 hours less time than by any other railroad route leaving Cincinnati.

Also, connect at Indianapolis with 1.15 P. M. Train for Terre Haute.

Trains for St. Louis leave Cbicago at 11 o'clock P. M., after the arrival of 1 P. M. Train from Indianapolis in the morning, making this the quickest route by far between Cincinnati and St. Louis.

Evening Train will leave as usual, at 3.30 P. M. connecting at Richmond with 7 P. M. Train for Indiannpolis; arriving at Indianapolis at 10.30 P. M.

FARE—Cincinnati to Richmond.....$1 75
Cincinnati to Indianapolis..... 3 00
Cincinnati to Chicago..... 9 00

ap. 6 D. M. MORROW, Sup't.

Marietta & Cincinnati Railroad.

OPEN between CHILLICOTHE and GREENFIELD, Connected by Stage at Hillsborough, with Hillsborough and Cincinnati, and Little Miami Railroad Trains, forming a through daily line each way.

On and after Monday, the 8th of May, passenger trains will run as follows, viz:

Leave Chillicothe at 9 00 A. M.
Returning do Greenfield at 5 30 P. M.

Passengers from Cincinnati leave by Little Miami Railroad, at 7 40 A. M., dine at Hillsborough and reach Chillicothe the same Evening.

Fare from Cincinnati to Chillicothe, $3 45.

J. W. STOWELL, Sup't.

Chillicothe, May 6th, '54—

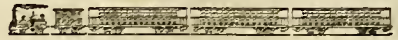
TO BUFFALO, NIAGARA FALLS, BOSTON AND NEW YORK,

VIA

Cincinnati, Hamilton and Dayton,

AND

Mad River and Lake Erie Railroads!



FARE REDUCED!

ONLY FOUR DOLLARS FROM CINCINNATI TO BUFFALO ! !

SEVEN HOURS RAILROAD RIDE

FROM CINCINNATI TO THE LAKE.

ONLY ROUTE FREE FROM DUST!!!

FOUR DOLLAR TICKET GOOD ON ALL TRAINS.

☞ Hamilton and Dayton Railroad the first to reduce the Fare.

Passengers leaving on 6 A. M. Train have three hours at Dayton.

Through from Cincinnati to Sandusky without change of cars.

Baggage checked to Buffalo.

Depot in the west end of the city, on Sixth street.

☞ Cheapest and most pleasant route between Cincinnati and the Eastern Cities.

Passengers leaving Cincinnati by 8.20 Morning Train, on Cincinnati, Hamilton and Dayton Railroad, arrive at Sandusky at 4 P. M., and go immediately on board the splendid and gorgeous steamers,

ST. LAWRENCE.....Capt. Mead.
MISSISSIPPI.....Capt. Hazard.

And arrive at Buffalo next morning, after a refreshing night's sleep, in time for early trains to Niagara Falls, New York, Boston, etc., arriving in New York in time for supper.

The roads composing this ronte from Cincinnati to the Lake are laid throughout with heavy T rail, and in construction of track, rolling machinery, comfort of cars, and general management, and almost entire freedom from dust, are not surpassed by any in the West. It passes through the densely populated and highly cultivated valleys of the Great Miami and Mad Rivers, also, running through the large and beautiful towns of Hamilton, Dayton, Springfield, Urbana, Bellefontaine, Kenton, Carey and Sandusky.

The Steamers of this Line were built expressly for comfort, safety and speed, and no efforts will he spared to render comfortable those who may patronize them.

By this route passengers have four or five hours daylight on the Lake. Each boat is provided with splendid hands, for the especial accommodation of pleasure travelers, and every facility is afforded to dancing parties.

Reserved State Rooms will be telegraphed for, by passengers leaving their names at the Ticket Offices.

The following rates of Fare includes Meals and State Rooms on Lake Steamers.

FARE.

From Cincinnati to Buffalo.....$ 4 00
From Cincinnati to New York (RR. from Buffalo) 11 50
From Cincinnati to N. Y. via Hud. Riv. Steamers. 10 50
From Cincinnati to Boston..... 14 00
Montreal..... 13 00
Burlington..... 12 00
Rutland..... 12 50
Bellows Falls..... 13 00
Concord..... 13 50
Lowell..... 13 50

Excursion Tickets.

Cincinnati to Buffalo and back.....$8 00
Cincinnati to Niagara Falls and back..... 9 00

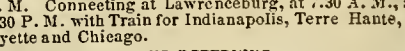
For through tickets and information. please apply at Cincinnati, Hamilton and Dayton Railroad Office, north west corner of Broadway and Front streets, under the Spencer House, or to J. W. SHIPLEY, at Railroad Office on Walnut street, between Fourth and Fifth streets, one door south of the Gibson House, or at Sixth street Depot.

H. O. AMES, Superintendent.
W. A. LATHAM, Agent.

The Omnibus Line will call for passengers by leaving their orders at the offices.

jy.12 WM. H. SMITH, Conductor.

THE SHORTEST ROUTE TO CHICAGO.



Ohio & Mississippi Railroad

THREE regular passenger Trains daily, (except Sundays.) On Monday, April 17th, and until further notice,

Leave Cincinnati at 6.15 A. M., 2.15 P. M., and 4.40 P. M. Connecting at Lawrenceburg, at 7.30 A. M., and 3.30 P. M. with Train for Indianapolis, Terre Hante, Lafayette and Chicago.

AND RETURNING,

Leave Aurora at 6.40 A. M., 4.20 P. M., and 8.20 P. M. connecting at Lawrenceburgh, at 4.30 P. M. and at 8.30 P. M. with the Trains that leave Indianapolis at 12 A. M. and 4 P. M., uniting at that point with all the Trains from the North and West.

☞ Tickets may be procured at the office on Fourth street, near Vine.

☞ Omnihusses will run to and from the cars in the customary manner.

S. S. POST, Chief Engineer and Superintendent.

Cincinnati, April 14, 1854.

Railroad Line.



Cincinnati, Hamilton & Dayton Railroad.

Summer Arrangement.

COMMENCING WEDNESDAY, JUNE 20th, 1854.

TRAINS will run by standard time, which is seven minutes faster than that of Cincinnati.

First Train

At 6 o'clock, A. M., Lightning Express for Dayton, Crestline, Pittsburgh, Philadelphia and Baltimore.

Second Train

At 6.10 A. M., for Hamilton, Richmond, Indianapolis, Terre Haute, Lafayette and Chicago, direct.

Third Train

At 8.20 A. M., for Dayton, Sandusky, Toledo, Detroit, Chicago. Cleveland, Buffalo, New York, Boston, Pittsburgh, Philadelphia, Baltimore and Washington.

Fourth Train

At 2 P. M. for Dayton, Greenville and Union.

Fifth Train

At 3.30 P. M., for Hamilton, Richmond, Indianapolis, Terre Haute, Lafayette and Chicago.

Sixth Train

At 5 P. M., for Dayton, Troy and Piqua, and intermediate stations.

Seventh Train

At 6.30 P. M., for Hamilton and intermediate stations.

The 1st Train, Express,

Will stop only at Hamilton and Middletown.

2d, 3d, 4th, 5th and 6th Trains,

Will stop at all regular stations.

The Seventh Train

Will stop at all way and flag stations.

The 1st Train

Will conaect at Crestline at 12.30 P. M., with the Obio & Pennsylvania Train for Pittsburgh, Philadelphia, Baltimore, etc., forming a direct and continuous line for each of these cities. Cars run through to Crestline without change. Baggage checked to Pittsbugh.

2d Train

Will connect at Richmond at 9.05 A. M., with Train of Indiana Central Road for Indianapolis; arrive at that place at 12 M., thence to Terro Haute, Lafayette, or Chicago without detention. Time as short as by any other route.

3d Train

Will connect at Dayton at 10.45 A. M., with Mad River Train, and arrive at Sandusky at 4 P. M., and go immediately on board the splendid steamers **St. Lawrence** and **Mississippi**, to Buffalo; thence at7.30 A. M., with Buffalo aad N. Y. City Road, to New York; arriving at that place at 10 P. M.,also at Crestline 4.20 P. M., with Ohio and Penna. Train for Pittsburgh, Philadelphia, Baltimore and Washington.

The Same Train

Will also connect at Clyde with Cleveland and Toledo Train to Toledo. Chicago and intermediate points; and at Sandusky at 5 P. M., with steamer **Bay City**, for Detroit. Also, with Dayton and Michigan Railroad to Troy and Piqua, and at Piqua with Doyle & Co's Canal Packet Line to all points on Wabash and Miami Canals.

Fourth Train

Will connect at Dayton with Dayton and Greenville Railroad to Greenville, Union, and all points on Bellefontaine add Indianapolis Railroad.

Fifth Train

Will connect at Richmond at 6.40 P. M., with Indiana Central Train for Indianapolis, Terre Haute, Lafayette.

Passengers will bear in mind that the following rates of fare, via Lake Steamers, include both Meals and Staterooms, and that the fare to Philadelphia and Baltimore is One Dollar cheaper, and one less change of cars than by the Columbus route.

FARE:

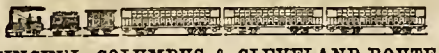
From Cincinnati	to	Hamilton	$ 60
Do	do	Eaton	1 35
Do	do	Richmond	1 75
Do	do	Indianapolis	3 00
Do	do	Terre Haute	5 00
Do	do	Lafayette	5 00
Do	do	Chicago	9 00
Do	do	Dayton	1 50
Do	do	Troy	2 10
Do	do	Piqua	2 35
Do	do	Springfield	2 10
Do	do	Sandusky	5 00
Do	do	Toledo	5 75
Do	do	Cleveland	6 00
Do	do	Buffalo, via Lake steamers	4 00
Do	do	New York, RR. from Buffalo	10 50
Do	do	New York, via steamers	10 50
Do	do	Montreal, via Lake Ontario	16 00
Do	do	Boston	14 00
Do	do	Pittsburgh, first class	7 00
Do	do	do front car	6 00
Do	do	Philadelphia	14 00
Do	do	Baltimore	14 00
Do	do	New York, via Pittsburgh and Philadelphia, (Railroad all the way)	16 00

For further information or tickets apply to W. A. LATHAM, General Agent, at the office, corner Broadway and Front streets, under Spencer House, or at the Office on Walnut street, next door to the Gibson House, or at the Sixth street Depot.

HENRY O. AMES,
Sup't.

Cincinnati, June 14.—je8†

Railroad Line.



CINCIN'I, COLUMBUS & CLEVELAND ROUTE.

To New York, via Railway, in	30	hours.
To N. Y., by Lake Steamers via Cleveland	39	"
To Pittsburgh in	14	"
To Boston in	34½	"
To Philadelphia in	38	"
To Baltimore in	38	"
To Wheeling in	18	"

VIA LITTLE MIAMI RAILWAY.

FOUR DAILY TRAINS.

First Train—Lightning Express—at...6 o'clock, A. M.
Second Train—Accommodation Ex....7.45 " "
Third Train—Hillsborough Train.....3.10 " P. M
Fourth Train—Even'g Accommoda...5 " "

The roads of this route are laid throughout with heavy T rail.

New York, Boston, and Montreal.

First Train—Lightning Express leaves Cincinnati at 6 o'clock A. M., connecting at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo; connecting at Dunkirk with New York and Erie Railroad, and at Buffalo with Buffalo and Albany Railroad to New York and Boston.

Second Train—Accommodation Express, at 7.45 o'clock, A. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad, at Buffalo with Buffalo and Albany and New York City Railroads, and at Buffalo with Niagara Falls Railroad, to New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

—ALSO—

Connects at Cleveland with the new and magnificent low pressure steamers QUEEN OF THE WEST, Capt. McBride; CRESCENT CITY, Capt. Pease; connecting at Buffalo with the Buffalo and Albany, New York City, and Niagara Falls Railroads, for New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

Fourth Train—Evening Express, at 5 o'clock P. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad; connecting at Buffalo with New York City, Buffalo and Albany, and Niagara Falls Railroads, to New York, Boston, and Niagara Falls.

Pittsburgh, Philadelphia, and Baltimore.

First Train—Lightning Express, leaves Cincinnati at 6 o'clock A. M., connecting at Crestline with Ohio and Pennsylvania Railroad to Pittsburgh, connecting with Pennsylvania Railroad to Philadelphia and Baltimore.

Through from Cincinnati to Philadelphia and Baltimore direct.

Zanesville, Wheeling, Baltimore, &c.

First Train—Lightning Express, at 6 o'clock A. M., and second Train, Accommodation Express, at 7.45 o'clock A. M., connect at Columbus with Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Lines, via National road to Wheeling, connecting with Baltimore and Ohio Railroad to Baltimore, Philadelphia, Washington, etc.

Fourth Train—Evening Express, at 5 o'clock P. M. Passengers by this Train sleep at Columbus and resume by Morning Train, via Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Line to Wheeling.

Hillsborough.

Third Train—Leaves Cincinnati at 3 P. M., connecting at Hillsborough with Ohio Stage Co.'s Lines to Chillicothe, Piketon, etc.

FARE.

From Cincinnati to New York via Railroad, either route	$16 00
From Cincinnati to New York via Railroad to Albany, and Hudson river steamer	15 00
From Cincinnati to New York via Lake Steamers to Buffalo, and Railroad to New York	15 00
From Cincinnati to New York via Lake Steamers to Buffalo, Railroad to Albany, and Hudson river steamer to New York	14 00
From Cincinnati to Boston via Lake Shore, New York and Erie and New York City Roads	20 00
From Cincinnati to Boston via Lake Steamers and New York City and Erie Roads	19 00
From Cincinnati to Boston via Lake Shore, Buffalo, Albany and Western Roads	19 00
From Cincinnati to Boston via Lake Steamer, Buffalo, Albany, and Western Roads	18 00
An additional charge of fifty cents via Niagara Falls and above routes.	
From Cincinnati to Montreal via Lake Shore Road,	18 00
From Cincinnati to Montreal via Lake steamer	17 00
From Cincinnati to Boston via Lake Shore Road and Ogdensburg	18 00
From Cincinnati to Boston via Lake Steamer and Ogdensburg	17 00
From Cincinnati to New York via Lake Shore Road and Ogdensburg	16 75
From Cincinnati to New York via Lake Steamor and Ogdonsburg	15 75
From Cincinnati to Buffalo via Lake Shore Road,	9 00
From Cincinnati to Buffalo via Lake Steamer	8 00
From Cincinnati to Philadelphia or Baltimore via Crestline and Pittsburgh	15 00
From Cincinnati to Philadelphia or Baltimore via Cleveland and Pittsburgh	15 50
From Cincinnati to Pittsburgh via Crestline	7 00
From Cincinnati to Pittsburgh via Cleveland	9 00
From Cincinnati to Baltimore via Wheeling	14 00
From Cincinnati to Washington via Wheeling	15 00
From Cincinnati to Philadelphia via Wheeling	15 00
From Cincinnati to Wheeling	7 00
From Cincinnati to Cleveland	6 00
From Cincinnati to Zanesville	4 00
From Cincinnati to Columbus	3 00
From Cincinnati to Springfield	2 00

☞ For all information and Through Tickets, please apply at office, southeast corner of Broadway and Front sts., Cincinnati.

au25 P. W. STRADER, Gen'l Agent.

Cincinnati, Wilmington and Zanesville Railroad.



OPEN TO LANCASTER.—Two daily Trains, (Sundays excepted) between Lancaster and Cincinnati. On and after Monday, June 26th, 1854, until further notice, trains will run as follows:

The morning Train leaves Lancaster at 5.10 A. M., and arrives at Cincinnati at 11 15. Returning leaves Cincinnati at 3.05 P. M. and arrives at Lancaster at 9.30 P. M.

The downward accommodation train leaves Lancas- at 10.05 A. M., and arrives at Cincinnati at 5.40 P. M.

The upward accommodation train leaves Cincinnati at 7.30 A. M., and arrives at Lancaster at 4.00 P. M.

Trains will stop for passengers as follows: At Amanda, Stout's, Circleville, Williamsport, Four Corners, New Holland, Washington, Rattle Snake, Sahina, Cross Roads, Wilmington, Sligo, Clarksville and Morrow; and on the Little Miami Road at Deerfield, Butterworth's, Water Station, Loveland, Miamiville, Milford and Plainville, and on proper signal by flag, or to the Conductor, at Branch Hill and Linwood, at Turnpike.

The downward Trains connect at Morrow with the Trains on the Little Miami Road for Columbus.

Lines of Omnibusses and Packets will run between Circleville and Chillicothe, and Stages and Packets between Lancaster, Logan, Nelsonville, Athens and Pomery; and Stages between Lancaster, Somerset and Zanesville connecting with the morning train from, and evening train to, Cincinnati.

Fare from Cincinnati	to	Washington		$2 50
" "	"	Circleville		3 00
" "	"	Lancaster		3 60
" "	"	Chillicothe		4 00

For other information and Tickets, apply at Ticket office, corner of Broadway and Front sts, and at the Little Miami Depot, or to the Station Agents on the line.

E. W. WOODWARD,
Engineer and Superintendent.

☞ The Omnibus Line will call for and deliver passengers to and from the trains to any part of the City.

J. HOWELL, Conductor.

☞ The Company will not be responsible for baggage exceeding $50 in value, unless the same be returned to the Conductor or Agent, and freight paid at the rate of a passage for every $500 in value above that amount.

je. 29

COLUMBUS PIQUA, AND INDIANA RAILROAD.



New route from Columbus, West and from Urbana, East.

On and after Monday September 19, 1853, two trains per day, (Sunday excepted) each way, will run on this Road, between COLUMBUS and URBANA. Will leave Columbus at 4.50 a.m., and 3.30 p.m.—arriving at Urbana at 8.12 a.m., and 6.14 p.m. Returning—will leave Urbana, for Columbus, at 9.15 a.m., and 3.00 p.m.—arriving at 12.05 and 6.55 p.m.

The 4.50 a.m. train, from Columbus, will connect with the night Express train from Cleveland and arrive at Urbana in time for the morning train north for Sandusky and intermediate points. Persons arriving by the morning Cleveland and Zanesville trains can have a few hours at Columbus and leave by the 3.30 p.m. train—arriving at Urbana in time to get supper and take the 5.35 p.m. train for Dayton and Cincinnati.

The 9.15 a.m. train from Urbana connects with the morning train from Cincinnati and Dayton that arrives at Urbana 8.40 a.m.—arriving at Columbus at 12.05 p.m in time for the 1 p.m. train for Cleveland, connecting with the Buffalo and Dunkirk boats. The 3.00 p.m. train will leave Urbana on the arrival of the Sandusky train—reaching Urbana at 2.45 p.m.—and arrive in Columbus in time for the various night trains.

A line of Omnibuses will connect with the trains at Urbana for the conveyence of passengers to and from Piqua and Greenville over a good Macadamized road.

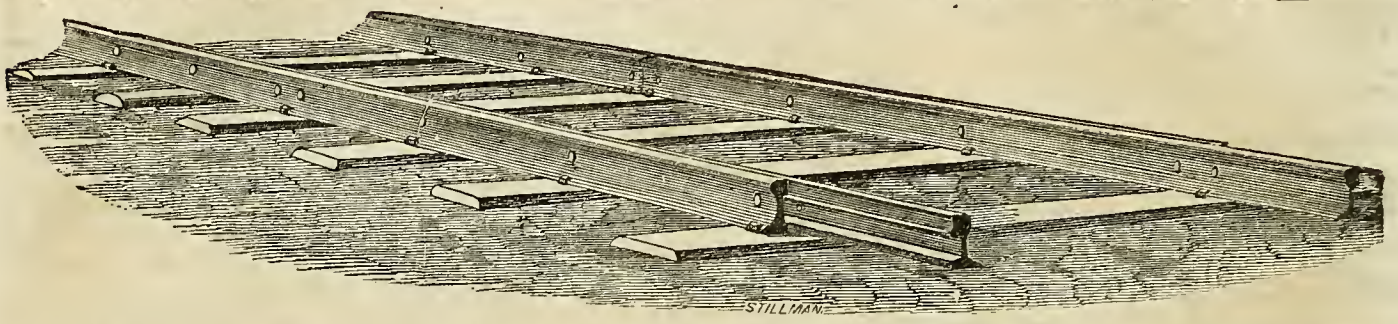
A. G CONOVER, Sup

Piqua, Sept. 13, 1853. s29-tf.

RAILROAD IRON, LIGHT WEIGHT.

470 TONS, 47 lbs. per yard, good quality and pattern, now lying at New Orleans. For terms, apply to VOSE, PERKINS & CO.,
ap27-tf New York.

WINSLOW'S
PATENT COMPOUND RAIL.



THIS RAIL, which is represented hy the aoove, has now heeu in use on several Roads for upwards of three years; during which time it has become established among Railroad Managers as realizing tbe advantages of a

THEORETICALLY PERFECT RAIL.

Its advantages over the common form of "T" Rail are—a saving iu the wear and tear of Machinery—it saves, to a great extent, in the repairs of track—it secures a high rate of speed with the same power, and what is certainly of equal importance, complete protection against some of the accidents to which roads are liable Being practically a continuous Rail for the entire length of the road, without break at the ends of bars, tbe jarring motion communicated therehy in passing over the common "T" Rail is avoided, as is also its effects upon Cars and Machinery. The comfort of travelers must of course be greatly increased.

This Rail is now manufactured at Hanging Rock Iron Works, upon the Ohio River, and at Mt. Savage Iron Works, Maryland. Specimens of the Rail and patterns of the same will be gladly shown, as well as information in relation thereto, given by application to

A. S. WINSLOW, Nos. 9 & 11 West Second Street, bet. Main and Walnut Sts., CINCINNATI.

J. F. WINSLOW, Troy, New York.
ERASTUS CORNING & CO., Albany, N. Y.

ap.7-tf

WHEELBARROWS!



ON hand, Wheelbarrows, of my own manufacture, suitable for Railroad, Turnpike, Canaling, etc., in lots to suit purchasers. Orders filled for any reasonable amount.

HENRY ROCKEY,
jy. 20. No. 21 East Front st.

CAR MANUFACTORY,
Dayton, Ohio.

E. THRESHER & CO., having enlarged their shops, are prepared to contract on favorable terms, for building every variety of railroad Cars, in any quantity and on short notice, made of the best materials, and of the most approved workmanship.

They are prepared also to furnish jaws and boxes; the Washburn Wheel, 30 and 33 inch, adapted to inside or outside bearing; cast iron frogs, steel plated; and switches of the most approved patterns.

They also manufacture blacksmith tuyeres, Harris' Patent; portable bolt forges: bolt heading and bolt cutting machines; upright drills, wheel presses; wood planers; tenoning and mortising machines, etc.

They respectfully invite the attention of railroad directors and superintendents to their establishment.

Dayton, Jan. 24th, 1853. jan.25-†

S. C. THOMSON & CO.,

MANUFACTURERS OF

PATENT PAD LOCKS,

For Railroad Switches, Merchandise Cars, Stores, Cemeteries, Iron Safes, &c.,

Cor. Railroad Avenue and Market st.,

jan.12† NEWARK, N. J.

KENTUCKY LOCOMOTIVE WORKS.

CORNER OF KENTUCKY AND TENTH STS.

LOUISVILLE, KY.

THE Proprietors of the Kentucky Locomotive Works would respectfully inform Railroad Companies and the public generally that, having completed their establishment, they are now prepared to receive and execute orders with fidelity and dispatch.

They will contract for

Locomotives, Passenger, Baggage, Freight, Gravel and Hand Cars,

Of every style and pattern, as well as all kinds of St and Machinery required for railroads.

Particular attention will be paid to repairing, which they have every facility.

They are also prepared to contract on favorable terms for building all kinds of Machine Tools, such as Turning Engines, Lathes, Planers, Drills, Slotting, Spliting, and Shaping Machines, of every variety of pattern.

Having also a large FOUNDRY connected with the establishment, orders for Castings are solicited, and will be filled with promptness.

Car Wheels of any pattern can be furnished or short notice. Double and single plate and Spoke Wheels of all sizes constantly on hand.

☞ Communications or orders must be addressed to

OLMSTED, TENNYS & PECK,
je.8-tf Louisville, Ky.

Lightner's Patent Axle Boxes for Railroad Cars.

THE attention of Railroad Managers and others is called to this valuable improvement in

AXLE BOXES.

The first cost and "fitting up" of these boxes is 20 to 25 per cent below that of most boxes in use. They will save about 75 per cent in consumption of oil. The construction is simple; they are not liable to become loose, nor "heated" by severe service. The Reservoir is held close to the shaft, and the oil journals, are secure from dust yet easy of access; the brasses may be removed from the journals, while under the car, in a few minutes. Cars furnished with these boxes run from 4 to 5 weeks without replenishing the oil, and are not detained from the road for repairs ONE TENTH part of the time which is necessary when other boxes are used.

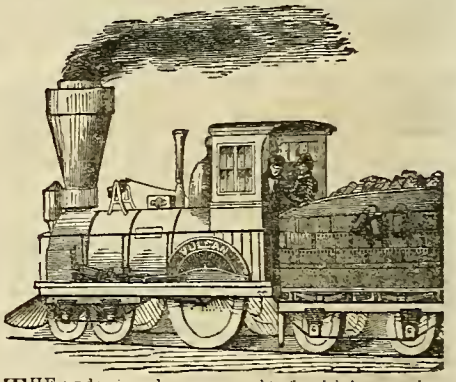
The business of a railroad can be done with a much less number of cars, with these boxes than if any other kind are used.

The first railroad men in the country have certified that Lightner's improvements in AXLE BOXES are among the first of the times.

Models and Testimony of the above Boxes, may be examined, and arrangements may be made for the right to use the same, with the subscriber.

WILLIAM SHERBURNE,
PRINCIPAL AGENT,
May 18.6* Office, No. 167 Broadway, New York.

Cincinnati Locomotive Works!



THE undersigned are prepared to furnish Locomotives equal in efficiency and durability to the best Eastern manufacture. Also, Shaping and Slotting Machines suitable for railroad shops. Also, all kinds of heavy forging and casting done at short notice. Also, bolts for bridges cut with dispatch.

ap. 20 MOORE & RICHARDSON.

ASHCROFT'S
METALLIC STEAM GAUGE.

(BOURDEN'S PATENT,

THE subscribers offer for sale this valuable Gauge. It is adapted to Locomotive and other steam boilers, indicating with accuracy the continual variations of steam within the boiler, enabling the Engineer to maintain a uniform and safe pressure. Any of the Eastern Railroads may be referred to for proof of its importance and value.

BRIDGES & BROTHER,
sep.15-tf 64 Courtlandt St., New York.

WASON'S
CAR MANUFACTORY,
Near the Pittsburgh R. R. Shops,

CLEVELAND, OHIO.

Passenger, Baggage, Freight, Dumpers, Hand Cars, &c.,

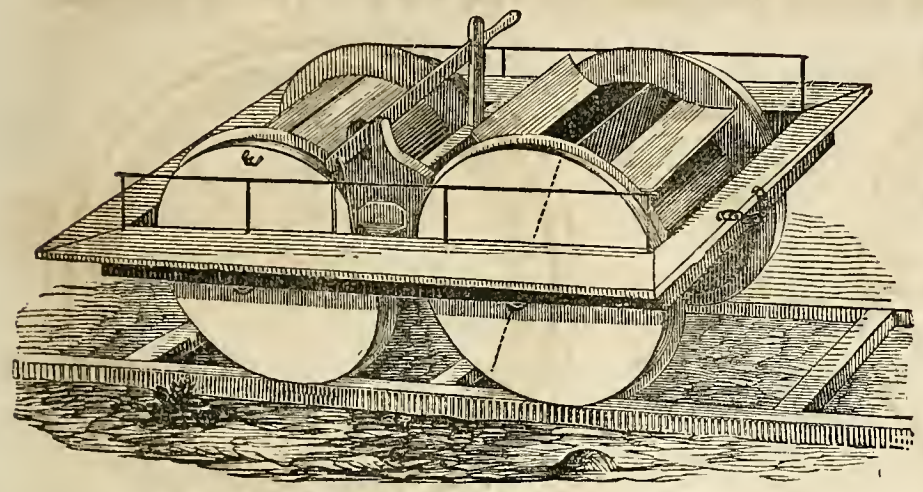
Of the best quality in all respects, style, workmanship, and material, made to order with promptness.

Orders respectfully solicited, with the assurance that no pains will be spared to give entire satisfaction in all cases.

CHARLES WASON,
Late of the firm of T. & E. Wason, Springfield,
†oc20 Massachusetts.

MYERS' PATENT CAR,

FOR COAL, GRAIN, &c., &c.



FOR PARTICULARS OF COST, RIGHT OF USE, &c., ADDRESS,

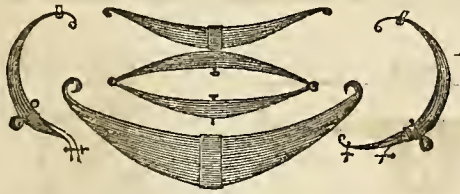
C. TIERS MYERS,

No. 33 WALNUT STREET,

PHILADELPHIA.

dec15-3*

McDANEL & HORNER,

LOCO-MOTIVE  AND CAR SPRING

MANUFACTURERS, WILMINGTON, DEL.

Locomotive and Car Springs of all descriptions manufactured on the most reasonable terms, made of the best STEEL, which we have manufactured to order from the BEST SWEDE IRON. Orders from any part of the United States will be thankfully received and promptly attended to

McDANEL & HORNER.

All Springs ordered from a distance will be delivered on shipboard at *Philadelphia* free of charge

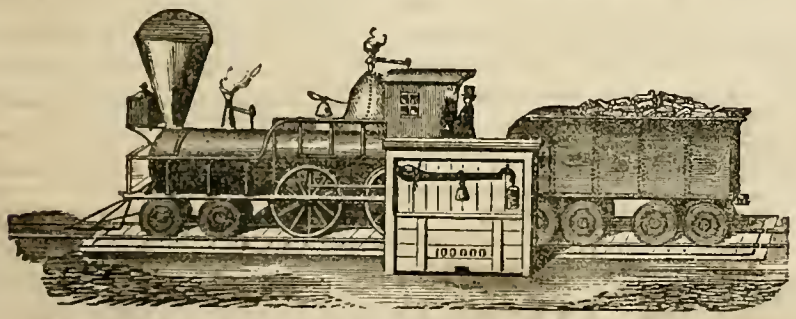
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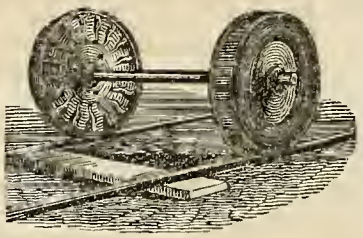
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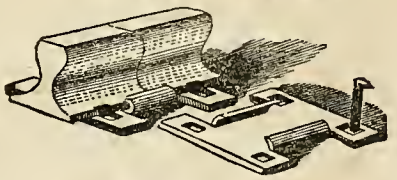
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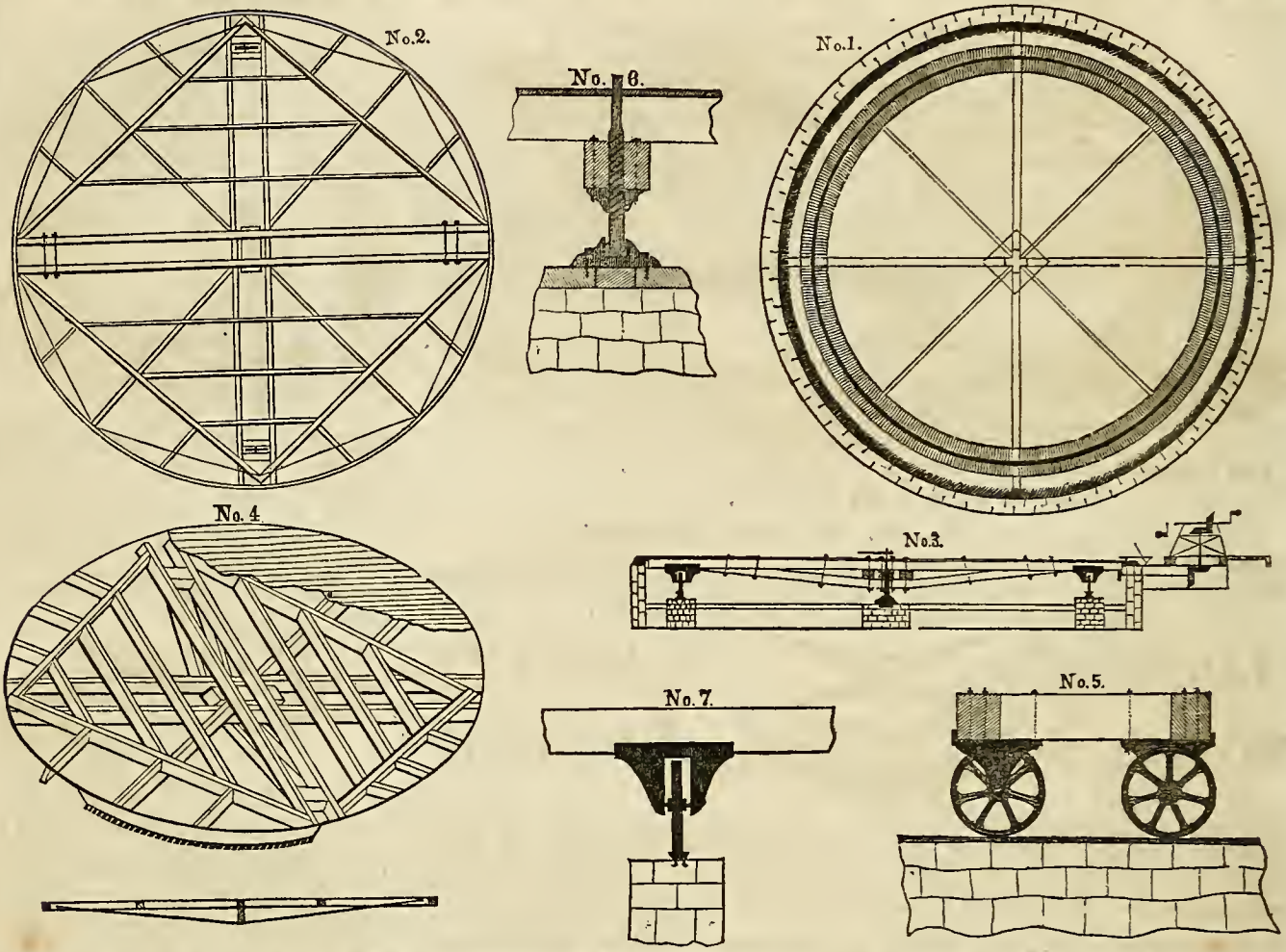
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REFERENCES:

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Hudson River Railroad Co.
Ohio & Pennsylvania Railroad, J. Edgar Thomson, President, S. W. Roberts, Sup't and Engineer, Pittsburgh, Pa.
Pennsylvania Central Railroad, O. W. Barnes, Resident Engineer, Pittsburgh.
Toledo & Cleveland Railroad, Wm. Ferguson, Chief Engineer, Cleveland Ohio.
Columbus, Piqua & Indiana Railroad, A. J. Conover, Chief Engineer, Piqua, Ohio.
Cleveland, Zanesville & Cincinnati Railroad, W. H. Grant, Chief Engineer, Akron, Ohio.
Cleveland, Columbus & Cincinnati, and Cleveland & Erie Railroads, L. Tilton, Sup't, Cleveland, Ohio.
Little Miami & Columbus & Xenia Railroads, William H. Clement, Sup't, Cincinnati, Ohio.
Cincinnati, Wilmington & Zanesville Railroad, E. W. Woodward, Engineer, Circleville, Ohio.
Central Ohio Railroad, G. W. Fulton, Sup't, and S. Medhury, Engineer, Zanesville, Ohio.
Camden & Atlantic Railroad, and Dauphin & Susquehanna Railroad, R. B. Osborne, Engineer, Philadelphia.
Bellefontaine & Indiana Railroad, W. M. Roberts, Engineer, Pittsburgh, J. Nottingham, Sup't, Marion, Ohio.
Cleveland & Pittsburgh Railroad, J. Durand, Sup't, Cleveland, Ohio.
Wilmington & Raleigh Railroad, North Carolina.
Central North Carolina Railroad.
Cincinnati & Indianapolis Railroad, Indiana.
New Albany & Salem Railroad, Indiana.
Michigan Central Railroad, Michigan.
Dayton, Xenia & Belpre Railroad, Ohio.
Pomeroy Railroad, Engineer at Cincinnati.
Springfield, Mount Vernon & Pittsburgh Railroad, Ohio, Charles Anthony, President.

DESCRIPTION OF PLAN.

Fig. 1, of the above cut, represents the foundations, consisting of *Bank* and *Track Walls*, the latter made of cut, the former of hammer-dressed stone, with cut stone coping. The Track is bent of the ordinary T rail, spiked and leaded to the stone track walls. The Center Pier is made of cut stone, with a step for screw and pivot bolted to the same.

Fig. 2, shows the framing.

Fig. 3, is a side view of Main Truss, with the mode of gearing, including the mitre-wheels, iron crank frame, rack and pinion, foundations, pivot wheels and pedestals.

Fig. 4, gives a perspective view of rim, segments, decking, etc.

Fig. 5, is an end view of the main trucks, with pedestals and wheels.

Fig. 6, is a screw for pivot, 6 inches in diameter, working in a steel step through a nut for adjustment.

Fig. 7, shows a cross section of track wall, well, and pedestal.

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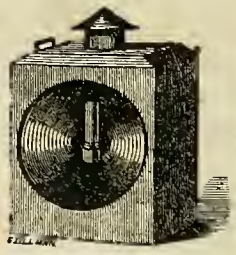
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Railroad Record.

E. D. MANSFIELD, - - - - - - Editor.

CINCINNATI:

THURSDAY MORNING.....AUGUST 24, 1854.

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COLUMBUS, PIQUA AND INDIANA RAILROAD.—The Urbana *Gazette* says that the track laying on the Columbus, Piqua and Indiana Road, between Urbana and Piqua, is progressing with commendable rapidity. The iron is down some three or four miles out from Urbana, and more than that distance from Piqua. In a few weeks more the connection between Urbana and Piqua will be made.

RAILROADS:—WHY THEY MUST AND WILL BE BUILT.

It is a conceded fact that the onward progress of the "Great West," in wealth and refinement, has had no parallel since the world began. Where but a few short years since all was wild and uncultivated,—where the native Indian roamed at will—there now stand cities, towns, villages and cultivated farms, all instinct with the hum of busy life, and producing a surplus of agriculture and manufactures almost, if not quite, sufficient to supply the wants of the rest of the Union, if not of the world. This sudden growth and expansion have been the results, more especially, of a few later years—less than a score perhaps—prior to that time, though the progress of improvement was onward, yet was it slow; but when the steamboat and railway furnished facilities for transportation, capital poured into the West, and the prairies and hills yielded their wealth in the form of crops, lead, iron, coal, and the manufactures consequent upon the development of such mineral riches. But the increase of transportation facilities did not keep pace with the increase of surplus productions—other means of getting these products to market had to be sought. Railways had been tried and found to be just the thing that was needed. With the impetuosity of the Yankee character, the construction of railroads was gone into with the determination of meeting the wants of the country. The magical effects of these roads in starting into life villages, and towns along their respective lines, upon leading routes, became evident. New roads sprung up in every direction, beyond the *immediate* (not prospective perhaps) wants of the country; immense amounts of money were locked up in this class of securities; a pressure came upon the financial affairs of the country; heavy frauds were discovered among leading railroad men, and again, with the precipitancy of the American character, all railroad affairs were dropped, and the whole system declared a humbug. The monetary disasters of the country were all attributed to this cause—building too many railroads, and all who held railroad securities hastened to dispose of them, thus causing a panic, as it were, in the market; all became sellers, and of course there were no buyers, except some few more daring than the rest, tempted by the low price, who will eventually reap a rich harvest from their investment.

This, in a few words, is the state of railroad affairs. But can it remain so? That is the question. We say it cannot. The energies of the Great West were never less impaired than now. She is just as capable of producing as ever, indeed, more so; recent developments of additional mineral wealth have added an impetus to her heretofore onward course. If but a year since facilities of transportation were needed, how much more will such facilities be demanded in a year to come?

It is the very nature of railroads to *create* business. The railroads already completed will create as much business as they can afford facilities for within their own immediate influence; towns and cities and sections of country, having any facilities for manufacturing and producing largely, must remain supine, and witness their neighbors carry off the business of the land, while they, for want of railroads must languish and decay. From the past must we judge the future. Is there aught in that past to indicate that the construction of railroads will cease? We think, and feel that there is not. On the contrary every indication is that, after a short delay, in which the public mind shall have become restored to its former equanimity, the building of railroads will be resumed—we do not say to the extent heretofore proposed,—but with more judgment; building main trunk lines, leaving branch and connecting lines to be built as called for by the necessities of the several sections of the country.

We can build roads as well as any other country; we have the talent and engineering skill, and we have the cool headed, calculating business men to conduct their affairs.—And while railroads call for heavy amounts of capital, they make a return therefor unequaled by any other investment. When a road is built through a section of country, we care not whether that road ever pays one cent of interest to its stockholders or not, it will have more than repaid its cost in the increased aggregate, actual value of the land on either side of it. And while thus increasing the value of property they add to the comfort and refinement of the community at large.

Who would willingly go back to the days of stage coaches and Cannestoga waggons? None, we dare say. The railway is the only mode of intercommunication at all up with the spirit of the age. And though their construction may be for a time impeded, yet must it be resumed under brighter and more flourishing auspices. The resources of the country are ample to build them; the business of the country loudly demands them, and they will be built.

Aside and apart from their necessity,—and they have become a necessity,—they are the best permanent investment of the country.—We must not condemn the entire system from the mismanagement of a few companies.—Look at the leading roads of the west. The Mich. Central, Mich. Southern, Galena and Chicago Union, Little Miami, Cincinnati Hamilton and Dayton, and the lines forming the several Eastern and Western connections from Cincinnati,—where can be found better investments?

The cry of "the railroads have caused all

the financial trouble," has rung in our ears some time. We don't believe it. Injudicious expenditures upon some lines may have aided to bring on the crisis; but the main cause must he looked for elsewhere,—where we will not now undertake to say.

In view of what we have thus hastily thrown together,—in the unexpected absence at the last minute of the usual "Leader" from our Senior, we would say to our friends holding railroad securities, "be of good cheer, there is a good time coming" when you will he amply repaid for any reasonable sacrifices, rather than throw away your stock at present prices.

Railroads.

SOUTH-WESTERN INDIANA RAILWAY.

Indianapolis and Vincennes.—At a meeting of the stockholders of the South-Western Railway, held (by adjournment) at Spencer, on the 10th day of August 1854.

John H. Bradley, the President of the company then submitted his report of the proceedings of the company, since its organization, together with a statement of its affairs, and its position and progress, and also the report of Joseph H. Dennis, Esq., the Engineer, of the location, profile and estimates of the line, from Vincennes to Point commerce—all of which were ordered to be published.

The stockholders then proceeded to elect a board of Directors for the ensuing year, when the following persons were unanimously elected, viz:

Samuel Wise, Benjamin F. Thomas, and Dr. John F. Freeland, of Knox county; Franklin B. Cressy and John T. Allison, of Greene county; Isaac Heaton, William M. Franklin, and Hezekiah Wampler of Owen county; and John H. Bradley, of Marion county.

The Board met and organized by electing John H. Bradley President; Jacob P. Chapman, Secretary, H. H. Throop, Treasnrer; and Joseph H. Dennis, Engineer.

It was resolved to divide the line into two divisions. The first division to be from Vincennes to Point Commerce, and the second from Point Commerce to a point near the town of Gosport.

That they proceed to prepare the line for the workmen, and progress with the earth work at, at least, three points, between Point Commerce and Vincennes, and at such points hetween Point Commerce and Gosport, as the stockholders in Owen county shall desire, and as soon as that part of the line shall have heen located, and made ready. That the stockholders in each county shall meet all expenditures therein, to the extent of their means.

☞ A. D. Kingman, Esq., has been elected President of the Hickman and Obion Railroad.

SOUTH CAROLINA, TENNESSEE & KENTUKY RAILROAD COMPANY.

On Monday, the 31st of July, a meeting was had in Kingston by the stockholders of the South Carolina, Tennessee and Kentucky Railroad Company.

It was found that five hundred shares, or fifty thousand dollars had been subscribed as stock to said road, being the amount of stock required by the charter, to be subscribed previous to the organization of the company.—The stockholders then proceeded to the election of a Board of Directors. The following were elected members of the Board:

B. B. Lenoir, W. B. Hope, Sam'l M. Williams, G. W. Yost, G. L. Gillespie, W. A. Lenoir, Jno. W. Winton, R. K. Byrd, W. S. McEwen, Jno. C. Gillespie, N. A. Patterson, of Roane county; Wm. Cross, Anderson county; Jno. G. Hardin, Wm. Gallaher, Knox county; H. H. Stephens, Monroe county.

Monday, the 14th of August, was then selected and appointed as a day for the stockholders to meet in Kingston for the purpose of electing a President, and other officers of the company, and for transacting other important business.

Cincinnati, Hamilton and Dayton Railroad.—The earnings of this road for the past six months were $233,115 33, showing an increase of $33,741 76, over those of the corresponding six months of the previous year. The increase in the number of passengers carried was 33,825.

The net earnings of the road having been applied, during the past six months to permanent improvements, and work upon the second track, makes it necessary for the board either to borrow money at a high rate of interest, to dispose of the bonds of the company at a ruinous sacrifice, or to make a scrip dividend, thus borrowing of the stockholders. The latter course has heen deemed most advisable.

It will be the policy of the Board hereafter to forbear as far as practicable, all new improvements and extensions.

Mississippi and Atlantic Railroad.—Some few days since a paragraph appeared in the *Alton Telegraph* to the effect that the entire force of laborers employed upon the above road had been discharged in consequence of the closeness of the money market. Since then we learn that the statemennt is without foundation. The force of laborers now at work is as large as at any time since the road was commenced, and will be materially increased so soon as the weather becomes cooler. It is the intention of the company to have so much of the road as lies between Illinoistown and Vandalia completed by the time the Illinois Central road reaches the latter point.

ROCK ISLAND BRIDGE OVER THE MISSISSIPPI.

The following particulars of this hridge may be found interesting at this juncture.

The right to build the bridge was granted hy the Legislature of tbe state of Illinois.—The land upon the island belongs to the United States, and the company expected to take so much as they should need for the purposes of their road, under a general act of Congress, passed in 1852, which grants the right of way to railroads, plankroads, etc., through the public lands of the United States, in all cases, except when the lands are actually occupied for custom-houses, navy-yards, forts, or other purposes with which the railroad would interfere.

The company engaged in building the hridge have proceeded with their work upon the island under this law of Congress, sustained hy the advice of the Department of the Interior. A difficulty however, appears likely to arise from the fact tbat the island of Rock Island is now claimed by the War Department as a Military Reservation. During the last war with Great Britain a fort was built on the southern end of the island which was occupied as long as there was any use for it, and was then (several years ago) abandoned to the general land office. Tbe ahandonment was sanctioned first by Mr. Poinsett and afterwards by Mr. Marcy, now Secretary of State, while tbey were Secretaries of War. Hon. Jefferson Davis, the present Secretary of War, for reasons which we are at a loss to understand, not only maintains that the claim of the War Department to the Island excludes the rights of the company under the general law of Congress and the ruling of the land office of the Interior Department; but also refuses to sell or lease on any terms, the fee or the right of way.

For whatever purposes the island may he used, it is difficult to see how the value of the land can be otberwise than benefitted by the construction across it of the railroad which must necessarily be a great highway between the interior of the continent and the East, if not at some future day, a highway from ocean to ocean.

The company feel secure in their rights to proceed with their work, that they would not feel emharrassed by the assertion of this claim on the part of the War Department, and would cheerfully leave the adjudication of the conflicting claims to the decision of the courts of law, in the confidence that the legality of their proceedings would be established—but the case has recently been complicated, as we are informed by the resort of Secretary Davis to the extreme measure of sending an officer to the island, with instructions to remove every person from it, with the exception, as is supposed, of those who occupy a tract

granted by Congress on a preemption claim to Mr. Davenport.

The company have a large force of men in their employ upon the island, and in the belief of the legality of their proceedings, they will not retire except upon compulsion. No troops have yet been ordered to the island, and it will be difficult for the Secretary of War to enforce his demand even should he send all that he can spare for the purpose.—*Boston Daily Atlas.*

GALLIPOLIS, JACKSON & CHILLICOTHE RAILROAD.

We have before us a copy of a report of this company drawn up by Hon. Simeon Nash, in behalf of the Board of Directors, from which we extract as follows:

The charter for this company was granted March 22, 1854, and authorized the construction of a railroad from Gallipolis to Jackson, with the right of continuing the same to a connection with the Marietta and Cincinnati road, so as to open a connection with Chillicothe. The company was organized in July, A. D., 1852, with a subscription of about $75,000. Since that time the company have made no efforts to increase the amount of stock.—It is however, certain that the subscription might be raised to $100,000 and over without much effort.

Soon after the organization of the company, the Directors made arrangements for a survey of the line. Mr. Shaw, of Virginia, was employed, with a sufficient corps to run the line named in the charter. This was done. At the same time a random line was run from Gallipolis by Vinton and the Buckeye Furnace to Hamden; a point on the line of the Marietta and Cincinnati Railroad. It was found that this line gave a connection in thirty-two miles, while the route by Jackson was over forty-one miles. By a connection at Hamden, the line of road would be shortened nine miles, and the distance to Chillicothe not be increased; besides running through the valley of Little Raccoon Creek, the richest iron and coal region in Ohio. The Directors thereupon, became satisfied that the interest of the company required a change of location in the line of the road. An application was therefore made to the General Assembly, in 1852–3, for that purpose, but was not granted, as was understood, because the general law afforded a remedy.

Hence an application was made to the Court of Common Pleas, at its November term, A. D. 1853, for a change of the line, and a change was authorized, empowering the company to construct a road from Gallipolis to Hamden, to a connection with the line of the Marietta and Cincinnati Railroad, with the right also to run a track so as to connect with the line from Virginia, down the Kanawha. This change in the line of the road having been secured, the Directors at once caused it to be surveyed. The survey was made last fall, near the opening of winter, under the charge of Mr. Graves and Mr. Mansfield, and was completed during the month of February.—This survey is on file, and shows that a first rate road can be made with no grades over fifty-two feet, and no curves with a less curvature than three degress, giving a radius of nineteen hundred feet. The estimated cost of such a road is given by the Engineer at about $900,000. This estimate is predicated on the present high prices of iron and labor. At the prices at which Mr. Shaw made his estimate, the cost would not exceed $700,000 or $750,000. The grades of fifty-two feet are only three, and for short distances; in no case exceeding one and a fourth mile. The average grade for any considerable distance is not over twenty-five feet. If the grades for short distances were to be increased, as well as the curvature, the cost of the road might be diminished near $200,000, and neither the grades or curvature be as great as those on the Portsmouth and many other roads. But as this road is to be the connecting link between the Virginia Central road and Ohio and the West it is desirable that it shall be a road of the best character, with grades and curves admitting of great speed, and heavy trains.

Whenever, therefore, Virginia shall decide on pressing through its Central road, a branch will be extended down the Kanawha to the Ohio river and to a junction with our road.—The Virginia Board of Public Works in its last annual report, strongly urged this extension, as being in fact more important to the business of their road, than the branch to Sandy and Kentucky.

We, therefore, consider it as a fixed fact that the Kanawha extension will accompany any appropriation for the Covington and Ohio Railroad; and this done, our road must be made.

The Directors have also consulted with the Directors of the Marietta and Cincinnati Railroad. This company feels a deep interest in the completion of this Virginia connection; so deep, that whenever circumstances will permit, it will lend us its aid in the construction of our road. It would have been done ere this, if it had not been for the stricture in the money market; for the difficulty in raising means to carry on any work of the kind. Whenever this difficulty shall be over, or their road so far completed as to leave the company easy as to its pecuniary wants, it is confidently believed that the Marietta and Cincinnati company will afford us such aid as to secure the speedy completion of this road.

By the charter, ten miles of the road must be ready for running by March, 1857, or the charter will be forfeited. This would be a great loss, as under our present constitution no so favorable charter can be obtained. It is therefore desirable that during the winter an effort should be made to raise stock enough to commence the grading of the first ten miles, if not the first twenty; the latter would carry the road to the coal fields on Little Raccoon. The road strikes the coal and iron fields in twenty-five miles from the river; at a point nearer to the river than any other road. It passes, also, through a fine agricultural and timber region.

Gallipolis presents the cheapest place for manufacturing on the Ohio river. Living is cheaper here than at any other point on the river. Gallia is a better agricultural county than either Scioto, Lawrence, Meigs or Washington; and hence living will always be cheaper. Coal by the railroad can be afforded at five cents, as the distance it must be brought will not exceed twenty-five miles. The health of Gallipolis is also *known* to be better than any other town of any importance on the river. All these circumstances must make Gallipolis just as good, if not a better point for manufacturers of any kind, than either Ironton, Portsmouth, Pomeroy, or that new wonder, Ashland.

There has been two calls made on the stockholders to meet the expenses already incurred; one of five, and one of two and a half per cent. There have been paid in on the calls about four thousand dollars; and there is still due some two thousand dollars. A portion of this may be on subscriptions that will become void by the change made in the line of the road. It was thought best not to sue any one at present, as those paying up are to be allowed interest on their payments as against delinquent and future subscribers. Delinquent subscribers will also be liable for interest on calls not paid up. The cost of collecting such small sums would now equal the sum to be collected.

The cost of the survey, made by Mr. Shaw was $2,556 56; that of the second, made by Messrs. Graves and Mansfield, was $1,381 33. There has also been paid for instruments, books and contingent expenses, the sum of $338 26; making in all, $4,076 19, paid out by the company for the cost of the two surveys and other expenses; a sum lower than any other company have expended for the same amount of labor accomplished.

The Directors will leave no efforts untried on their part, to secure such an end, and it is hoped that those, so deeply interested as the people of this town and county are in the construction of this road, will put forth their whole ability for the accomplishment of the great work so important to the prosperity and growth of our town and county.

Per order of the Directors.

SIMEON NASH.

Gallipolis, July 19, 1854.

CLEVELAND, PAINESVILLE AND ASHTABULA RAILROAD.—At a meeting of the stockholders of this company, held on Tuesday, the 8th ult., the following named gentlemen were unanimously elected to serve as Directors for the ensuing year:

Alfred Kelley, Columbus; Wm. Case, Chas. Hickox, Amasa Stone, Jr., W. D. Beattie, Stillman Witt, T. M. Kelley, Geo. B. Ely, Cleveland; D. R. Paige, Madison; Erastus Case, Auburn, N. Y.

At a subsequent meeting of the Directors, Wm. Case, of Cleveland, was re-elected President; Geo. B. Ely, Secretary, and P. Handy, Treasurer.

An exhibit of the financial condition of the company was presented, which was very satisfactory.

The business of the road for the six months ending June 31st, shows an increase of *twenty-five per cent.* over the same period of last year.

COST OF VARIOUS RAILROADS.—The following is given as the cost per mile of several important railroads:—Western, (Mass.,) $64.250; Boston and Worcester, $70,231; New York and New Haven, $81,614; New Haven and Hartford, $54,355; New York Central, $67,181; Hudson River, $81,812; Camden and Amboy, $66,576; Pennsylvania Central, $54,400; Baltimore and Ohio, $51,292; Michigan Central, $35,657; Cincinnati, Hamilton and Dayton, $44,327, Little Miami, $31,359; Michigan Southern and Northern Indiana Railroads, $23,500; Cleveland and Toledo, $25,000.

MARIETTA AND CINCINNATI RAILROAD.

The following interesting account of the Annual meeting of the Marietta and Cincinnati Railroad we have from the Scioto *Gazette* of the 17th :

The Stockholders of the above Company held their annual meeting for the election of Directors, in this city, on Wednesday. Persons were present from all parts of "the line," and nearly 32,000 shares of stock were represented, without the Pennsylvania Railroad subscription. The following gentlemen were chosen, with marked unanimity, to constitute the new Board, viz :—John Mills, N. L. Wilson, D. Putnam, W. S. Nye, W. P. Cutler, of Washington county ; A. B. Walker, of Athens ; J. Madeira, M. S. Cook, F. Campbell, A. Heigler, of Ross ; Hugh Smart, of Highland ; and A. Taft and S. B. Keys, of Hamilton—the latter two being members of the Hillsborough Board—the two Companies being united.

President Cutler's report to the stockholders was read by the Secretary, the health of Mr. C. not admitting of his attendance. It is a long and highly interesting document, which will, doubtless, be published at length. Some two millions have been invested in the work, buildings and rolling stock of the Company, since its preceding annual report. Thirty-eight miles of the road, between Chillicothe and Blanchester, are *ironed*, and an early completion of the line to a Cincinnati connection promised. Between Charleston, Vinton county, and Marietta, the grading, masonry and bridging are two-thirds done. N. L. Wilson, Esq., the Vice President of the Company, now in London, had succeeded well, in the face of a stringent money market, in disposing of their securities. The work done, though reduced below the President's programme of last August, has, nevertheless, greatly exceeded the amount of any previous year. The President dwells with great weight on the advantages to be secured by this road over all rival lines, by the continuous gauge from Cincinnati to Philadelphia and Baltimore, and the shortness of the line and its favorable gradations. He demonstrates the comanding importance of the route to accommodate the trade and travel of the West and South-West, by its connections at Cincinnati and through Portsmouth with the Kentucky works.

The new Board, we understand, will organize to-day. We have great confidence in the ability and resources of the gentlemen composing it, and of the Company, to put the first class railroad to an early completion.

The Crescent Iron Works, Wheeling, Va.,—We went through these immense works yesterday and found them busy as usual. They have just turned off 320 tons of rails for the Central Ohio Railroad which are ready for delivery; and are now at work on 500 tons for the Galloway Iron Company, Missouri. Their orders for rail are fast coming in notwithstanding the tightness of the money market, and at prices that afford a good profit. Their new engine for the sheet iron rolls has just been started and works admirably. This engine, shaft and bedding are wholly of iron. We learn that the demand for sheet iron is much greater than they can supply, and that one house in St. Louis is prepared to take all the boiler iron they can make. This vast and perfect establishment is regarded alike as the pride of our western works and beyond doubt the most profitable. —*Wheeling Gazette.*

Pacific Railroad—*Southern Route.*—A decree has been issued granting the privilege to Senor Atocha to build a railroad from El Paso to Guaymas, on the Gulf of California.

MINERAL WEALTH OF SOUTH-WEST VIRGINIA.

Some idea of the wealth, especially in salt, of south-western Virginia, may be obtained from the annexed communication addressed to one of the local journals in that region, and subsequently forwarded to the *Mining Magazine.* Public attention has, as yet, hardly been turned to one of the richest mineral districts of our country:—

Abingdon, 15*th May*, 1854.

Sir:—In your last week's paper, a writer is made to say, the people of the United States are supplied with salt from the Virginia Salines of Washington and Smyth counties.—Doubtless the intelligent writer designed only to assert that the great fossil salt mines of those counties are capable, perhaps forever, of yielding salt sufficient for all the citizens of the United States. *That writer* knows that the New York and Kanawha salines yearly supply eight millions of bushels of salt, and other brines of our coast, and the interior furnish near four millions more, to say nothing of the twelve millions of bushels imported yearly from foreign countries for our American population. Including salt exported in provisions or otherwise, and the increasing amounts given to live stock, and consumed for agricultural manures, the use of salt is now about fifty or fifty-two pounds average *per capitum*, throughout the United States. A second "writer" in your paper justly states the yearly demand on these salines is, of late, about four hundred thousand bushels per annum.

The home price has recently risen from sixteen or twenty cents to fifty cents per bushel of fifty pounds; the proceeds paying $33,000 yearly rents and all current charges, besides handsome dividends to the business.

By the Holston and Tennessee rivers, one hundred thousand bushels yearly will continue to be shipped to the counties of Northern Alabama, and also one hundred thousand bushels will be sent out to be sold on commission for the works, within a district or line encircling Saltville one hundred miles on every side. Also, at this same district, consumers would buy and take in their own modes of conveyance about two hundred thousand bushels, if sold at 33⅓ cents per bushel at Saltville, as unpacked salt.

When the line of railroad is finished next year from Lynchburg to Huntsville and Florence, Alabama, it is also certain that if the freight be as promised—*two cents per ton of two thousand pounds* for the articles of salt and gypsum—there will yearly be sent four hundred thousand bushels of salt eastward of the Allegheny summit, and four hundred thousand bushels will pass to lower East Tennessee, parts of Middle Tennessee and Georgia, in addition; making one million two hundred thousand bushels of salt sales from this quarter. This gross amount of thirty thousand tons per annum will also increase yearly, owing to the superiority of this salt over all other salt from any quarter of the world.

200,000 bushels delivered to consumers at the works, at 33 1 3 cents	$66,666
100,000 bushels, in 16,666 barrels, on neighboring commission sale, at $3 50 per barrel of six bushels, or four hundred weight	58 334
100,000 bushels, in 16,667 barrels, for shipment to Alabama, at $3 per barrel	50,000
400,000 bushels, in 100,000 sacks, by railroad Southwestward, at $2 per sack, and paying 2 cents per ton per mile	200.000
400,000 bushels, in 100,000 sacks, sent by railroad east of Christianberg, at $2 per sack	200,000
Gross yearly sales	$575,000
CONTRA CHARGES.	
Assume rents at $25,000 for each saltworks —the Preston and King's Works	$50,000
Conveyance East, a mean of 150 miles by railroad, on 10,000 tons, in 100,000 sacks, at 2 cents per ton per mile	30,000
Conveyance West, a mean of 200 miles by railroad, on 10,000 tons, in 100,000 sacks, at the same freight	40,000
33,334 salt barrels, 30 cents each with packing, $10,000, and variously transported, at a mean rate of $1 per barrel, freight and sale, $33,334	33,334
36,000 Cords of wood to make 1,200,000 bushels of salt	60,000
All other charges attaching to the manufacture and delivery of the salt at the salines	60,000
Cost of 200,000 sacks and packing, at 30 cents each	60,000
Commission and contingent charges upon the collection of $575,000 gross value above	57,500
	$400,834
Apparent gain after every allowance of charges	$174,166

With a double-track railroad, the works are so situated that the seaboard salt cannot arrest the above valuations, nor can any interior saltworks now in operation arrest, but will often allow advanced rates.

At Kanawha the brine contains only one-fourth the salt of the brine at Preston and King's works, and the New York brine is one-third weaker than the Saltville brine. The brine here superlays one hundred and sixty feet in thickness of hard, reddish fossil or rock salt, containing in it no traces of *chloride of lime or magnesia*, but the brine, if not saturated by the salt, holds one half of one per cent. of the sulphate of lime or gypseous matter, which is easily expelled, and is indeed harmless. This snowy white salt becomes dry as chaff, nor can any state of weather cause it to become moist or to drip water. The floors of the bins are dry as parlor room floors very soon after the new salt runs off its water.—The masses of gypsum in the vicinity are known to be six hundred, seven hundred and fifty, and nine hundred feet in thickness; and the "*writer*" might well say, it too is sufficient for all its uses, not only in the United States, but for "all mankind and the rest" of the warm-blooded races. This is the oily water-chrystalized gypsum, much more available for vegetation than the anhydrous plaster of paris of New York and Sandusky, or Nova Scotia.

It will now soon be conceded that the richest mineral region exists within one hundred miles around Saltville, any where to be found over a like extent of ground.

Lead, copper, zinc, coal, silver, and gold, and above all, exhaustless masses of fine iron ore were here to be found, in all time past—"without money and without price."—Strangers and natives denied ownership, and refused payment of taxes because the taxes were so trivial. But now these rich grazing and farming lands will be sought after, and the hills will be claimed after the metallurgist stirs the ores with "a long pole."

I have made my notice too long, after omitting many points that would be interesting even to herring fishers or oyster planters.

DENNEY'S DIVIDED CAR AXLE.

Since the invention of the iron road, the attention of railroad men has been called to some feasible means for fitting car axles so as to enable the trucks to compass the the turning of curves with the least possible attrition. With the present stiff axle, the impingement of the inner wheel upon the edge of the rail is very great, especially at high speed, and on the broad gauge. Several means have been essayed to attain this desirable end, but none has yet gone into general use.

The Divided Car-Axle invented by Mr. Denney, seems to have the desired requisites to enable each wheel to turn independently of the other, and to do so not only with safety, but with great facility, while the manner in which it is fitted up gives every appearance of durability and strength. The valuable features claimed for it are, a saving of fully 50 per cent. in motive power, on crooked roads—reduced friction, consequently less injury to the rails—no liability to run off the track by the severe impingement of the flange of the inner wheel upon the rail causing it to trip and jump out of its place—no flattening of the inside wheel on curves by dragging, whilst the outside wheel is going over the increased distance—no twisting of axle-trees. In fact, the advantages of wheels turning upon their axles are so evident to all, that an enumeration is scarcely necessary.

The principle upon which the wheels work is the only point to be considered. This, in Mr. Denney's patent, seems to be as nearly perfect as it can be. It has received the approval of a number of scientific men, and will doubtless soon find its way into general use.

For a view of the invention, see cut at head of the advertisement in our columns.

The Eastern Steam Navigation Company's Great Steamer of 22,000 Tons.—The immense screw and paddle steamer, building at the yard of Messrs. Scott Russel, at Millwall, for the Eastern Steam Navigation Company, is to be completed in twelve months. Her keel is laid down, and several of her bulk heads or compartments, are raised, and the works are proceeding with energy and expedition. A railroad has been laid down along the entire length of her way, to facilitate the conveyance of the materials from the factory to the different parts of the vessel. The exact dimensions of the ship are as follows: Tonnage, builder's measurement, 22,000 tons; tonnage burthen, 10,000 tons; extreme length, 680 feet; extreme breadth, 83 feet; extreme depth, 58 feet; power of engines, (screw and paddle) 2,600 horse. Her engines are in course of construction by Messrs. James Watt & Co., of Soho, and Messrs. Scott Russel, and will be fitted in the vessel before she is floated off. The hull will be entirely of iron, and of more than usual strength, the magnitude of her size enabling Mr. Brunnel, the architect, to introduce many precautionary measures conducive both to support and security. From her keel up to six feet above the water line is double, of a cellular construction. The upper deck will also be strengthened on the same principle, and will form a complete beam, similar to the tube of the Brittania bridge, so that any external injury will not affect the tightness or safety of the ship. She is divided into ten separate water-tight compartments, each being 60 feet in length, enabling her to take in sufficient fuel for a voyage to Australia and back to England without stopping.

POST OFFICE DEPARTMENT.

The appropriations for the service of the Post Office Department, for the year ending 30th of June next, out of the moneys in the Treasury, arising from the revenues of said Department, are as follows:

Transportation of mails	$5,275,000
Compensation to Postmasters	2,000,000
Ship, steamboat and way letters	25,000
Office furniture in the Post Offices	8,000
Advertising	85,000
Wrapping Paper	55,000
Mail-bags	55,000
Blanks	65,000
Mail-locks, keys and stamps	26,000
Mail depredations and special agents	60,000
Postmasters' Clerks	560,000
Postage stamps and stamped envelopes	56,000
Miscellaneous	120 000
Compilation of Post routes	1,000
Patent of the clamshell padlock (condi'l)	5,000
Total	$8,394,000

And an appropriation from the general Treasury of not exceeding $2,344,464, to supply any deficiency in the Post Office revenue to meet the above. The Post Master General is directed to continue mail service between Charleston and Havana, in the months of August and September, as is now done in the other ten months of the year. He is also directed to establish a mail on the Mississippi river, from Cairo to New Orleans and from Keokuk, Iowa, to Galena, Illinois.

The Fall in Stocks at the East.—It is an ascertained fact that the loss to the holders of railroad stocks during the past twelve months, has been more than one-fourth of their whole interest. Taking the eight prineipal railroads, whose shares are sold daily at the New York Exchange, it will be seen that their decline has averaged $29 per cent., according to the following figures:

Railroad.	Price. 30th July,'53	31st July,'54.	Fall.
N. Y. Central	117¼	87	30¼
Erie	77½	45¼	32
Reading	88	63	25
Mich. Central	112	86¾	25¼
Harlem	62	37	25
Hudson River	71	50	21
North. Indiana	123	95	28
New Haven	104	(?)	at least 50

Cincinnati and Covington Bridge Company.—The books of this company are now open at the office of Mr. J. R. Taylor, adjoining the Madison House in Covington. We understand that the right of way has been secured by purchase, and that $300,000 of the stock is already taken.

CENTRAL OHIO RAILROAD.

The track laying at this end of the line is progressing at the rate of about a quarter of a mile per day, some ten miles being now laid and levelled up. On the west end the track is being laid east of Cambridge, at greater speed, and the laying will reach Barnesville by the 20th of September. We learn that by the same date, the track on this end will be laid to about Wrightstown, and that the locomotives will be run at this end after that date, to carry way freight and passengers; coaches running for about seven miles between Wrightstown and Barnesvills, until the track is laid. This will enable the company to accommodate persons going to the Ohio State Fair, at Newark, and we have no doubt large numbers of our citizens will avail themselves of the opportunity.

Contracts have been made for two steam ferry boats of peculiar construction to take freight and passengers across the river, which boats are to be done by the first of October. The Baltimore and Ohio Railroad is filling for a switch to the river at Benwood to meet these boats. This is a result ripening that we have long predicted.—*Wheeling Gazette.*

Passumpsic Railroad.—The annual meeting of the Connecticut and Passumpsie Rivers Railroad Company was held at White River Junction on Monday, July 31st. The report shows that the earnings of the road, for the year ending May 31, were $162,688, or about $2,000 less than those of the previous year. The expenses were $107,115, a large portion of which was for relaying the track for the first forty miles of the road. Of the net earnings, $46,620 were appropriated for the payment of interest on the bonds, leaving $8,953 to be carried to the contingent account. The report recommended a delay in the proposed extension of the road from St. Johnsbury to the Canada line at Derby, till the public confidence in railroad securities shall be recovered from the recent shock occasioned by frauds here and in New York. The following directors were chosen, Mr. Keys being subsequently elected President, in place of Mr. Fairbanks declined: Erastus Fairbanks, Wm. Thomas, Wm. H. Weld, B. P. Cheney, C. W. Chapin, E. Cleveland, Porter Baxter, Josiah Stickney, Emmons Raymond, B. B. Mussey, Fitz Henry Homer, E. B. Chase, Arthur Latham, Henry Keyes.

Southern Wisconsin Railroad.—The Common Council of Janesville, with great unanimity, adopted an ordinance on Wednesday evening approving of the contract made between the Milwaukee and Mississippi and Southern Wisconsin Railroads, and also an ordinance to loan $150,000 towards the completion of the road, which had been previously voted to the Southern Wisconsin Railroad. We learn that the citizens intend to raise $50 000 more by subscription towards the same object. This result is creditable of the citizens of Janesville, and is worthy of the emulation of Milwaukee.—*Mil. News.*

HOW THEY DIG ANTHRACITE.

The Rochester *Democrat* has a letter from Scranton, Pa., descriptive of the manner in which the Anthracite coal of that region is dug and conveyed to the surface :

This bed is entered by a horizontal digging through earth and sand upheld by timbers for a few rods, till the coal is reached in a bed perhaps six feet thick, lying in the midst of a floor of rock on the bottom and top. This bed lies at the bottom of a hill, sloping upward to the west some hundred feet, and containing other beds above, and separated from this and each other by strata of rock, 25 feet between some, to 70 or 80 feet between other beds. This bed extends through the hill probably, and covers some hundred acres.—Here the entrance is nearly horizontal, but the coal strata often has an inclination to the horison from 10 to 35 degrees, according to the variation in the upheaving power by which they and the whole rocks have been raised from under the ocean in times long gone by, doubtless long before the race of Adam was placed on earth.

The coal is broken out by blasting, and a great many men and boys are employed in this process, and in removing the coal into the open air and daylight. A path is cut by blasting, into the bed, wide enough for the carts drawn by mules to enter. At the proper distances cuts are made at right angles to the main path. These are cut across by paths parallel to the main path, and the coal borne away, thus leaving solid blocks of anthracite, perhaps twenty feet square, to uphold the strong roof of the bed, between which the coal is removed about fifty feet wide. Thus the bed is cut up into the figures of a chess board, the blocks remaining for the support, and not being moved like chess-men. More than half a mile of these cuttings are already made in this bed. The air within is cool, and ventilation is secured by sinking shafts from the surface above down to the cavity formed. As yet no inconvenience is felt from the combustion of the gunpowder or confinement of the air, so completely is the ventilation secured by the process adopted.

The excavation must of course be dark as the blackest midnight. The workmen use oil-lamps to give them work. The boys who drive in the coal carts and drive out the coal, have each a small oil lamp fastened to his hat, for his own illumination.. Viewed from some distance within, the scene is wild and magical, and one thinks of pandemonium as the blackened Vulcans come along with their lighted lamps bobbing up and down. But the jokes, and songs, and pleasantry, and happy activity, soon convince you that this is another sort of pandemonium. The workmen and boys are said to be healthful, industrious, well paid and prosperous, and find a competent support for a multitude of contented families, whose small and comfortable dwellings are scattered at various distances from the bed. The Lackawanna rolls on at a little distance, and has the power of whitening the coal-bearing faces and bodies of the laborers, especially if employed in adequate quantity.

The whole view is worth a ride to Scranton, even from Rochester. Come and look at nature and art. The coal is brought out, but I cannot follow it further. C. D.

York and Cumberland Railroad, Me — The Annual meeting of the stockholders of the York and Cumberland Railroad was held yesterday.

The report of the Directors shows the cost of the road to be $758,987 74, including discount on bonds, interest and other expenses. Floating debt $82,163 54.

The receipts for running the line for the year ending June 30, 1854, were - - -	$31,558 35
Expense of working, - -	19,254 09
Net income, - -	$12,304 26

Number of passengers carried, 82,640
Number of tons of freight do., 19,866
Cost per mile run, 44 cents.
Proportion of expense to gross earnings, 6 per cent.

The following is the list of Directors chosen :

N. J. Miller, N. D. Appleton, Samuel D. Hanson, Toppan Robic, George Warren, Josiah Pierce, James Mann, Austin G. Fitch, Ellis B. Usher, Phineas Barnes, Horace V. Bartol, Allen Haines, Wm. G. Chadbourne,

Oldtown and Lincoln Railroad.—The annual meeting of Stockholders of the Oldtown and Lincoln Railroad Company came off yesterday. There was a spirited attendance. The executive part of the meeting was ably conducted, there being two persons present who were by different parties recognized as President. But no troubles arose, as they sat with ease and dignity, the acting clerk doing much of the duty with the request or acquiescence of the officers and all concerned. On the whole it was a pleasant time. The result of the ballot for Directors was as follows :

John Winn, George K. Jewett, Charles Stetson, W. H. McCrillis, Asa Smith, J. T. K. Hayward, Samuel F. Hersey, Henry E. Prentiss, John A. Cushing.

At a meeting of the Directors subsequently held, John Winn was elected President of the Corporation, John A. Peters, Clerk, and Solomon Parsons, Treasurer, for the year ensuing.—*Bangor Mercury.*

Wabash Valley Railroad.—A contract with responsible parties has been made to construct this work, conditioned that $200,000 is raised on the line. Vincennes and Lawrence county, have taken $40,000, Crawford $55,000, Clark $55,000, leaving $50,000 to be made up by the citizens of Edgar. Of this amount some $33,000 has already been subscribed, leaving a balance of about $17,000 to be provided for, which must be completed within a short time, as the Directory meet on the 25th at York, and will then decide when the work along the whole line shall commence.

Mr. Summers, Chief Engineer, Mr. Osgood, one of the Engineers of the Ohio and Miss. Railroad Co., and Messrs. Allen and McGrady, the contractors, have expressed themselves highly delighted with the *location* and *capacities* of the route, deeming it in every respect, equal to any in the West.

Illinois River Railroad.—The corps of Engineers employed by Messrs. Farnam & Co., completed their preliminary survey of the proposed route of the Illinois Railroad on the 4th inst. We understand that they found the route not only practicable, but highly favorable. As a full report will be made in a few weeks, we do not more than notice the completion of the work at this time. We shall give the report of the Engineers as soon as it appears.

There is reason to hope that these active and energetic railroad operators may be induced to undertake this important work, and push it forward from the completion of the Bureau Valley Railroad, which will be in a very few weeks. It will have a material effect upon the work between this point and Alton, which just now, in spite of its importance, is unaccountably suffered to languish.—*Morgan Journal.*

Dayton and Michigan Railroad.—The Dayton and Michigan Railroad Company has for some time owed $50,000 to parties in New England, which was costing 2 per cent. a month. Desiring to pay off the debt, the Board placed real estate, valued at about $400,000, in the hands of Mr. Beckel and Judge Barbee, with the authority to effect a loan for the amount needed. We learn that, being made entirely safe by the securities mentioned, they borrowed the money yesterday, on their individual names, from the Ohio Life Insurance and Trust Company, *at six per cent.* The operation is a heavy saving to the Company, and places its credit in a favorable position both abroad and at home. Its means are not only abundant, but its officers and backers are gentlemen of that substantial wealth and character so important in these times of monetary caution.—*Dayton Gaz.*

Cin., Wil. & Zanesville R. R.—We are indebted to E. W. Woodward, Esq., the gentlemanly Superintendent of this line for courtesies extended to our Mr. James, who passed over that road a few days since, and speaks in terms of the highest commendation of the route, which, when completed to Zanesville, its eastern terminus, is destined to be a great thoroughfare, rivaling in amount of business any other line in that direction.

The rapid and thorough manner in which the road has been completed thus far, reflects great credit upon the directors, engineer and superintendent. We anxiously look for its final completion.

Mississippi and Red River Railroad.—We learn from the Camden, (Ark.,) *Herald* that a planter in Columbia county proposes to be one of eighteen to grade the thirty-six miles not yet under contract on the Mississippi, Ouachita and Red River Railroad, between Camden and Red River. He proposes to take stock in payment for the labor. Several planters have already responded to this proposition and it is thought that the requisite number (eighteen) will be made up within a few weeks. This will secure the grading of the road from Camden to Red River within the next two years.

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

CORRECTED TO WEDNESDAY OF EACH WEEK.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'n.	ASK'n.
Alabama and Tennessee	1st mortgage, convertible till 1872	7	1872		96
Baltimore and Ohio	Transferable. Taxed	6	1885	82	83½
Do do	Coupons. Not Taxed	6	1875	84	85
Do do	" "	6	1880		82
Do do	"	7	1860		87
Do do		6	1885		92
Bellefontaine and Indiana	1st mortgage, convertible	6	1866	100	102
Buffalo and Penn. State Line	1st mortgage, not convertible	7	1866	97½	101
Chicago and Rock Island	1st mortgage, convertible	7	1870	87	92
Chicago and Mississippi	1st " "	7	1862	88	92
Do do	2d " "	7	1874	68	72½
Chicago and Aurora	1st " "	7	1866	90	92½
Cincinnati and Fort Wayne					
Cleveland, Columbus, and Cincinnati	1st mortgage, convertible	7	1859	128	130
Do do do	No mortgage, convertible	7	1855	124	127
Cleveland and Mahoning					
Cleveland, Painesville and Ashtabula	1st mortgage	7	1861	92	95
Do do	2d " not convertible	7	1861	99	100
Cleveland and Pittsburgh	1st " convertible	7	1860	92	95
do do		7	1873	85	90
Cleveland, Zanesville, and Cincinnati					
Cincinnati, Hamilton and Dayton	1st mortgage " till 1855	7	1861		95
do do do	2d mortgage	7	1868		95
do do do	3d mortgage	7	1880		90
Cincinnati, New Castle and Michigan	1st mortgage, real estate, convertible	10	5 & 10 y's	96	100
Cincinnati Western	1st " " " "	10	5 & 10 y's	90	98
Cincinnati, Wilmington and Zanesville	1st "	7	1862		94
Cincinnati, Indianapolis and Chicago					
Columbus and Lake Erie					
Columbus, Piqua and Indiana	1st mortgage, convertible	7	1862	84	86
Do do do	2d "		1852	80	83
Columbus and Xenia	1st mortgage, convertible	7	1859	118	120
Covington and Lexington	1st " " till 1862	7	1883		87½
Do do	2d " "	6	1862		95
Dayton and Michigan	1st " "	7	1867	94	97
Dayton and Western	1st " "	7	1862	90	95
Dayton, Xenia and Belpre	1st "	10	1864	85	95
Eaton and Hamilton	1st mortgage	7	1862	84	87
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.	7	1862	93	96
Evansville and Illinois	1st Mortgage, convertible 1857	7	1862	85	87
Frankfort and Lexington	1st " "	6			
Franklin and Warren					
Galena and Chicago Union	Pledge of 2d section, convertible	10	1853-6	125	130
Do do do	1st mort., 2d " not convertible	7	1862	89	90
Illinois Central	1st mortgage, not convertible	6	1875	68¾	75
Illinois and Wisconsin		10			
Indiana Central	1st mortgage, convertible	7	1866		95
Do do	" "	10	1857	99	100
Indianapolis and Bellefontaine	1st " "	7	1860-1	94	98
Indianapolis and Lafayette	" "	7	1861		95
Jeffersonville	1st " not "	7	1861	87	94
Junction (Ohio)	1st " "	7	1867	106	108
Do do	2d " "	7		104	106
Lawrenceburg and Upper Mississippi	1st mortgage, convertible	7	1866		95
Lexington and Big Sandy					
Little Miami	No mortgage, convertible 1852-4	7	1858-61	88	90
Do	" " till 1855	7	1861	117	120
Louisville and Nashville					
Lyons', Iowa, Central	1st mortgage, convertible	7	1873		
Mad River and Lake Erie	1st mortgage, convertible till 1855	7	1855-6	97½	100
Do do	2d " "	7	1866	66	75
Do do	Dividend	7	1860	78	83
Madison and Indianapolis	1st mortgage, convertible after 1853	6	1861		
Maricttta and Cincinnati	1st " convertible	7	1868	88	90
Maysville and Big Sandy					
Maysville and Lexington	1st mortgage, convertible	6	1873	10	
Memphis and Charleston					
Michigan Central	No mortgage, convertible	8	1860	103½	
Do do	" "	8	1855-6	100	102
Do do	" not "	8	1857-8		101
Michigan Southern	1st " " "	7	1860	96¼	100
Milwaukie and Mississippi	1st " " 1857	8	1862	100	101
Mobile and Ohio	1st mortgage 6s. 1884				
Nashville and Chattanooga				83	93
New Albany and Salem	mortgage on 1st section	10	1858-62		101
Do do	1st " on other sections, convert.	8	1864-75	85	87
New Castle and Richmond	1st " convertible	6	1873	87	90
New Orleans and Ohio, Ky	Guar. of McCracken Co			86	93
New York and Erie	1st mortgage, not convertible	7	1867		
Do do	2d " convertible	7	1859	98	
Do do	Income, not convertible	7	1855	83	90
Do do	Convertible till 1861	7	1871	63½	75
Do do	" " 1862	7	1862	65	70
Northern Indiana	1st mortgage, not convertible	7	1860	95	96
Do do	2d "	7	1863	82	85
Do do	1st mortgage Goshen line			92	95
Do do	Construction Bonds			84	90
Ohio Central	1st mortgage, convertible, west section	7	1861		
Do	1st " " east "	7	1864	93	95
Ohio and Indiana	1st " "	7	1867	97	100
Ohio and Pennsylvania	" "	7	1865-6	103	104
Do do	Income. No mortgage, convertible	7	1872	85	86
Pacific, Mo					
Panama	1st mortgage, convertible	7	1866	93	96
Parkersburgh (or Northwestern Va.)	" Guar. City of Baltimore	7	1873	94	96
Pennsylvania	1st mortgage, convertible till 1860	6	1880		97
Peru and Indianapolis	1st " convertible	7		78	83
Rock River Valley Union	1st " convertible	7	1872	98	100
Sandusky and Mansfield	1st "	7	1860	71	75
Do do	2d "	10	1853-7	102	104
Scioto and Hocking Valley	1st " conv. coupons	7	1861	87	90
Southwestern, Tennessee					
Springfield and Columbus					
Steubenville and Indiana	1st mortgage, convertible	7	1865	84	85
Terre Haute and Alton	1st " convertible		1862-72	87	92
Do do	2d " do	8	1865		90
Terre Haute and Richmond	1st mortgage, convertible	6	1866	100	103
Toledo, Norwalk and Cleveland	1st "	7	1863	84	90
Do do do	2d "			90	95
Do do do	" Guar of C. C. & C		1883	90	95

TABLES OF RAILROAD SHARES.

☞ The following quotations are not PER SHARE, but upon the HUNDRED DOLLARS.

	shares.	off'd.	ask'd.
Baltimore and Ohio	100	54	55
Bellefontaine and Delaware	50	40	50
Bellefontaine and Indiana	50	70	75
Belleville and Illinoistown			
Buffalo and Pennsylvania State Line		120	125
Central Military Tract			
Central Ohio	50	75	80
Chicago and Rock Island		90	95
Chicago & Miss., (Alton & Springf'd.)			
Cincinnati, Cambridge and Chicago		25	30
Cincinnati and Fort Wayne			
Cincinnati Hamilton and Dayton	100	87½	90
Cincinnati, Indianapolis and Chicago			
Cincinnati, Logansport and Chicago	50		90
Cincinnati Western	50	25	35
Cin. Wilmington and Zanesville	50	50	60
Cleveland, Columbus and Cin	100	104	105
Cleveland, Medina and Tuscarawas			
Cleveland, Painesville and Ashtabula	100	100	105
Cleveland and Pittsburgh	50	50	65
Cleveland and Mahoning			
Cleveland and Toledo	50	76	90
Cleveland, Zanesville, and Cincinnatt.			
ClintonLine			
Columbus and Lake Erie	50	50	70
Columbus, Piqua and Indiana	50	50	65
Columbus and Xenia	50	100	105
Covington and Lexington	50	50	66
Covington and Ohio, Va			
Dayton and Michigan	50	30	50
Dayton and Western	50	26	50
Dayton Short Line	50		
Dayton, Xenia and Belpre			
Detroit and Pontiac			
Eaton and Hamilton	25	47½	55
Eaton and Piqua			
Erie and Northeast		110	112
Erie and Kalamazoo		90	100
Evansville and Crawfordsville			
Fort Wayne and Mississippi	50		
Fort Wayne and Southern	25	40	50
Franklin and Warren			
Galena and Chicago Union	100	120	125
Greenville and Miami	50	50	60
Hannibal and St. Joseph			
Hudson River		60	55
Henderson and Nashville			
Hillsboro' and Cincinnati	50	45	55
Illinois Central 10 per cent	100	104	106
Illinois and Wisconsin			
Indiana Central	50	50	65
Do do 10 per cent	50	60	70
Indianapolis and Bellefontaine	25	70	75
Indianapolis and Cincinnati	50	50	60
Indianapolis and Lafayette	50	76	80
Jeffersonville and Indianapolis	50	72	78
Junction (Ohio)	50	90	95
La Crosse and Milwaukie	100		
Lake Erie, Wabash and St. Louis			
Lawrenceburg and Upper Mississippi	50	50	60
Lexington and Frankfort			
Lexington and Danville			
Little Miami	50	100	100
Logansport and Pacific			
Logansport and Marion			
Louisville and Frankfort	50	62	70
Louisville and Nashville	100		
Macon, Georgia	10	100	105
Mad River and Lake Erie	50	65	70
Madison and Indianapolis	50	40	50
Madison, Indianapolis and Peru	50	30	50
Marietta and Cincinnati	50	40	50
Marion and Mississinewa Valley			
Maysville and Lexington	50	56	60
Maysville and Big Sandy			
Memphis and Charleston			
Michigan Central		87½	100
Michigan Southern		93½	100
Milwaukie and Mississippi		77	82
Mobile and Ohio			
Nashville and Chattanooga			
New Albany and Salem	50	40	50
New Orleans and Ohio			
New York Central		90	100
New York and Erie	100	41	50
Northern Indiana		93	100
Ohio and Indiana		76	80
Ohio and Mississippi	50	65	70
Ohio and Pennsylvania	50	84	85
Ohio River and Wabash			
Owl Creek Valley			
Pacific, Mo			
Panama		94	100
Parkersburg, or Northwestern Va			
Pennsylvania	50	88½	87
Peru and Indianapolis	25	38	50
Sandusky and Mansfield	50	55	60
Sandusky, Mansfield, and Newark	50		
Sangamon & Morgan, or Great West'n,			
Scioto and Hocking Valley	50	50	60
Southwestern Indiana			
Southwestern, Tenn			
Springfied Mt. Vernon and Pittsb'gh.	50	50	60
Springfield and Columbus			
Steubenville and Indiana			
Terre Haute and Alton			
Terre Haute and Richmond		100	102
Toledo and Illinois			
Toledo, Norwalk and Cleveland	50	78	90

STOCK TABLE.

CORRECTED WEEKLY.

Government Securities.

	INT.	DUE.	OFF'D.	ASK'D.
U. S. Loan	6	1856	103½	105
Do	6	1862	115	115
Do	6	1867	118	119
Do	6	1868	118	119
Do (int. ceased July 1).	5	1853	101¾	102
Do Coupons		1862	117½	118
Do "	6	1868	120	123
Do "		1853	100	101

State.

Alabama	5	....	90	95
Do	6	....	102	104
Arkansas	6	....	95	100
Georgia	6	....	107	108
Do	7	....		
Illinois Canal Bonds		1860	96	98
Do do registered		1860	110	110½
Do do		1847	92	95
Do do registered		1847	90	96
Do do Internal Impt.	6	1847	86	89
Do Interest do	6	....	60	64
Indiana	5	....	98	100
Do	2½	....	60	62
Do Canal Loan	6	....	93	94
Do do preferred	5	....	54	55
Do do deferred	5	....	30	32
Do special preferred	5	....	24	25
Do do deferred.	5	....	10	11
Kentucky, 30 years	6	1871	101	102
Do 15 years	6	....	107	108
Do large bonds	6	1869-72	104	105
Do	5	....	92½	93½
Michigan	6	....	94½	96
Ohio	6	1856	102	103
Do	6	1860	107	110
Do	6	1870	108	110
Do	6	1875	109	110
Do	5	1855	102	105
Do	5	1864	104	106
Pennsylvania	6	....	103	105
Do	5	1870	86	87
Tennessee, new loan	6	1890	105	106
Do Coupons	5	....		85
Virginia Coupons	6	1886	102½	105

City Securities.

Albany	6	1867-9	106	107
Allegheny	6	1873	75	76
Baltimore	6	1870-90	99½	101
Do	5	1865	87	89
Boston Bonds	4½	1860	101	102
Chicago	6	1876-7	92	95
Covington	6	1881	93	95
Cincinnati	6	1860	96	100
Do	6	1897	96	100
Do	5	1884	86	87
Do W. W	6	1865	102	103
Jeffersonville, Indiana	7	1872-82	85	88
Lawrenceburgh, Ia	7	....	80	90
Louisville	6	1880	82	85
Memphis	6	1882	90	92
New York	7	1857	101	103
Do	5	1858-60	99¾	100
Do	5	1870-5	100¾	103
Do	5	1890	101	
Philadelphia	6	1876-90	90	91
Pittsburgh	6	1869-71	82	83
Do coupons	6	1883		83
Richmond	6	1882	93	94
St. Louis	6	1870	87	90
Wheeling	6	1872	105	106

County Bonds.

Bourbon, Ky	6	1881	89¾	90
Darke, O	7	....	92	95
Fairfield, O	7	1862	90	92
Fayette, Ky	6	1881-2	80	84
Guernsey, O	7	1862	97	99
Mason, Ky	6	1881	80	84
McCraken co. Ky., endorsed by New Orleans and Ohio R.R.			86	93
St. Louis	6	1866	83	85
Do	7	1871	107	108

Banks.

OHIO.

Ohio Life Insurance and Trust Co	93	95
Lafayette, Cincinnati, (closiug)	113	115
Franklin do		
Commercial do		
Mech. & Traders do		
State Branches		

KENTUCKY.

Bank of Kentucky and Branches	101	103
Northern, and Branches	108	110
Southern, and Branches	103	106
Bank of Louisville	111	112
Kentucky Trust Co	99	100
Farmers' Bank of Kentucky	107	110
Newport Safety Fund Bank	98	100
Commercial Bank of Kentucky		

INDIANA.

State Bank and Branches		

TENNESSEE.

State Bank and Branches		
Union	94	100
Planters'	97½	100

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g.
On New York	Sight	1½	1¾ prem.
Boston	Sight	1½	1¾ prem.
Philadelphia	Sight	1½	1¾ prem.
Baltimore	Sight	1½	1¾ prem.
New Orleans	Sight		prem.
England		110½	112½.

SPECIE.

GOLD.

California, ℔ oz	$17 50	@	$17 65
Spanish Doubloons	16 50	@	16 60
Patriot Doubloons	15 60	@	15 80
Sovereigns	4 85	@	4 88
Guineas	5 00	@	5 00
American, new	1 00½	@	1 01
American, old	1 04	@	1 06
Portuguese	1 00	@	1 01

SILVER.

American Dollars	1 02	@	1 04
American, halves	1 02	@	1 04
Spanish Dollars	1 05	@	1 07
Spanish Quarters	1 02	@	1 03
Mexican Dollars	1 03	@	1 04
Five Franc pieces	95	@	96

LAND WARRANTS.

	Off'd.	Ask'd
160 acre warrants	$185	$190
80 acre warrants	95	98
40 acre warrants	46½	47¾

Reported for the Railroad Record.

CINCINNATI STOCK SALES.

AT THE STOCK BOARD,

MERCHANTS' EXCHANGE

And at Private Sale.

For the week ending Wednesday, August 23, 1854.

BY HEWSON & HOLMES,

40	Shares	Dayton and Western Railroad		*26 00
10	"	" " "	"	*28 00
20	"	" " "	"	*26 00
40	"	" " "	"	*26 00
92	"	Dayton & Mich.	"	30 00
50	"	Ind. and Cin.	"	50 00
80	"	Peru and Indianapolis	"	38 00
36	"	Indiana Central	"	50 00
62	"	Cov. & Lex.	"	*56 00
20	"	" "	"	50 00
100	"	Little Miami	"	97 00
15	"	" "	"	100 00
25	"	" (ex. div.)	"	97 00
100	"	Greenville & Miami	"	19 00
12	"	Cin., Ham. & Day.(with div)	"	82 00
30	"	" " "	"	82 00
$3,000	Bonds	Little Miami, 7s. 1858		88 00

*With interest.

BY ISAAC OSBORN DAVIS.

90	Shares	Cov. & Lex.	Railroad	50 00
50	"	Cincinnati and Indianapolis	"	50 00
110	"	Ind. Cen. (90 days)	"	65 00
130	"	Mad Riv. & L. E. (90 days)	"	65 00
165	"	Ohio & Miss. (4 mo.)	"	75 00
80	"	Cin. Wil. and Zanes. (60 d's)	"	50 00
50	"	New Albany and Salem	"	39 00
$10,000	Bonds	Maysville and Lexington RR. Stock 2d mort.		10 00
$5,000	Bonds	Day., Xenia & Belpre. RR. 10s. 2d mort.		85 00

MONETARY.

The demand for money at the East is active, and increasing, though the supply is still abundant, only requiring undoubted securities to obtain it at comparatively low rates. Call loans are readily had at 5 @ 7 ℘ cent., Number One business paper, at 9 @ 10 ℘ cent., while railroad securities have to go begging at almost any sacrifice.

Sterling Exchange we quote at 108½ @ 109⅝, according to the names of the drawers.

In the Stock Market there seems an entire stagnation; some slight stir took place since our last report, but it was not sustained. Nevertheless we hear of purchases of railroad bonds, privately, for foreign account, the present low rates acting as an inducement for the purchase for permanent investment, a very judicious move too, in our opinion, as these securities must rise on the market; the country is so deeply in for railroads now, that the system must be completed; this consummation may be delayed, but it must and will come; the business of the country calls for it, and that will secure its completion.

The sales of Stock at auction in New York City have been small, and at generally low rates. We give as follows:

Sales by A. H. Nicolay, Aug. 14, 1854—

$8,000	Bonds	Chicago & R'k I'd. 7s. conv. '78	$75 65
5,000	"	N. Y. & Erie, 7s. '71, conv	65 00
4,000	"	N. Y. & N. H., 7s. '66	80 50

The above with interest.

55	Shares	Panama Railroad	94 50
140	"	New Jersey Trans. Co	121 75
11	"	Galena & Chicago Union	103 75
20	"	" "	103 25
20	"	Cleveland & Pittsburgh	55 00

By the same, 17th inst—

$8,000	Bonds	Mays. & Lex. 2d mort 6s. conv. '78	10 00
9,000	"	Illinois & Wis. 7s. conv. '73	45 50
1,000	"	N. Y. & N. H., 7s. '66	84 00
4,000	"	" "	83 50
2,000	"	Buff. & Corning, 7s, '67	56 25

All the above with interest.

We notice in the returns of Earnings of the railroads throughout the country a continued and heavy increase of receipts over the same months of last year, which is an unmistakable evidence of their prosperity. Our advice to our friends, therefore, is to hold on to what stocks you may have, if you can,—if you have means for a permanent investment, seek some of the productive Western stocks, now selling so low in the market and you will not have cause to regret the purchase.

At the West we have no material change to note in monetary affairs; the same unsettled feeling exists, caused by the disturbance in currency. The issues of foreign banks form at least two-thirds of the business currency of our state, especially in small notes; thus the discrediting of these, and the absolute refusal of some of our bankers and brokers to receive even the larger bills, have caused serious inconvenience in our mercantile community, nor can we hope for a better state of affairs until the new law goes into operation, 1st of October next; what we are to do then for small bills we cannot see, as we can scarcely find an adequate supply at this time; and as to silver change, it is preposterous to think of getting a supply.

The Bankers and Brokers have had a meeting and classified these foreign issues, and promulgated the manner in which they will continue to receive them, thus:—First class, consisting of the most inaccessible Indiana Free Banks, will be received at their counters until Sept. 1st, in denominations of $5 and upward, at par, less denominations at a discount of 1@2 per cent.—Second class, Virginia Banks till 11th Sept. Third class, all Indiana Free Banks, under $10, 20th Sept.—Fourth class, all Foreign Banks under $10, Oct. 1. After which date, no foreign bills of less denomination than $10 will be received by them.

Eastern Exchange is scarce, and mixed currency sells at 1¾ premium.

In the Stock Market there is but little doing, the bulk of the operations being the closing up of hypothecated stocks, as forced sales, which consequently presents no fair criterion of the value of such stocks, though it gives a fair idea of the state of the market.

RAILROAD AGENCY AND FURNISHING ESTABLISHMENT IN NEW YORK.—Messrs. Bridges & Bro., No. 64 Courtland street, keep constant supplies of every article in use upon railways, or in the construction of the same, which they are prepared to supply in large or small quantities, on fair terms and at manufacturers prices.

They are also prepared to contract for any articles in their line in quantities. See advertisement.

MURDERED.—Mr. Blackburn, the Superintendent of the Nashville and Henderson Railway, was recently stabbed by one of the railroad hands—an Irishman, named Robinson—and died in a few minutes.

AMERICAN HARDWARE, AND MECHANICAL SKI .

"The following from the "United States *Eeonomist,*" will open the eyes of thousands of our people to the growing importance of certain kinds of manufacture, made at home, and which the great majority, of our people I suppose arc made in England :

"The manufacture of many articles of hardware, has lately been introduced into this country, and firmly established. This has, in fact, beсn constantly going on for many years. Forty years ago not more than half a dozen leading articles of the trade were of our own manufacture: the rest were all imported; now, by far the greater part of the trade is in articles made by our own artisans. The imported articles, too, arc one after another, yielding the palm of superiority to those of American manufacture. American enterprise, machinery, skill, and ingenuity are more than a match for European fogyism. The English manufacturers aim at producing a cheap article, strong enough to avoid being blown to pieces by the wind; the American manufacturers aim at producing, and, in nine cases out of ten, succeed in producing an article as cheap as that imported, and possessing at the same time, the qualities of simplicity, strength, and durability. This is especially the case with regard to light articles, such as door latches, locks, &c. Many of our heavy articles are unapproachable by the English imported goods. For instance, our Eagle anvil, with its cast steel face, is firmer and more durable than the English anvil, of wrought iron. The American chain vise is an improvement unknown there. The augers made here are far in advance of the English ideas of progress, and so of many other articles. Five years ago masons' trowels were all imported; now $30,000 worth of trowels, confessedly superior to the English, are made by one manufacturer—Mr. Bisbee, in South Canton—and his business doubles annually. Even the celebrated Congress penknives are now re-produced by our own workmen with all the elegance and excellence of the English knife, and we might extend the list indefinitely. Again, the American goods are generally warranted, an advantage not possessed in our home market by those which are imported.

"The exportation of American hardware has sprung up, almost entirely within the last few years, and is rapidly becoming a very extensive business. Already have American goods found their way into the British Provinces, and are there preferred to their own (English) home manufactures, thus competing successfully with English goods in their own markets. The exportation to Canada especially is rapidly increasing, and almost doubles annually. The Douglass axes are sold even in London. Large quantities of goods are also sent to the West Indies, South America and to all parts of the world."

RAILWAY TRAVELING.—Mr. Meigs, of New York, in an elaborate paper on railways—a subject with which he is well acquainted, having made it a study since 1818, when he predicted in the New York Legislature, as he did two years before in a newspaper, that they would be traveled at an average speed of 15 miles an hour—says that the Emperor of Russia has taken the first great step towards the ultimatum of railroad travel. Instead of cutting a mere drill through the country, and going around everything in the way of a straight line, he has cut a broad way 500 miles, from St. Petersburgh to Moscow. He has made it all the way 200 feet wide, so that the engineer sees everything that comes on the road. Such is part of the future. The railroad from point to point with a mathematical line. The rails ten times stronger than are now used, the locomotive on wheels of far greater diameter, the gauge of a relative breadth, the signals and time perfectly settled; the roads on both sides, during the transit of trains, having the gates of the wall all closed—then instead of traveling 100 miles an hour, we shall more safely travel 300 miles an hour. That now seems fast enough, as did 20 a few years ago, and we are now on very unsafe rails on some straight runs, treated to 60 miles an hour in this country, and in England to 100.

DUBUQUE AND MINNESOTA RAILROAD.—We notice that the President of the United States has withdrawn from sale all the public lands on the great route from Dubuque via St. Paul to Lake Superior. The road strikes the Lake at the mouth of Left Hand river in Wisconsin. Thus we see lands withdrawn in Iowa, in Minnesota and Wisconsin.

The grant of land by act of Congress could not go to any company then organized. Since that time however, the company then unorganized, has organized and paid in the necessary amount to secure the grant, and has already taken the preliminary steps to survey the line; and before three years expire, cars will leave the Depot of the Chicago and Galena Railroad Company for Lake Superior, making the trip in twenty-four hours.

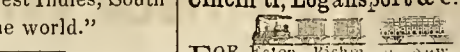
In view of the fact, we learn that one of the most eminent engineers in America is examining the Mississippi just below Dubuque and Dunlieth with reference to a plan and site for a bridge.—*Chicago Democrat, July* 25.

RAILROAD HARDWARE, ETC.—We call the attention of railroad Contractors to the advertisement of Tyler Davidson & Co., as found in our columns. It embraces a great variety of articles in use in railway construction, any of which this firm will furnish on good terms and at prices that will render it useless for parties to go East for supplies.

ACKNOWLEDGMENTS.

We are again indebted to Hon. S. P. Chase for Public Documents—the "Report of the Commissioner of Patents;" Part 1st, being the Mechanical portion of the Report.

Cincin'ti, Logansport & C. icago Rai .oad.



FOR Eaton, Richm .d, New tle, Indian polis, Terre Haute, La Fayette, Mi an City, Chicago, Galena, Rock Island, Alton and St. Louis.

New Arrangeme. ts.

On and after Thursday, August 17th 1854, until further notice, two Passenger Trains daily, (Sundays excepted) will leave Cincinnati, Hamilton and Dayton Depot, foot of Sixth Street, as follows, viz:

Morning U. S. Mail Train, at..... 6:10 A. M.
Evening Accommodation do., at..... 4:00 P. M.

For New Castle and intermediate stations, both Trains connecting at Richmond with Trains of Indiana Central Railroad, arriving at Indianapolis at 12 M. and 10 P. M., ☞ and making at that point, as sure Northern and Western connections as any other route from Cincinnati or elsewhere. Returning,

1st Train leave New Castle at..... 7:00 A.M.
1st " " Richmond at..... 9:00 "
2d " " New Castle at..... 1:15 P. M.
2d " " Richmond at..... 3:20 "

Connections at Richmond with Trains from Indianapolis, morning and afternoon—arriving at Cincinnati at 11.45 A. M. and 6:00 P. M.

☞ Trains run by Columbus time, seven minutes faster than Cincinnati.

FARE:

From Cincinnati to	Richmond	$1 75
"	New Castle	2 50
"	Indianapolis	3 00
"	Terre Haute	5 00
"	La Fayette	5 00
"	Michigan City	7 75
"	Chicago	9 00
"	Saint Louis	15 50

For information and through tickets, please apply at the General Railroad Ticket Office, No. 169 Walnut st., next door below the Gibson House, or to W. A. Latham, at the Cincinnati, Hamilton and Dayton Railroad office, corner of Broadway and Front Streets, under the Spencer House, or at the Sixth street Depot.

S. B. MORSE, Act'g Sup't.

The Omnibus Line will call for passengers in any part of the city, by leaving their orders at the offices.

aug. 24] W. H. SMITH Conductor.

FINANCIAL AGENCY & STOCK EXCHANGE.

ISAAC OSBORN DAVIS,
No. 38 West Third Street,
CINCINNATI, OHIO.

Buys, Sells and Negotiates Loans on Business Paper, and all kinds of Railroad Securities, On Commission.

CINCINNATI REFERENCES.

Dunlevy, Atwood & Co., Bankers.
T. S. Goodman & Co., "
Chas. Stetson, Esq , Pres't Ohio Life and Trust Co.,
J. P. Bishop, Esq., Cashier " " "
Smead, Collard & Hughes, Citizens Bank.
George Milne & Co,, Bankers.
E. M. Gregory, Esq., "
Ellis & Sturges, "
McMickin & Co., "
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S. W. Torrey & Co.,
C. A. Olmsted & Co., Ohio & Mississippi Railroad.

NEW YORK REFERENCES.

Atwood, Dunlevy & Co., Bankers.
Samuel J. Beals, Esq., 80 Broad street.
Boston Locomotive Works. Bostoo, Mass.

FOREIGN CORRESPONDENT.

De Coppet & Co., New York.

RAILROAD STOCKS, BONDS & STATE SECURITIES.—The subscriber offers for sale—

Ohio and Mississippi Railroad Company, 7 per ceot. second mortgage, convertible Bonds. Interest payable semi-annually in New York.

Scioto aod Hocking Valley Railroad Company, 7 per cent. first mortgage, convertible Bonds. Interest payable semi-annually in New York.

Cincinnati Western Railroad Company, 8 per ceot. Real Estate Bonds. Interest payable semi-annually in New York.

Hamilton County, Ohio 6 per cent. Bonds. Interest payable semi-annually in New York.

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Louisville City Bonds.

Cincinnati, Logansport and Chicago Railrod Co. 10 per cent. Income Bonds.

RAILROAD STOCKS.

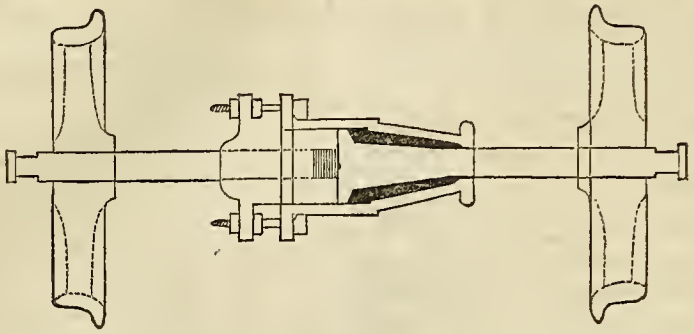
Covington and Lexington Railroad Stock.
Cincinnati, Hamilton and Dayton Railroad Stock.
Little Miami Railroad Stock.
Ohio and Mississippi Railroad Stock.
Southern Bank of Kentucky Stock.
Columbus and Xenia Railroad Stock.
Cincinnati and Chicago Railroad Stock.
Central Indiana Railroad Stock.
Cincinnati and Indianapolis Railroad Stock.
Indianapolis and Bellfontaine Railroad Stock.
Cincinnati, Wilmington and Zanesville Railroad Stock

WANTED—$100,000, for which the best securities will be given.

WANTED—$40,000, on commercial paper.

ISAAC OSBORN DAVIS,
Financial Agency Office.
No. 38 Third Street.

DENNEY'S DIVIDED CAR AXLE.



PATENTED JANUARY 31ST, 1854.

THE ATTENTION OF RAILROAD COMPANIES is respectfully invited to an examination of the morits of this valuable invention, which offers to add largely to the safety of life and property.

Tho valuable features of this arrangement of axle are, a saving of full fifty per cent. in motive power on crooked roads : the rails are protected from being destroyed by the flanges of the wheels coming in contact with them on the curves, as is the case with the stiff or rigid axle, whicb not only destroys the rail but puts a constant strain upon tho wheel and axle, causing the wheel on the inner rail to trip or revolve upon the rail under the weight of the car and its load, whilc the opposite wheel is traversing its greater distance; tbe tendency of which, is to wear the wheel flat, and cause it, or tbe axle, to break sooner or later. Thero is less danger of the car leaving the track from its having become spread.

Axles fitted in this way do not require to be near so large, and yet contain more strength than the common axle, for the reasou that the liberty given to the wheels, which allows them to accommodate themselves to the curvatures of the road, removes wholly the strain thrown upon the ordinary axle ; and therefore, it requires no more strength of iron at any point between the wheels. than is contained in the hearings, which in the ordinary axle, is not more than one-third of tho strength of tbe other portions of the axlo.

The elongated bearing wbich forms the connection is so proportioned as not to wedge or become tight in the alloy, the wear being almost imperceptible, requiring to ho set up not oftener than once in twelve months, hy a slight tightning of tbe screw nuts. If, from long service, the alloy becomes worn out, it can he refi'led, making it as perfect as when first filled up, aud tho gauge of tho wheels will ucver become changed so as to injure the running of the car.

It is after a series of the most careful experiments, conducted through a period of timo sufficient to test in the most satisfactory manner, the real merits of divided car axles, and a thorough and practical test in real service of over two years, that wo now offer to Railroad Companies one that we are assured will give universal satisfaction in its operations, and both simple and cheap in its construction.

We are now ready to disposo of rigbts to use tho above axle on tbe following terms: We guarantee full and porfect satisfaction by giving ample time to tboroughly test its merits, and will roquire no payment to he made until such satisfaction has been given. All applications to he made to

SAMUEL L. DENNEY,
Cbristiana, Pa.
Or, to **CHRISTIAN UMBLE,**
Gap, Pa.

jy.10†

NOTICE TO CONTRACTORS.

Ashtabula and New Lisbon Railroad.

ON and after the 5th of August, 1854, proposals will he recived at the Company's Office in Asbtabula, for the Graduation, Masonry and Bridging of about 36 miles of the Northern Division of said road, extending from Ashtabula Harbor, south, to Bristol, in Trumbull county.

The work will he divided into sections of about ono mile each. Maps, profiles. plans, specifications, &c., will he ready and open at the office in this place, from August 15th, and until September 1st.

Contractors are invited to propose for tbe whole work. The work will declared off as soon after the 1st day of Septemher next, as proposals shall be received and approved.

R. W. GRISWOLD, President.
WILLIAM HALE, Chief Eng.
Ashtabula, July 17th. 1854. au.10-tf.

NUGENT'S COLLEGE
OF
ENGINEERS & MECHANICS,
PUBLIC SQUARE, CLEVELAND, OHIO;

C. NUGENT, C. E., Principal.

THE design of this Institution is to afford young men an opportunity of acquiring a knowledge of the profession of Civil Engineering, and to Mechanics and Tradesmen a sound theoretical and practical knowledge of Mathematics, Arcbitectural and Mechanical Drafting, Plain and Ornamental Penmansbip, &c. For further particulars address the Principal. au.10.

GEORGE MILNE. GEO. M. REED.

GEORGE MILNE & CO.

BANKERS, EXCHANGE AND BILL BROKERS.
No. 19 West Third Street,
CINCINNATI, O.

T. S. GOODMAN & Co.,
o. 101 Main St. west side, bet. 3d and 4th Sts
CINCINNATI.

Locomotive for Sale.

ONE 8 wheel, 16 ton Engine, Cylinder 13 hy 20, 4½ feet driving wbeels, 2 pair drivers conuected, and truck. Tender holding about 1400 gallons.

The Engine is in good condition; manufactured hy Rogers, Ketchum & Grosvenor, Patterson, N. J.

Address ENOCH JOHNSON,
Sup't C., Z. & C. RR.
jy.20-tf. Akron, Ohio.

James' Railroad & Route Book
NEW EDITION:

Containing a list of all the Western and Southern Roads, witb distances, fares, connections, etc., etc. Price, 15 cents.

J. A. & U. P. JAMES,
Publisbers, 167, Walnut st., Cincinnati, O.

STEREOTYPE FOUNDRY,
AND AGENCY OF
L. JOHNSON & Co.'s TYPE FOUNDRY.

C. F. O'DRISCOLL, (Successor to A. C. JAMES.) is prepared to execute in the best manner all kinds of

STEREOTYPING,

including Books, Pamphlets, Music, and Jobs of every description. He will keep on hand an assortment of

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from the foundry of L. JOHNSON & CO., of Philadelphia, and will furnish to order PRINTING MATERIALS OF EVERY KIND,

AT THE FOUNDRY PRICES.

C. F. O'DRISCOLL,
No. 167 Walnut Street,
Cincinnati, O

Cincinnati, Harrison & Indianapolis Straight Line Railroad,

NOTICE is hereby given that the annual meeting of the stockbolders of the Cincinnati, Harrison & Indianapolis Straight Line Railroad Company, for the election of Directors, and for such other business as may come before them, will be held at the office of the Company in Cincinnati, on THURSDAY, the 10th day of August next, at 10 o'clock A. M. The Polls for said election will be kept open from 10 o'clock, A. M., to 4 o'clock, P. M., of said day By order of the Directors.
jy.20-tt J. W. TABER, Sec'y.

ADRIAN H. MULLER & CO.,

AUCTIONEERS

Of the City of New York.

Hold their regular Auction Sales of Stocks, Bonds and other Securities every Wednesday at 12½ o'clock, at the Merchants' Exchange. They would respectfully tender their services in the negotiation of the same, either at private or public sale.

Office, No. 2, Pine Street, corner of Broadway, Metropolitan Bank Building.

REFERENCES BY PERMISSION:

Moses Taylor, Esq.; W. W. DeForest, Esq.; Geo. S. Robins, Esq.; Dow D. Williamson, Esq., Pres. Farmers' Loan and Trust Co.; Wm. F. Hayemeyer, Esq., Pres. Bank North America; Edward Whitehouse, Esq.; Messrs. Camman & Co.; Messrs. Carpenter & Vermilye; Messrs. Fisher, Denny & Co.; Messrs. Wm. & Jno. O'Brien; Messrs. Week, & Co. mh96*

OFFICE Cincinnati, Hamilton & Dayton Railroad.—Cincinnati, August 8th, 1854.—The Board of Directors of this Company have this day declared a dividend of five per cent., out of the net earnings of the Company, for the six months ending 31st July, payahle in scrip bearing seven per cent. interest. redeemable in threo years. The scrip will he delivered on and after 1st September, to the Stockbolders registered in Cincinnati, on application at the office of the Company, and to those registered in New York, at the office of the Ohio Life Insurance and Trust Company, in that city. The transfer hooks will he closed for ten days from this date. FRANK. S. BOND, Sec'y.
au17--1m.

W. W. MATHER,

Mineral Engineer and Geologist,

COLUMBUS, O.

WILL make Surveys, Examinations and Reports on the mineral resources that can he made available hy railroad or water transportation. [au.17

For Sale.

AN ALLIGATOR SQUEEZER, complete, entirely new and in perfect order to he put up at once. It is of the most approved construction with cam, cam-shaft and pedestals, and with heavy driving gearing for intermediate shaft, if required by the purchaser, and will be sold at a hargain.

For further particnlars, address
ROBERT BRIGGS, Jr.
Sup't Renssalear Iron Works, Troy, N. Y

Also, for sale. Seven Dimpfel Patent Fans, 2 feet by 9 inches, second hand. Apply as above. [jy.13-6t.

GUNPOWDER,

MANUFACTURED BY

The Hazard Powder Company.

HAZARDVILLE, CONN.

H. G. HAZARD, President.

A. E. DOUGLASS, Secretary.

The undersigned are always prepared to furnish Mining and Blasting Powder to any extent, delivered at any point on the lines of railroads, or other places of public improvements in the West or South, at the very lowest rates. Also, SAFETY FUSE of the best Eastern manufacture.

We would respectfully urge all contractors and consumers to call upon or correspond with either of us before arranging for their supplies elsewhere.

To the trade generally we would offer all the brands of Sporting and Rifle Powder manfactured by the above concern.

M. D. W. LOOMIS,
Southeast corner Main and Second Sts.,
Cincinnati, O.
S. H. LOOMIS,
Nashville, Tenn.
August 16, 1853.—au18†

ELLIS & STURGES,

BANKERS & EXCHANGE BROKERS,

N. E. Corner Third and Walnut Sts.

CINCINNATI.

Dealers in Exchange, Bank Notes, Merchants' Paper, &c. &c.

JAMES W. HOOKER,

Commission Merchant,

AGRICULTURAL WAREHOUSE,

—AND—

MACHINERY DEPOT,

35 Lloyd Street,

BUFFALO, N. Y.

Commission Dealer in Portable and Stationary Engines Iron Planers, Lathes, Universal Checks, Belting, Oils, Rubber Packing and Hose, Scales, Safes, Mill Stones and Machinery generally. Post Paid Letters will receive prompt attention,

jo. 1-tf.

ENGINEERING!!

The undersigned is prepared to furnish SPECIFICATIONS, ESTIMATES, AND PLANS, in general or detail of all kinds of

Steam Vessels, Engines, Boilers, Mill Work, &c

Particular attention given to the superintending of LOCOMOTIVES, TENDERS, CARS,

And Railway Machinery of every Description,

While under construction.

AGENT FOR THE PURCHASE of, on commission, all articles required for Railroads, Steam Vessels, Locomotives, Engines, Boilers, Machinery, &c.

General Agent for

ASHCROFT'S STEAM GAUGE, ALLEN AND NOYES' METALIC SELF ADJUSTING CONICAL PACKING, DUDGEON'S HYDRAULIC JACK.

Also, for Water Gauges, Indicators, Steam Whistles, &c., &c.

CHAS. W. COPELAND,
Consulting Engineer,
64 Broadway, N. Y.

v5-tf

Norris' Locomotive Works,

PHILADELPHIA.

ENGAGED for many years in manufacturing Locomotives, offer to Railroad Companies to construct of any plan or size,

LOCOMOTIVES OF SUPERIOR QUALITY.

Our facilities for doing work have been largely increased this year, and orders can be executed with dispatch.

jy. 27. RICHARD NORRIS & SON.

TO RAILROAD COMPANIES.

THE subscriber, manufacturer and agent for manufacturers of railroad materials, would solicit from railroad managers in the West their orders for

RAILROAD SPIKES, CAR AXLES, RUBBER SPRINGS, RUBBER HOSE, LOCOMOTIVE TIRES, SPRING STEEL, CAST STEEL, NUTS AND WASHERS, LOCOMOTIVE LANTERNS, ETC.

A. S. WINSLOW,
9 and 11 West Second Street,
mr. 24 † Bet. Main and Walnut Sts. Cincinnati.

Locomotive Tires and Car Axles.

THE undersigned is prepared to supply Railroad Companies and Builders with Tires and Axles of superior quality and finish, made from faggotted charcoal iron, formed and finished entirely under the hammer. For the character of the manufacture he refers to builders and companies who have used them in the West.

A. S. WINSLOW
mr.24-†] 9 and 11 West Second St., Cincinnati.

ENGINEERS' MATERIALS.

EGGERS & CO.,

WHOLESALE DEALERS IN

PAPER & STATIONERY,

Since first January,

No. 127 Walnut St., bet. Third and Fourth.

CINCINNATI,

Keep the most complete stock in the West of every thing used by Engineers. On application, a catalogue with prices will be forwarded. [jy.21-†.

To Railroad Contractors, Quarry Men, &c.

THE attention of those interested is called to ASH'S IMPROVED HORSE POWER ROCK DRILL, for Railroad Excavation, Stone Quarrying, Well Boring &c.

This Drill is worked by HORSE POWER, requiring but one horse and one man, to keep it constantly at work, with great ease and velocity, performing 60 strokes per minute. It is cheap of construction and repair. The AUGER weights from 300 to 500 pounds, will drill a perpendicular or inclined hole FOUR INCHES IN DIAMETER, at the rate of from 8 to 16 feet per day in ordinary limestone. It has drilled 2 feet in one hour.

For rights to use for Counties or States, apply to the Patentee. WILLIAM F. ASH,
May 20, 3* Springfield, Ohio.

MUSKINGUM WORKS,

ZANESVILLE, OHIO.

DOUGLASS, SMITH & CO.

WOULD respectfully call the attention of Railroad Companies to their establishment at Zanesville They are prepared to execute orders, on short notice, for

Passenger Cars of the most superior description,

Second Class Passenger, Mail Express, and Baggage Cars; Freight, Cattle, four or eight wheeled Gravel Cars.

We manufacture a superior

CAR WHEEL,

Over 2500 of which are now running on the Central Ohio Railroad, and many of these have been in use on the road over two years, having in that time only three to crack, and two to be renewed in consequence of the wearing of the Chill. We have also commenced the manufacture of the celebrated

WASHBURN WHEEL,

And are prepared to furnish this wheel, with or without axles. Also, castings for Cars fitted to order at the shortest notice.

BOLLMAN'S PATENT IRON & WOOD BRIDGE.

We are also agents and builders of the above celebrated Bridge. Are now placing upon the piers an iron bridge on this plan over the Muskingum river at Zanesville. We are ready to contract with companies for the construction of this Bridge. All orders addressed

DOUGLASS, SMITH & CO.,
au4tf. Muskingum Works, Zanesville, O.

Railroad Car Findings.

BRIDGES & BROTHER,

64 Courtlandt Street, New York.

Wheels & Axles, Jaws, Boxes, and Castings Fitted

Wrought Nuts, Bolts, & Washers,

Engine and Car Screw Bolts, all sizes; Coach Lag and Telegraph Screws,

LOCOMOTIVE ENGINE LANTERNS,

From the best Manufacturers, and at their prices. Car Hand, and Signal Lanterns.

Cotton Duck for Car Covering,

Of any required width to 124 inches.

ENAMELLED HEAD LININGS, Plush and Curled Hair.

Hand Cars and Baggage Barrows. Passenger, Freight-Car, and Switch Locks, Door Knobs and Butts. Brass and Iron Wood Screws. Brass and Silver Plated Trimmings for Windows and Seats. Varnish, Coach Japan, and Glue; Paints, Varnish and Glue Brushes.

Silver Plated and White Metal Letters. Engine and Signal Bells, anti-friction or Babbitt Metal.

Portable Forges and Jack Screws.

Hemp Packing,, American, Russia, and Italian. Conductors' Badges and Baggage Checks. Iron, Bronzed and Brass Hat Hooks. Ventilators and White Metal Rings. And all other Articles pertaining to Cars.

ALBERT BRIDGES,
Late Davenport & Bridges, Car Manufacturers, Cambridgeport, Mass.
ALFRED BRIDGES,
Late Davenport, Bridges & Co., Fitchburg, Mass.
†oc6

G. ESCOL SELLERS.....C. D. DANA.

SELLERS & DANA,

AGENCY FOR THE SALE OF

Railroad Materials and Machinery,

THIRD STREET, (west of Burnet House.)

CINCINNATI, OHIO.

HAVING OPENED a depot for the sale of all articles used by Railroad Companies, we will fill orders promptly at manufacturers' prices, and are now prepared to furnish

Locomotives, Cars, Car-Wheels, and Axles. Ames' Tire and Crank Axles, Chairs and Spikes. Locomotive Head Lights, (of several makers) Car, Conductor's, Signal, Switch, Stoker and other Lanterns. Drawbridge and cross Road signal Lights; Gum Packing and Hose, assorted Car Trimmings, Enameled head and seat Linings, Plated and White Metal Letters.

—ALSO—

Machinists' Tools, particularly adapted to Railroad Work, Mill Work, Shafting and Shop outfits, Punching and Shearing Machines, for Boiler Work; Planers, Lathes, Drills, Portable Forges, etc., etc. Oak-Tanned Belting, of superior quality of all sizes.

jy.13.†

TYLER DAVIDSON & CO.,

Agents for the

BOSTON BELTING COMPANY

India Rubber Machine Belting in any quantity, from 2 to 20 inches.

India Rubber Steam Packing;

Mixed do do 1-32 to ¼ inch thick.
Plain do do 1-32 to 1 inch thick.
Pure do do

Pipe and Manhole Rings, all sizes;

Square or Rope Packing, do.

HOSE.

India Rubber, Hydraut, Conducting, Fire Engine, and Locomotive, of all sizes, manufactured from the best of Vulcanized Rubber, and for sale only by the agents.

Car Springs, and all other kinds of Vulcanized India Rubber used for Mechanical and Manufacturing purposes.

The undersigned, having been appointed Agen of the Boston Belting Company, beg leave to advise Dealers and Consumers that they are now prepared to supply the above goods in any quantities, on the most favorable terms. On hand and for sale,

50,000 Feet Vulcanized India Rubber Machine Beltings, from 2 inch to 20 inches, 3 and 4 ply.

TO STEAMBOATS AND RAILROADS.

India Rubber Hose, for Pavements, Streets, Gardens, Locomotives, Engines, etc.

40,000 feet Hose, 3, 4, 5, 6, and 7 plys, suitable for pavements, streets, gardens, locomotives, fire engines, etc., 1 to 3 inch, warranted extra quality. Also,

THE vulcanized India Rubber Break Springs now in use by all the Eastern Railroads, and posessing decided advantage over the Steel Springs now in use, for the following reasons:

1st, They are much easier put on.

2d, They are a great deal cheaper.

3d, They are much more durable than steel, and no time lost in making them, the weather having no effect on them.

ALSO—Large 6 inch hose for water stations. This is a new and important invention. The coldest weather will have no effect on them whatever They are warranted to remain as pliable, in the COLDEST of weather, as they are in 150 Fahrenheit heat.

Armitage Anvils, -10 casks, assorted weights n w in store.

Allen's Revolvers and Self-Cocking Pistols.—Now in store, a large assortment of the above, 3, 4, and 5 inch Revolvers; 3, 4, 5, and 6 inch Pocket Pistols. Also, Dueling Pistols.

Leland's Superior C. S. Car and Auger Bitts.—All sizes.

Brass Kettles, and Sheet Brass, &c.—Brass Kettles, assorted from 6 to 30; Sheet Brass assorted from No. 0 to 30; Brass Wire, do do do.

Star Breast Chains.—Four casks of those superior double-linked Chains, just received.

Walker's Trace Chains.—70 casks of those superior goods, warranted full length and sizes, 8 to 20 links, straight and twisted, now in store.

American Anvils.—Eagle brand, faced with with cast steel, and warranted by the manufacturers equal to Armitage's Mousehole.

Plated Spoons.—Plain, tipped, and threaded heavy plate, on best quality of German Silver.

Premium Gimlet Screws.—10,000 gross just received.

Mill Saws. Hoe & Co.'s C. S. Wm. Rowland's, and W. H. Rowland's 6, 6½, 7, 7½, and 8 ft

Cross Cut Saws.—Hoe & Co.'s C. S., Johnockorell's C. S. and G. S., Wm. Rowland's and W. & H. Rowland's 5, 5½, 6, 6½, 7, 7½, and 8 feet Also, 4 and 4½ feet Tennon Saws.

Axes—1000 doz. Axes, assorted Yankee and Kentucky patterns, first, second, and third quality

Nails.—4000 kegs Shoenberger's and Wheeling Nails, now in store.

For sale by TYLER DAVIDSON & CO.,
mr 3 140 and 142 Main street

Baltimore & Ohio Railroad.



380 MILES BETWEEN WHEELING AND BALTIMORE.

THIS Road was opened to the Ohio River in the spring of 1853, and has already established a high character with the business community of the West. Its facilities for the transportation of freights are already superior to those of any other great through line—while the attractions of the country through which it runs, and its many admirable provisions for the expedition, comfort and safety of travelers, it has received such favor as a passenger road, (with its present connections,) as to show that it will become the preferred route for all portions of the West and South-West as soon as its further connections are formed by the completion of the Central Ohio, North-Western Virginia and other Railroads now rapidly finishing.

FOR PASSENGERS BY THIS ROUTE,

Through Tickets from all Parts of the West,

ARE NOW SOLD IN

Cincinnati, Louisville, Madison, Indianapolis, St. Louis, Chicago, Toledo, Detroit, Cleveland, Columbus, Zanesville and other Cities.

AT ALL OF WHICH ARRANGEMENTS HAVE BEEN EFFECTED

For Sending Travelers Direct to

WASHINGTON, BALTIMORE, PHILADELPHIA, NEW YORK, and other ATLANTIC CITIES.

FOR FREIGHTS IN EITHER DIRECTION

The fullest accommodations are provided. In motive power and Cars, the company has abundant resources, which are being further extended to meet the demands of Western Trade. In the dispatch and regularity of transpart, and in the careful landing of property, this road challenges a comparison with its rivals. At Baltimore, the road connects directly in the streets and at the wharves with the

PHILADELPHIA AND NEW YORK RAILROADS,

The numerous Steamers of the Parker Vein Line to New York and Boston, the Ericsson Steamers by Canal to Philadelphia and New York,

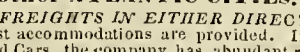
And various other Lines of Steamers and Sailing Vessels to the Eastern Ports, and to Richmond, Norfolk, Charleston, Savannah, etc.

J. B. FORD is the Company's Receiving Agent at Wheeling.

WM. G. HARRISON, President. *JOHN H. DONE*, Mast. of Transportation, Baltimore.

je. 8†

Covington and Lexington Railroad.



OPEN to Cynthiana, 66 miles. Two Daily Passenger Trains.

On and after Thursday, May 25th, and until further notice, Trains will run as follows:

Express Train leaves Covington at 8 o'clock, A. M. stopping at Benton, Demossville, Butler, Falmouth, Callenville, Boyd's, Berry's, Robinson's and Garnett's only, and arriving at Cynthiana at 11.50 A. M. Returning, leave Cynthiana, at 1.30 P. M., stopping at the above stations, and arriving at Covington at 5.30 P. M.

Passengers for Paris and Lexington, by taking the above train, will take dinner at Cynthiana and by Messrs. Thurston and Thompson's line of Omnibusses, will reach Paris at 4 o'clock, P. M. The Evening Train of the Maysville and Lexington Road, leaves Paris at 5 o'clock, P. M., enabling passengers by this route to reach Lexington at 6 o'clock, P. M. Returning, leave Lexington by the 7 A. M. Train of the Maysville and Lexington Road for Paris, leave Paris by Messrs Thurston & Thompson's line of Omnibusses at 8.30 A. M. arriving at Cynthiana in time for dinner, and connect with the train for Covington at 1.30, P. M., arriving at Covington at 5.30 P. M.

Accommodation Train leaves Cynthiana at 6 o'clock A. M., stopping at all regular and flag stations upon the road, and arriving at Covington at 10 10 A. M. Returning, leave Covington at 3.15 P. M., stopping as above, and arrive at Cynthiana at 7.40 P. M.

Passengers by this train can leave home in the morning, pass five hours in Covington or Cincinnati, and return home before dark.

The Express Train will stop only at the stations named. Passengers for other points must take the Accommodation train.

Freight trains, for the present, will leave Covington Mondays, Wednesdays and Fridays; leave Cynthiana Tuesdays, Thursdays and Saturdays.

Freight will be received at Covington and Cynthiana up to 4 o'clock P. M., for the train of the following morning.

J. M. DOUGHERTY, Superintendent.

jy. 20.

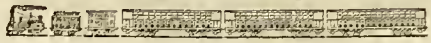
Myers' Patent Cylindrical Car.

NOTICE.—The Subscriber having become proprietor of MYERS' PATENT CYLINDER CAR, for a considerable portion of Western territory, including the State of Ohio, offers the same to Rail Road Companies on favorable terms. The public will be furnished within a short time with complete explanations of its operation, together with the results of actual experiments testing its applicability to all the uses for which it is recommended.

W. CLOUGH, South-western Car Works.

Madison, Indiana. May 11.

Indianapolis and Cincinnati Railroad, via Lawrenceburgh.



Through to Chicago in 15 Hours!

Shortest line to Indianapolis, Terre Haute, Lafayette, and Chicago.

Through from Cincinnati to Indianapolis in six hours. and to Chicago in 15 hours!

TWO TRAINS DAILY, Boat or Cars, each way, (Sundays excepted,) Passengers who prefer taking Steamboat for the first twenty miles, will go by the Steamer **Forest Queen**, foot of Main street, at 12 M.

Those who prefer the Cars for the whole distance, will go by the regular passenger trains of the

OHIO & MISSISSIPPI RAILROAD,

Which leave Cincinnati at 6.30 A. M. and 3.45 P. M.—The train which leaves Cincinnati at 6.30 A. M. connects at Lawrenceburgh with the Indianapolis and Cincinnati Railroad train for Indianapolis, Lafayette, Terre Haute, Michigan City and Chicago.

Baggage checked through and a Baggage Master accompanies the same.

Fare from Cincinnati to Indianapolis..... $3 00
Do do Lafayette..... 5 00
Do do Chicago..... 9 00

At Shelbyville passengers may take the Jefferson, Rushville, Kingstown or Columbus Cars.

GEO. HAVEN, Sup't.

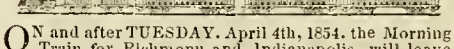
Through tickets may be procured on board the boat, or at the Office of the Ohio and Mississippi Railroad, Fourth street, near Vine, or of

C. S. RUSSELL Ag't. Ind. and Cin. R R. Office, corner of Main and Water streets, Cincinnati.

☞ Omnibusses will call for passengers, by leaving their names at either of the above offices.

Cincinnati, June 1†.

Change of Time on Cincinnati, Hamilton, Eaton & Richmond Railroad.



ON and after TUESDAY, April 4th, 1854, the Morning Train for Richmond and Indianapolis, will leave Depot, foot of Sixth street, at 6.10 o'clock, A. M.

Passengers by this Train connect at Indianapolis with the 1 o'clock, P. M. Train on Lafayette and Indianapolis Railroad for Lafayette and Chicago; arriving at Chicago by 9 o'clock, P. M., of same day, being 9 hours less time than by any other railroad route leaving Cincinnati.

Also, connect at Indianapolis with 1.15 P. M. Train for Terre Haute.

Trains for St. Louis leave Chicago at 11 o'clock P. M., after the arrival of 1 P. M. Train from Indianapolis in the morning, making this the quickest route by far between Cincinnati and St. Louis.

Evening Train will leave as usual, at 3.30 P. M. connecting at Richmond with 7 P. M. Train for Indianapolis; arriving at Indianapolis at 10.30 P. M.

FARE—Cincinnati to Richmond..... $1 75
Cincinnati to Indianapolis..... 3 00
Cincinnati to Chicago..... 9 00

D. M. MORROW, Sup't.

ap. 6

Marietta & Cincinnati Railroad.

OPEN between CHILLICOTHE and GREENFIELD, Connected by Stage at Hillsborough, with Hillsborough and Cincinnati, and Little Miami Railroad Trains, forming a through daily line each way.

On and after Monday, the 8th of May, passenger trains will run as follows, viz:

Leave Chillicothe at 9 00 A. M.
Returning do Greenfield at 5 30 P. M.

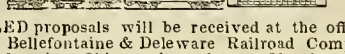
Passengers from Cincinnati leave by Little Miami Railroad, at 7 40 A. M., dine at Hillsborough and reach Chillicothe the same Evening.

Fare from Cincinnati to Chillicothe, $3 45.

J. W. STOWELL, Sup't.

Chillicothe, May 6th. '54—

NOTICE TO CONTRACTORS.



SEALED proposals will be received at the office of the Bellefontaine & Deleware Railroad Company, in Bellefontaine, Ohio, until 12 o'clock, M., August 25, 1854, for the clearing, grubbing, grading, bridging and masonry of the unfinished part (being about 10 miles) of Bellefontaine & Delaware Railroad. Commencing at a point on the road about three miles southeast of Bellefontaine, and terminating at the depot of the S. Mt. V. & Pittsburgh Railroad, at Marysville, Union county, Ohio. The map and profiles, together with the plans and specifications, will be ready for inspection at the office after the 10th inst.

Contractors are particularly requested to examine the real estate belonging to the Company; some of which, together with capital stock, they are invited to take in part payment for the work.

The Company reserves to itself the right to reject any or all propositions that are deemed unreasonable.

C. W. A. ALLISON. President.

Attest: S. J. CREW, Sec'y. au17--2t.

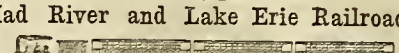
TO BUFFALO, NIAGARA FALLS, BOSTON AND NEW YORK,

VIA

Cincinnati, Hamilton and Dayton,

AND

Mad River and Lake Erie Railroads!



FARE REDUCED!

ONLY FOUR DOLLARS FROM CINCINNATI TO BUFFALO ! !

SEVEN HOURS RAILROAD RIDE

FROM CINCINNATI TO THE LAKE.

ONLY ROUTE FREE FROM DUST!!!

FOUR DOLLAR TICKET GOOD ON ALL TRAINS.

☞ Hamilton and Dayton Railroad the first to reduce the Fare.

Passengers leaving on 6 A. M. Train have three hours at Dayton.

Through from Cincinnati to Sandusky without change of cars.

Baggage checked to Buffalo.

Depot in the west end of the city, on Sixth street.

☞ Cheapest and most pleasant route between Cincinnati and the Eastern Cities.

Passengers leaving Cincinnati by 8.20 Morning Train, on Cincinnati, Hamilton and Dayton Railroad, arrive at Sandusky at 4 P. M., and go immediately on board the splendid and gorgeous steamers,

ST. LAWRENCE..... Capt. Mead.
MISSISSIPPI..... Capt. Hazard.

And arrive at Buffalo next morning, after a refreshing night's sleep, in time for early trains to Niagara Falls, New York, Boston, etc., arriving in New York in time for supper.

The roads composing this route from Cincinnati to the Lake are laid throughout with heavy T rail, and in construction of track, rolling machinery, comfort of cars, and general management, and almost entire freedom from dust, are not surpassed by any in the West. It passes through the densely populated and highly cultivated valleys of the Great Miami and Mad Rivers, also, running through the large and beautiful towns of Hamilton, Dayton, Springfield, Urbana, Bellefontaine, Kenton, Carey and Sandusky.

The Steamers of this Line were built expressly for comfort, safety and speed, and no efforts will be spared to render comfortable those who may patronize them.

By this route passengers have four or five hours daylight on the Lake. Each boat is provided with splendid hands, for the especial accommodation of pleasure travelers, and every facility is afforded to dancing parties.

Reserved State Rooms will be telegraphed for, by passengers leaving their names at the Ticket Offices.

The following rates of Fare includes Meals and State Rooms on Lake Steamers.

FARE.

From Cincinnati to Buffalo.....	$ 4 00
From Cincinnati to New York (RR. from Buffalo)	11 50
From Cincinnati to N. Y. via Hud. Riv. Steamers.	10 50
From Cincinnati to Boston.....	14 00
Montreal.....	13 00
Burlington.....	12 00
Rutland.....	12 50
Bellows Falls.....	13 00
Concord.....	13 50
Lowell.....	13 50

Excursion Tickets.

Cincinnati to Buffalo and back..... $8 00
Cincinnati to Niagara Falls and back..... 9 00

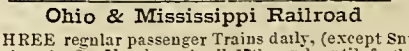
For through tickets and information, please apply at Cincinnati, Hamilton and Dayton Railroad Office, north west corner of Broadway and Front streets, under the Spencer House, or to J. W. SHIPLEY, at Railroad Office on Walnut street, between Fourth and Fifth streets, one door south of the Gibson House, or at Sixth street Depot.

H. O. AMES, Superintendent.
W. A. LATHAM, Agent.

The Omnibus Line will call for passengers by leaving their orders at the offices.

jy.12 WM. H. SMITH, Conductor.

THE SHORTEST ROUTE TO CHICAGO.



Ohio & Mississippi Railroad

THREE regular passenger Trains daily, (except Sundays.) On Monday, April 17th, and until further notice,

Leave Cincinnati at 6.15 A. M., 2.15 P. M., and 4.40 P. M. Connecting at Lawrenceburg, at 7.30 A. M., and 3.30 P. M. with Train for Indianapolis, Terre Haute, Lafayette and Chicago.

AND RETURNING,

Leave Aurora at 6.40 A. M., 4.20 P. M., and 8.20 P. M. connecting at Lawrenceburgh, at 4.30 P. M. and at 8.30 P. M. with the Trains that leave Indianapolis at 12 A. M. and 4 P. M., uniting at that point with all the Trains from the North and West.

☞ Tickets may be procured at the office on Fourth street, near Vine.

☞ Omnibusses will run to and from the cars in the customary manner.

S. S. POST, Chief Engineer and Superintendent.

Cincinnati, April 14, 1854.

Railroad Line.



Cincinnati, Hamilton & Dayton Railroad.

Summer Arrangement.

COMMENCING WEDNESDAY, JUNE 20th, 1854.

TRAINS will run by standard time, which is seven minutes faster than that of Cincinnati.

First Train

At 6 o'clock, A. M., Lightning Express for Dayton, Crestline, Pittsburgh, Philadelphia and Baltimore.

Second Train

At 6.10 A. M., for Hamilton, Richmond, Indianapolis, Terro Haute, Lafayette and Chicago, direct.

Third Train

At 8.20 A. M., for Dayton, Sandusky, Toledo, Detroit, Chicago. Cleveland, Buffalo, New York, Boston, Pittsburgh, Philadelphia, Baltimore and Washington.

Fourth Train

At 2 P. M. for Dayton, Greenville and Union.

Fifth Train

At 3.30 P. M., for Hamilton, Richmond, Indianapolis, Terre Haute, Lafayette and Chicago.

Sixth Train

At 5 P. M., for Dayton, Troy and Piqua, and intermediate stations.

Seventh Train

At 6.30 P. M., for Hamilton and intermediate stations.

The 1st Train, Express,

Will stop only at Hamilton and Middletown.

2d, 3d, 4th, 5th and 6th Trains,

Will stop at all regular stations.

The Seventh Train

Will stop at all way and flag stations.

The 1st Train

Will connect at Crestline at 12.30 P. M., with the Ohio & Pennsylvania Train for Pittsburgh, Philadelphia, Baltimore, etc., forming a direct and continuous line for each of these cities. Cars run through to Crestline without change. Baggage checked to Pittsbugh.

2d Train

Will connect at Richmond at 9.05 A. M., with Train of Indiana Central Road for Indianapolis; arrive at that place at 12 M., thence to Terro Haute, Lafayette, or Chicago without detention. Time as short as by any other route.

3d Train

Will connect at Dayton at 10.45 A. M., with Mad River Train, and arrive at Sandusky at 4 P. M., and go immediately on board the splendid steamers **St. Lawrence** and **Mississippi**, to Buffalo; thence at 7.30 A. M., with Buffalo and N. Y. City Road, to New York; arriving at that place at 10 P. M., also at Crestline 4.20 P. M., with Ohio and Penna. Train for Pittsburgh, Philadelphia, Baltimore and Washington.

The Same Train

Will also connect at Clyde with Cleveland and Toledo Train to Toledo. Chicago and intermediate points; and at Sandusky at 5 P. M., with steamer **Bay City**, for Detroit. Also, with Dayton and Michigan Railroad to Troy and Piqua, and at Piqua with Doyle & Co's Canal Packet Line to all points on Wabash and Miami Canals.

Fourth Train

Will connect at Dayton with Dayton and Greenville Railroad to Greenville, Union, and all points on Bellefontaine and Indianapolis Railroad.

Fifth Train

Will connect at Richmond at 6.40 P. M., with Indiana Central Train for Indianapolis, Terre Haute, Lafayette.

Passengers will bear in mind that the following rates of fare, via Lake Steamers, include both Meals and Staterooms, and that the fare to Philadelphia and Baltimore is One Dollar cheaper, and one less change of cars than by the Columbus route.

FARE:

From Cincinnati to	Hamilton	$ 60
Do do	Eaton	1 35
Do do	Richmond	1 75
Do do	Indianapolis	3 00
Do do	Terre Haute	5 00
Do do	Lafayette	5 00
Do do	Chicago	9 00
Do do	Dayton	1 50
Do do	Troy	2 10
Do do	Piqua	2 35
Do do	Springfield	2 10
Do do	Sandusky	5 00
Do do	Toledo	5 75
Do do	Cleveland	6 00
Do do	Buffalo, via Lake steamers	4 00
Do do	New York, RR. from Buffalo	11 50
Do do	New York, via steamers	10 50
Do do	Montreal, via Lake Ontario	11 00
Do do	Boston	14 00
Do do	Pittsburgh, first class	7 00
Do do	do front car	5 00
Do do	Philadelphia	14 00
Do do	Baltimore	14 00
Do do	New York, via Pittsburgh and Philadelphia, (Railroad all the way)	16 00

For further information or tickets apply to W. A. LATHAM, General Agent, at the office, corner Broadway and Front streets, under Spencer House, or at the Office on Walnut street, next door to the Gibson House, or at the Sixth street Depot.

HENRY O. AMES,
Cincinnati, June 1 4.—je8† Sup't.

Railroad Line.



CINCIN'I, COLUMBUS & CLEVELAND ROUTE.

To New York, via Railway, in	30	hours.
To N. Y., by Lake Steamers via Cleveland	39	"
To Pittsburgh in	14	"
To Boston in	34½	"
To Philadelphia in	38	"
To Baltimore in	38	"
To Wheeling in	18	"

VIA LITTLE MIAMI RAILWAY.

FOUR DAILY TRAINS.

First Train—Lightning Express—at	6 o'clock,	A. M.
Second Train—Accommodation Ex.	7.45 "	"
Third Train—Hillsborough Train	3.10 "	P. M
Fourth Train—Even'g Accommoda	5 "	"

The roads of this route are laid throughout with heavy T rail.

New York, Boston, and Montreal.

First Train—Lightning Express leaves Cincinnati at 6 o'clock A. M., connecting at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo; connecting at Dunkirk with New York and Erie Railroad, and at Buffalo with Buffalo and Albany Railroad to New York and Boston.

Second Train—Accommodation Express, at 7.45 o'clock, A. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad, at Buffalo with Buffalo and Albany and New York City Railroads, and at Buffalo with Niagara Falls Railroad, to New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

—ALSO—

Connects at Cleveland with the new and magnificent low pressure steamers QUEEN OF THE WEST, Capt. McBride; CRESCENT CITY, Capt. Pease; connecting at Buffalo with the Buffalo and Albany, New York City, and Niagara Falls Railroads, for New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

Fourth Train—Evening Express, at 5 o'clock P. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad; connecting at Buffalo with New York City, Buffalo and Albany, and Niagara Falls Railroads, to New York, Boston, and Niagara Falls.

Pittsburgh, Philadelphia, and Baltimore.

First Train—Lightning Express, leaves Cincinnati at 6 o'clock A. M., connecting at Crestline with Ohio and Pennsylvania Railroad to Pittsburgh, connecting with Pennsylvania Railroad to Philadelphia and Baltimore.

Through from Cincinnati to Philadelphia and Baltimore direct.

Zanesville, Wheeling, Baltimore, &c.

First Train—Lightning Express, at 6 o'clock A. M., and second Train, Accommodation Express, at 7.45 o'clock A. M., connect at Columbus with Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Lines, via National road to Wheeling, connecting with Baltimore and Ohio Railroad to Baltimore, Philadelphia, Washington, etc.

Fourth Train—Evening Express, at 5 o'clock P. M. Passengers by this Train sleep at Columbus and resume by Morning Train, via Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Line to Wheeling.

Hillsborough.

Third Train—Leaves Cincinnati at 3 P. M., connecting at Hillsborough with Ohio Stage Co.'s Lines to Chillicothe, Piketon, etc.

FARE.

From Cincinnati to New York via Railroad, either route	$16 00
From Cincinnati to New York via Railroad to Albany, and Hudson river steamer	15 00
From Cincinnati to New York via Lake Steamers to Buffalo, and Railroad to New York	15 00
From Cincinnati to New York via Lake Steamers to Buffalo, Railroad to Albany, and Hudson river steamer to New York	14 00
From Cincinnati to Boston via Lake Shore, New York and Erie and New York City Roads	20 00
From Cincinnati to Boston via Lake Steamers and New York City and Erie Roads	19 00
From Cincinnati to Boston via Lake Shore, Buffalo, Albany and Western Roads	19 00
From Cincinnati to Boston via Lake Steamer, Buffalo, Albany, and Western Roads	18 00
An additional charge of fifty cents via Niagara Falls and above routes.	
From Cincinnati to Montreal via Lake Shore Road,	18 00
From Cincinnati to Montreal via Lake steamer	17 00
From Cincinnati to Boston via Lake Shore Road and Ogdensburg	18 00
From Cincinnati to Boston via Lake Steamer and Ogdensburg	17 00
From Cincinnati to New York via Lake Shore Road and Ogdensburg	16 75
From Cincinnati to New York via Lake Steamer and Ogdensburg	15 75
From Cincinnati to Buffalo via Lake Shore Road,	9 00
From Cincinnati to Buffalo via Lake Steamer	8 00
From Cincinnati to Philadelphia or Baltimore via Crestline and Pittsburgh	15 00
From Cincinnati to Philadelphia or Baltimore via Cleveland and Pittsburgh	15 50
From Cincinnati to Pittsburgh via Crestline	7 00
From Cincinnati to Pittsburgh via Cleveland	9 00
From Cincinnati to Baltimore via Wheeling	14 00
From Cincinnati to Washington via Wheeling	15 00
From Cincinnati to Philadelphia via Wheeling	15 00
From Cincinnati to Wheeling	7 00
From Cincinnati to Cleveland	6 00
From Cincinnati to Zanesville	4 00
From Cincinnati to Columbus	3 00
From Cincinnati to Springfield	2 00

For all information and Through Tickets, please apply at office, southeast corner of Broadway and Front sts., Cincinnati.

au25 P. W. STRADER, Gen'l Agent.

Cincinnati, Wilmington and Zanesville Railroad.



OPEN TO LANCASTER.—Two daily Trains, (Sundays excepted) between Lancaster and Cincinnati. On and after Monday, June 26th, 1854, until further notice, trains will run as follows:

The morning Train leaves Lancaster at 5.10 A. M., and arrives at Cincinnati at 11 15. Returning leaves Cincinnati at 3.05 P. M. and arrives at Lancaster at 9.30 P. M.

The downward accommodation train leaves Lancaster at 10.05 A. M., and arrives at Cincinnati at 5.40 P. M.

The upward accommodation train leaves Cincinnati at 7.30 A. M., and arrives at Lancaster at 4.00 P. M.

Trains will stop for passengers as follows: At Amanda, Stout's, Circleville, Williamsport, Four Corners, New Holland, Washington, Rattle Snake, Sabina, Cross Roads, Wilmington, Sligo, Clarksville and Morrow; and on the Little Miami Road at Deerfield, Butterworth's, Water Station, Loveland, Miamiville, Milford and Plainville, and on proper signal by flag, or to the Conductor, at Branch Hill and Linwood, at Turnpike.

The downward Trains connect at Morrow with the Trains on the Little Miami Road for Columbus.

Lines of Omnibusses and Packets will run between Circleville and Chillicothe, and Stages and Packets between Lancaster, Logan, Nelsonville, Athens and Pomery; and Stages between Lancaster, Somerset and Zanesville connecting with the morning train from, and evening train to, Cincinnati.

Fare from Cincinnati to	Washington	$2 50
" " "	Circleville	3 00
" " "	Lancaster	3 60
" " "	Chillicothe	4 00

For other information and Tickets, apply at Ticket office, corner of Broadway and Front sts, and at the Little Miami Depot, or to the Station Agents on the line.

E. W. WOODWARD,
Engineer and Superintendent.

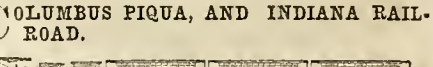
The Omnibus Line will call for and deliver passengers to and from the trains to any part of the City.

J. HOWELL, Conductor.

The Company will not be responsible for baggage exceeding $50 in value, unless the same be returned to the Conductor or Agent, and freight paid at the rate of a passage for every $500 in value above that amount.

je. 29

COLUMBUS PIQUA, AND INDIANA RAILROAD.



New route from Columbus, West and from Urbana, East.

On and after Monday September 19, 1853, two trains per day, (Sunday excepted) each way, will run on this Road, between COLUMBUS and URBANA. Will leave Columbus at 4.50 a.m., and 3.30 p.m.—arriving at Urbana at 8.12 a.m., and 6.34 p.m. Returning—will leave Urbana, for Columbus, at 9.15 a.m., and 3.00 p.m.—arriving at 12.05 and 6.55 p.m.

The 4.50 a.m. train, from Columbus, will connect with the night Express train from Cleveland and arrive at Urbana in time for the morning train north for Sandusky and intermediate points. Persons arriving by the morning Cleveland and Zanesville trains can have a few hours at Columbus and leave by the 3.30 p.m. train—arriving at Urbana in time to get supper and take the 5.35 p.m. train for Dayton and Cincinnati.

The 9.15 a.m. train from Urbana connects with the morning train from Cincinnati and Dayton that arrives at Urbana 8.10 a.m.—arriving at Columbus at 12.05 p.m in time for the 1 p.m. train for Cleveland, connecting with the Buffalo and Dunkirk boats. The 3.00 p.m. train will leave Urbana on the arrival of the Saudusky train—reaching Urbana at 2.45 p.m.—and arrive in Columbus in time for the various night trains.

A line of Omnibuses will connect with the trains at Urbana for the conveyence of passengers to and from Piqua and Greenville over a good Macadamized road.

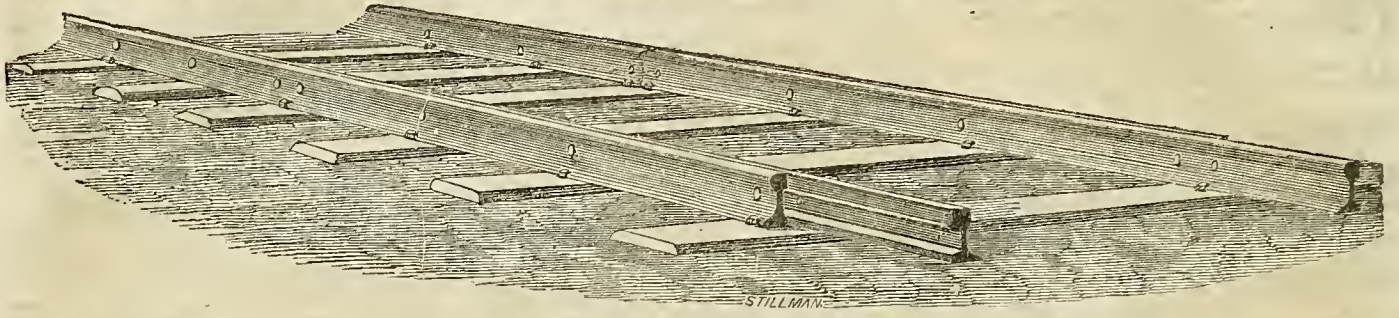
A. G CONOVER, Sup

Piqua, Sept. 13, 1853. s29-tf.

RAILROAD IRON, LIGHT WEIGHT.

470 TONS, 47 lbs. per yard, good quality and pattern, now lying at New Orleans. For terms, apply to VOSE, PERKINS & CO.,
sp27-tf New York.

WINSLOW'S
PATENT COMPOUND RAIL.



THIS RAIL, which is represented by the aoove, has now been in use on several Roads for upwards of three years; during which time it has become established among Railroad Managers as realizing the advantages of a

THEORETICALLY PERFECT RAIL.

Its advantages over the common form of "T" Rail are—a saving in the wear and tear of Machinery—it saves, to a great extent, in the repairs of track—it secures a high rate of speed with the same power, and what is certainly of equal importance, complete protection against some of the accidents to which roads are liable Being practically a continuous Rail for the entire length of the road, without break at the ends of bars, the jarring motion communicated thereby in passing over the common "T" Rail is avoided, as is also its effects upon Cars and Machinery. The comfort of travelers must of course be greatly increased.

This Rail is now manufactured at Hanging Rock Iron Works, upon the Ohio River, and at Mt. Savage Iron Works, Maryland. Specimens of the Rail and patterns of the same will be gladly shown, as well as information in relation thereto, given by application to

A. S. WINSLOW, Nos. 9 & 11 West Second Street, bet. Main and Walnut Sts., CINCINNATI.

J. F. WINSLOW, Troy, New York.
ERASTUS CORNING & CO., Albany, N. Y.

ap.7-tf

WHEELBARROWS!



ON hand, Wheelbarrows, of my own manufacture, suitable for Railroad, Turnpike, Canaling, etc., in ots to suit purchasers. Orders filled for any reasonable amount. HENRY ROCKEY,
jy. 20. No. 21 East Front st.

CAR MANUFACTORY,
Dayton, Ohio.

E. THRESHER & CO., having enlarged their shops, are prepared to contract on favorable terms, for building every variety of railroad Cars, in any quantity and on short notice, made of the best materials, and of the most approved workmanship.

They are prepared also to furnish jaws and boxes; the Washburn Wheel, 30 and 33 inch, adapted to inside or ontside bearing; cast iron frogs, steel plated; and switches of the most approved patterns.

They also manufacture blacksmith tuyeres, Harris' Patent; portable bolt forges: bolt heading and bolt cutting machines; upright drills, wheel presses; wood planers; tenoning and mortising machines, etc.

They respectfully invite the attention of railroad directors and superintendents to their establishment.
Dayton, Jan. 24th, 1853. jan.25-†

S. C. THOMSON & CO.,
MANUFACTURERS OF
PATENT PAD LOCKS,

For Railroad Switches, Merchandise Cars, Stores, Cemeteries, Iron Safes, &c.,

Cor. Railroad Avenue and Market st.,
jan.12† NEWARK, N. J.

KENTUCKY LOCOMOTIVE WORKS.
CORNER OF KENTUCKY AND TENTH STS.
LOUISVILLE, KY.

THE Proprietors of the Kentucky Locomotive Works would respectfully inform Railroad Companies and the public generally that, having completed their establishment, they are now prepared to receive and execute orders with fidelity and dispatch.

They will contract for

Locomotives, Passenger, Baggage, Freight, Gravel and Hand Cars,

Of every style and pattern, as well as all kinds of St and Machinery required for railroads.

Partienlar attention will be paid to repairing, which they have every facility.

They are also prepared to contract on favorable terms for building all kinds of Machine Tools, such as Turning Engines, Lathes, Planers, Drills, Slotting, Spliting, and Shaping Machines, of every variety of pattern.

Having also a large FOUNDRY connected with the establishment, orders for Castings are solicited, and will be filled with promptness.

Car Wheels of any pattern can be furnished on short notice. Double and single plate and Spoke Wheels of all sizes constantly on hand.

☞ Communications or orders must be addressed to OLMSTED, TENNYS & PECK,
je.8-tf Louisville, Ky.

Lightner's Patent Axle Boxes for Railroad Cars.

THE attention of Railroad Managers and others is called to this valuable improvement in

AXLE BOXES.

The first cost and "fitting up" of these boxes is 20 to 25 per cent below that of most boxes in use. They will save about 75 per cent in consumption of oil. The construction is simple; they are not liable to become loose, nor "heated" by severe service. The Resevoir is held close to the shaft, and the oil journals, are secure from dust yet easy of access; the brasses may be removed from the journals, while under the car, in a few minutes. Cars furnished with these boxes run from 4 to 5 weeks without replenishing the oil, and are not detained from the road for repairs ONE TENTH part of the time which is necessary when other boxes are used.

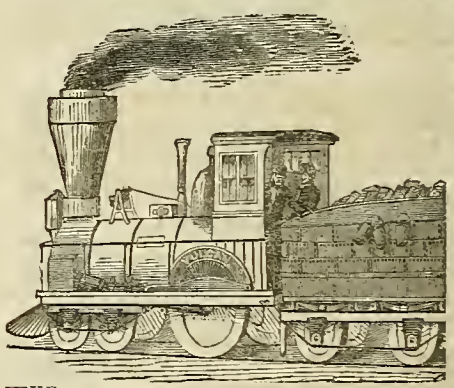
The business of a railroad can be done with a much less number of cars, with these boxes than if any other kind are used.

The first railroad men in the country have certified that Lightner's improvements in AXLE BOXES are among the first of the times.

Models and Testimony of the above Boxes, may be examined, and arrangements may be made for the right to use the same, with the subscriber.

WILLIAM SHERBURNE,
PRINCIPAL AGENT,
May 18.6* Office, No. 167 Broadway, New York.

Cincinnati Locomotive Works!



THE undersigned are prepared to furnish Locomotives equal in efficiency and durability to the best Eastern manufacture. Also, Shaping and Slotting Machines suitable for railroad shops. Also, all kinds of heavy forging and casting done at short notice. Also, bolts for bridges cut with dispatch.
ap. 20 MOORE & RICHARDSON.

ASHCROFT'S
METALLIC STEAM GAUGE.
(BOURDEN'S PATENT)

THE subscribers offer for sale this valuable Gauge. It is adapted to Locomotive and other steam boilers, indicating with accuracy the continual variations of steam within the boiler, enabling the Engineer to maintain a uniform and safe pressure. Any of the Eastern Railroads may be referred to for proof of its importance and value. BRIDGES & BROTHER,
sep.15-tf 64 Courtlandt St., New York.

WASON'S
CAR MANUFACTORY,
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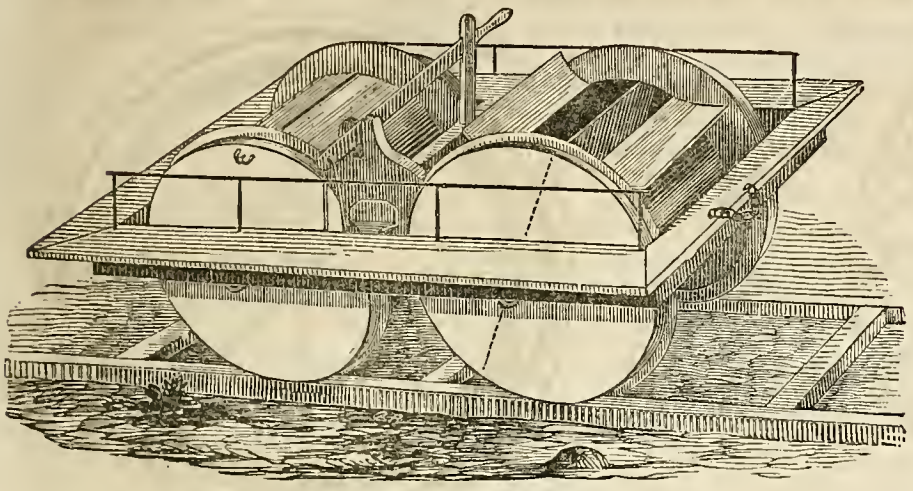
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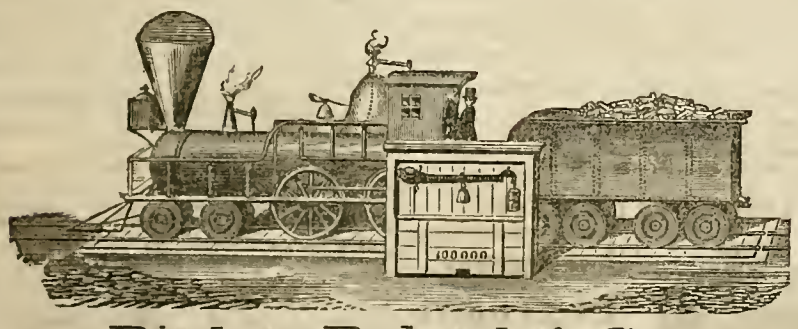
References.

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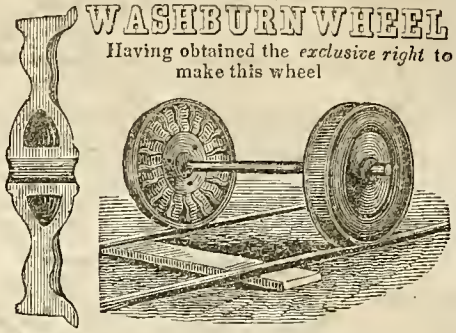
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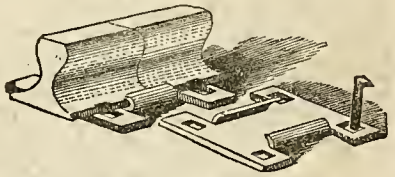
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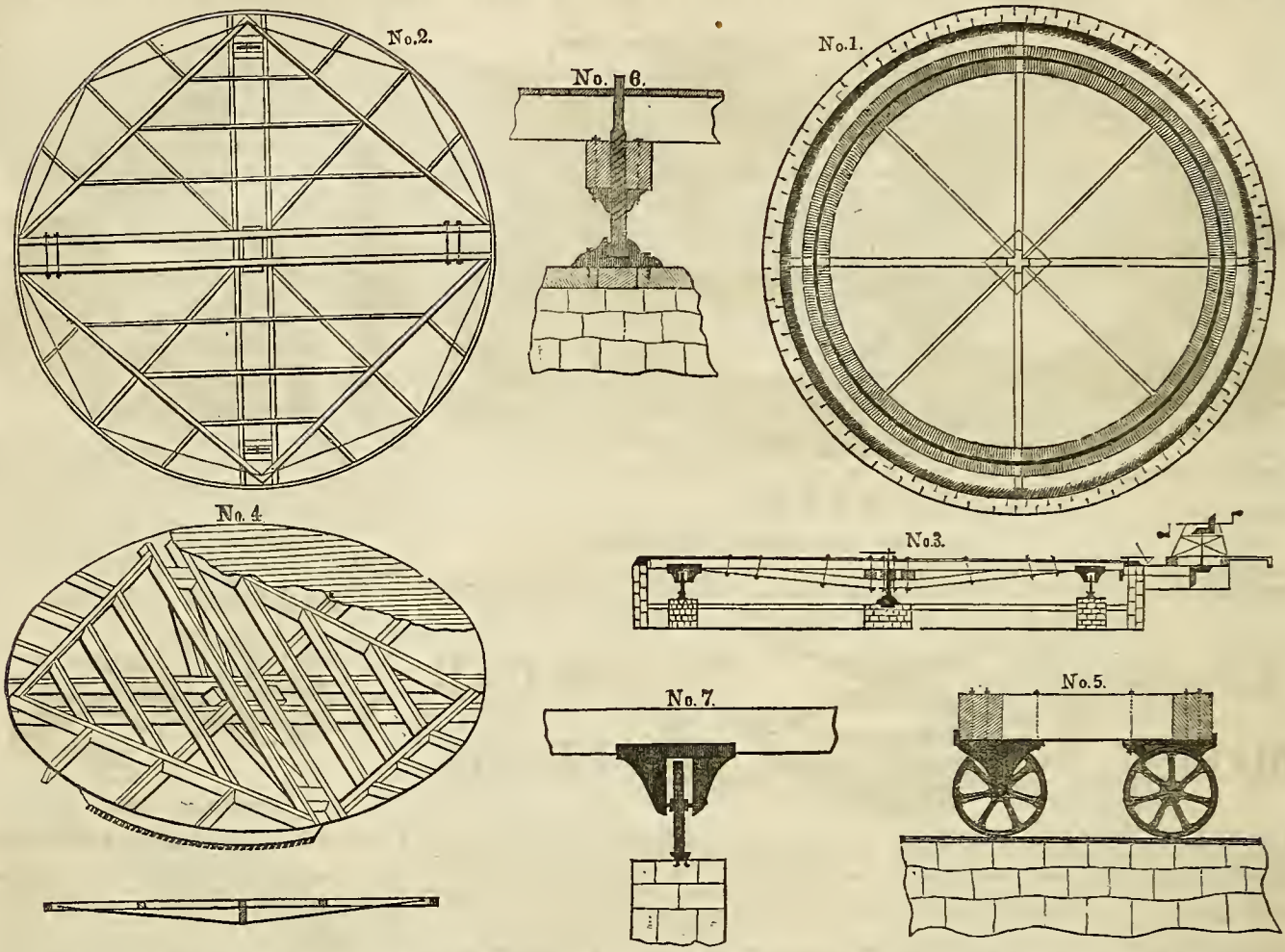
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The price, which is always based upon the use of the best materials and best workmanship which can be procured in tho market where used, can be determined only hy the locality.

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Ohio & Pennsylvauia Railroad, J. Edgar Thomson, President, S. W. Roberts, Sup't and Engineer, Pittsburgh, Pa.
Pennsylvania Central Railroad, O. W. Barnes, Resident Engineer, Pittshurgh.
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Cincinnati & Indianapolis Railroad, Indiana.
New Albany & Salem Railroad, Indiana.
Michigan Central Railroad, Michigan.
Dayton, Xenia & Belpre Railroad, Ohio.
Pomeroy Railroad, Engineer at Cincinnati.
Springfield, Mount Vernon & Pittsburgh Railroad, Ohio, Charles Anthony, President.

DESCRIPTION OF PLAN.

Fig. 1, of the above cut, represents the foundations, consisting of *Bank* and *Track Walls*, the latter made of cut, the former of hammer-dressed stone, with cut stone coping. The Track is bent of the ordinary T rail, spiked and leaded to the stone track walls. The Center Pier is made of cut stone, with a step for screw and pivot bolted to the same.

Fig. 2, shows the framing.

Fig. 3, is a side view of Main Truss, with the mode of gearing, including the mitre-wheels, iron crank frame, rack and pinion, foundations, pivot wheels and pedestals.

Fig. 4, gives a perspective view of rim, segments, decking, etc.

Fig. 5. is an end view of the main trucks, with pedestals and wheels.

Fig. 6, is a screw for pivot, 6 inches in diameter, working in a steel step through a nut for adjustment.

Fig. 7, shows a cross section of track wall, well, and pedestal.

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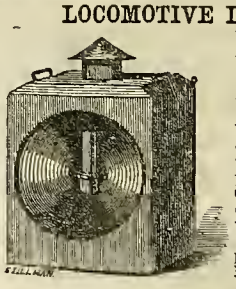
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Railroad Record.

E. D. MANSFIELD, - - - - - - Editor.
J. A. JAMES, - - - - - Associate Editor.

CINCINNATI:

THURSDAY MORNING.....AUGUST 31, 1854.

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MISSISSIPPI & MISSOURI RAILROAD.—From the Burlington Telegraph we learn that the work on the Burlington and Missouri river railroad, as far west as Ottumwa (seventy-five miles) is being prosecuted all along the line with an energy which is at once gratifying and astonishing, and we do not entertain a doubt that it will be completed for that distance with a rapidity almost if not entirely unexampled in the railroad history of the West.

The eastern road is also going ahead most encouragingly, and we have some reason to hope that within a few weeks, or at most a very few months, we shall have a direct and unbroken connection between this city and those of the Atlantic seaboard. Our friends at Peoria are moving in solid column and with renewed zeal in all that belongs to them in the premises, and we cannot doubt that their efforts will be crowned with an early and triumphant success. Their papers breathe the right spirit, and we infer as a matter of course that they but faithfully reflect the general sentiments of the people among whom they are published.

KENNEBEC AND WISCASSET RAILROAD, ME.—The Lincoln *Democrat* is informed by a gentleman from Wiscasset, that the citizens of that place are subscribing rapidly to the stock of the Kennebec and Wiscasset Railroad, and there is every prospect that the work will be commenced on the road during present season.

REMISSION OF DUTY ON RAILWAY IRON—INFLUENCE OF RAILWAYS ON NATIONAL INDUSTRY.

We conclude our argument on this subject, with the remark, that we will freely admit any articles on the opposite side, of reasonable length and moderation. We have not written with any desire to exclude other views, or to have the question determined on any other grounds than those upon which a statesman would like to place it.

We have proved (1st) that the duty on railway iron is a heavy burden on the construction of railways, amounting, at the present time to a tax of near five millions per annum; (2d) that this tax is not needed for the purposes of revenue, and (3d) that it does not benefit the American manufacturer. We shall now proceed to show that if (as far as possible) this tax results in seriously obstructing the progress of railways, and thus *changing or drying up* a large stream of employment, industry and investment, that change must prove disastrous to the county. Let usex amine first, the payments made for imported railway iron, and see whether in the present state of financial affairs, these payments can be continued, or whether they will not arrest the progress of railways. The following are the payments made for imported iron rails, for the year ending June 3d, 1853:

Value (excluding ordinary bar)	$12,500,000
Duties, cash, 30 per cent	3,750,000
Aggregate payments	$16,250,000

The greater portion of the original cost in England is paid in bonds, or in some kind of debt on time, which constitutes one great inducement for the purchase there. But when bought, *four millions in cash* must be immediately paid to obtain it from the Custom House. This is about 7 per cent. on the entire cost of 2,000 miles of railway completed; and about 22 per cent. of the cash raised by the stockholders. It is not to be doubted, therefore, that either the railways will be, to a large extent, arrested, or we must erect American iron works capable of supplying this universal demand. Why not erect American iron works! says one at once, in the most potriotic spirit. If this can be done, there are two sufficient reasons why they will not answer the immediate purpose. First—Iron works on a great scale, sufficient for this cannot be erected in time to meet the demand; and secondly, they will not be, for the same reason that obstructs railways—*the want of immediate available capital.*

We come to the conclusion that the tax on railway iron is likely, if continued, to obstruct the progress of railways, and thus change to a great extent, one of the principal channels of employment, industry and investment. Let us now examine what effect this will have on the industry commerce and finance of the country. It has been assumed, —with a want of reflection quite surprising —that railways have absorbed capital, and that to arrest railway construction would benfit mercantile affairs! This extraordinary position needs no controversy. All the history of railways prove, by incontrovertible demonstration, that they have immensely increased the capital of the country, given new facilities to commerce, and extended the range and amount of mercantile operations to an extent never known before. These are facts not to be controverted. But let us examine the effect on the industry and commerce of the country by arresting the progress of railways.

First. Capital to be created,—which will not exist if railways do not go on, equal to the wants of the country.

Massachusetts has 1,200 miles of railway, and *one twenty-fifth part* of the American population. At this rate the United States should have 30,000 miles of railway. But she has only the *two hundred and fortieth* part of the territory of the United States, exclusive of the territories. At that rate, there should be 288,000 miles of railway. Combining these ratios, and looking to the continued growth of the country, we must believe that 100,000 miles of railway by the year 1870, would by no means exceed the useful and profitable limits of such works. We have, say 18,000 miles of railway now, and in the next sixteen years we might usefully construct 80,000 miles more. This would be equivalent to 5,000 miles per annum. Looking however, to what is now actually constructed, and to the works in progress, we find that 3,000 miles per annum would be no more than a *minimum* estimate of what will be completed per annum, if the financial obstructions are removed, and railways be pursued only as a legitimate and profitable business. We will suppose that from financial difficulties the amount completed is reduced to 1,000 miles per annum; then the capital, labor, profits, and all things collateral to the construction of 2,000 miles of railway will be diverted into other channels or lie dormant.

Now, it has been satisfactorily proved, that on the completion of a railway, (after deducting a discount on the market value of stock) there is an absolute *gain* to the country, in the the increased value of lands, of commercial facilities, of freight, of interest, and other incidentals, fully equal to 150 per cent. on the capital. Thus the railway adds to the capital of the country.

The capital gained then, on the aggregate of railways, which may be under favorable circumstances, constructed in one year, would be—

3,000 miles of railway, cost	$90,000,000
Increased value, 150 per cent	135,000,000

Now, if two-thirds of this amount of work (2000 miles) be arrested, then the expenditure and the gain will be reduced to the following amounts:

1,000 miles of railway cost	$30,000,000
Increased value at 150 per cent	45,000,000

The arrest of railway construction to the extent of 2,000 miles per annum, would indeed diminish the amount of capital required, by $6,000,000; but it will also *diminish the amount of capital left in the country at the end of the year, by* $90,000,000.

But the practical result is far more striking than this, for as we have formerly shown, $6,000 out of the $30,000 per mile, is in iron bought abroad on credit; and 20 per cent. stock, taken by the contractors, may represent their profits or gains. So that $11,000 per mile may be struck out of the active capital of construction, reducing the total to $19,000 per mile active capital. It is $19,000,000 only then which makes a gain in capital of $45,000,000, and the subtraction of $38,000,000 (or 2,000 miles) reduces the capital gained to the country at the end of the year, by $90,000,000. Considered then, in the mere light of a mercantile transaction, the reduction of the amount of railway construction below the present average, must not only diminish so much of the active capital employed, but also reduce by at least double that the amount of solid capital accumulated during the year. Some example of the practical applications of this principle we have in the increased value of property in several of the states, where railways have been most extensively introduced. For example, the assessments of the state of Ohio, at an interval of two years, were as follows, viz:

In 1852, aggregate value	$520,000,000
In 1854, " "	800,000,000
Increased value of property	$280,000,000

Now, in what way has this increased value been created? There are but three ways in which the aggregate value of a state can be increased—

1. By the absolute profits (or accumulated capital) of labor, in agriculture and manufactures.

2. By the profits of labor, put in *permanent improvement*, such as roads, canals, fences, houses, factories, etc.

3. By the improvement in *commercial facilities*, by which property possessing them are made more valuable, such as railways, steamboats, machinery, etc.

Now, in the case of the state of Ohio, we have data to distribute with tolerable accuracy, the respective shares due to these several modes of accumulation.

1. The surpluses of labor in the proceeds of agriculture and manufactures amount to about $50,000,000 per annnm.

2. The increased capital in houses (about 8,000 in number,) in live stock, fences, roads, etc., cannot be placed above $30,000,000 per annum.

3. For two years, these sums doubled make $160,000,000, (the above being estimated at the present high prices. It follows, then, that $140,000,000 of the increased values are due to railways and commercial machinery.. When we look to the increased valuation of Cincinnati, Cleveland, Columbus, Dayton, and other railway towns and counties, we cannot doubt that the increase is due to railways in fully that proportion. Deducting, however, some $40,000,000, as due to other forms of commercial machinery, as to introduced capital, we find $100,000,000 as due to railways. No intelligent man can examine the statistical data—officially furnished by the state of Ohio—and not arrive at this conclusion. But, on what amount of railway capital has this increased value been obtained? In these two years there have been finished, in round numbers, 1,000 miles of railway, the cost of constructing which may be assumed at $30,000,000.—Thirty millions of dollars then, placed in railways *have produced one hundred millions*, or seventy millions clear gain—233 per cent. on the original capital. All railways have not been as useful, and therefore we have assumed only 150 per cent. as the average gain. This, we think, after the facts stated above, will not be deemed too much.

The arrest of construction of railways to the extent of 1,000 miles per annum, below what we have estimated as legitimate and beneficial, will, it is true, diminish the demand for railway capital in the next five years, one hundred and fifty millions of dollars. This looks, *at first sight*, as if it would be a relief to the mercantile pressure. But look beyond this, to the *ultimate*. At the end of five years, the country will have THREE HUNDRED MILLIONS LESS POSITIVE CAPITAL, than if 5,000 miles of railway had been made; and the commercial interests will be injured far more, than any temporary benefit which may accrue.

But, let us now turn to what is perhaps the most important consideration in the whole case—*the change in the industry of the country.*

The tariff on iron is imposed to protect the American Industry. We have shown that in the case of railway iron, it has been of no benefit to the American manufacturer, while it has been a heavy burden on the railways.—Now, let us suppose that this burden combined with pecnniary pressure is great enough to arrest the progress of railways, what will happen? It must, to that extent, change the direction of industry. The laborers and mechanics on railways must go into other employments. Let us see to what extent this change must be made. In the past three years there have been made 3,000 miles of railway per annum. Suppose, then that 2,000 miles per annum are cut off, and the workmen seek other employments, what will be the effect?—Let us see how many will be discharged.—It is entirely safe to say, that averaging all classes of workmen, the cost of labor is $1 per day, and the working days not more than 300. We have then this result in the reduction of railway labor:

Cost of 2,000 miles of railway	$60,000,000
Deduct iron	15,000,000
Deduct ties, timber, etc.	5,000,000
Paid for labor	$40,000,000
Laborers employed	133,300
Population, adding 4 women, children, and infirm to each laborer	666,500

Striking off two-thirds the amount of railway construction will throw *six hundred and fifty thousand persons out of employment*, who must seek work wherever they can find it, and change their residence to whatever place they find as a home, and crowd into other vocations. How will this affect commerce and manufacture? Already the stoppage of some railways is producing most disastrous effects on the internal trade of the country. The village merchant has bought large supplies to trade with the workmen on a neighboring railroad. It has stopped. He loses some of his debts: he buys less goods, and the city jobber, in turn, finds his sales diminish; and finally, merchant, manufacturer and banker find themselves cramped. A portion of the industry of the country is *paralyzed*, and the activity of trade, capital and currency is soon paralyzed also.—As yet, the evil is but little felt; but if railway construction, in the main, be arrested, the vast change produced in the industry of the nation will prove disastrous to all classes of business. To estimate properly the result of throwing 600,000 people out of employment, let us take a measure of comparison. Lowell, Lawrence and Manchester, are three of the largest manufacturing towns in this country; but their entire population is only 65,000.—Now, arresting the construction of 2,000 miles of railway per annum, will be equivalent to throwing out of employment, *ten times the entire population of Lowell, Lawrence and Manchester!!*

But is there any class of interests to be benefitted by this operation? Not one. If the American iron manufacturer does not supply railway iron now, still less can he when no such iron is wanted. We come then, to this, that the arrest of railway construction to the extent of two-thirds the present annual amount will prove disastrous to all the interests of society, and to none more so than to commerce and manufacture, from which such an event will take a large part of both their capital and their activity.

In regard to the tax on railway iron we have proved by incontrovertible facts the following positions:

1. That the duty imposed by Government on imported railway iron, is a *real and heavy burden* on railway construction, amountiug at this time, to *near five millions per annum.*

2. That this tax *is not needed* for purposes of revenue; but on the contrary, the whole amount has actually been locked up in the Treasury, without expenditure and without interest.

3. That *it has not benefitted* the American manufacturer; but on the contrary, the importation of railway iron has rapidly increased.

4. That the arrest of railway construction, to the extent of two-thirds of the present annual amount, will leave the country, at the end of five years, with *three hundred millions less positive capital*, than it would otherwise have had.

5. That such an arrest of railway constrnction will require *six hundred and fifty thousand people* to find new employment, and thus prove disastrous to all the interests of society.

6. That so far then, as the government tax on railway iron tends to produce these results, it tends to injure the business and prosperity of the natiou.

Railroads.

MEMPHIS & CHARLESTON RAILROAD.

We are in receipt of "an Exhibit" of the affairs of this company up to May, 1854, from which we gather that the road is in a very forward state, and will be completed at the earliest possible moment. This is a flattering testimonial of the manner in which the financial affairs of this company have been conducted, in thus enabling it to progress, while so many similar undertakings have been compelled to suspend operations until the financial horizon shall present a less clouded aspect.

There are 108 miles of track already laid and in operation, viz:

Memphis to Lagrange,	60 miles.
Sommerville Branch	13 "
Decatur to Tuscumbia	43 "
Tuscumbia to Tenn. River	2 "
Total	108 "

The remainder of the line is all under contract, except the Mississippi portion of some 30 miles; much of the grading, masonry and bridging is completed and ready for the rail. The iron for the 83 miles in Alabama, from Decatur to Stephenson, the point of junction with the Chattanooga road, has been contracted for, and is looked for to arrive daily. The iron and equipment for the 43½ miles in Tennessee is to be provided for by the state, to the extent of $10,000 per mile, and $100,000 for bridging the Tennessee, thus there will be but little delay in putting a large part of the line in running order.

The iron is of the T pattern, 60 pounds to the yard. The cross-ties are of white-oak 9 to 10 inches face, and laid 27 inches from center to center; the masonry is of limestone rock, laid in the best manner. The whole work, as well as equipment, will be of the very best and improved kind.

The maximum grade is 47½ feet to the mile; the maximum curvature is four degrees; the number of curves being very few, the road being located mostly in tangents of from 10 to 16 miles each.

The right of way, 200 feet, depot grounds, water stations, etc., have been secured, mostly as donations, or at merely nominal prices.

The main line is 273½ miles, branches 15 miles, total 288½ miles. It crosses the Mobile and Ohio road 93½ miles east of Memphis, and the New Orleans and Great Northern at 123½ miles, and intersects the Nashville and Chattanooga road 38 miles west of Chattanooga, thus opening a direct Eastern route from the Mississippi river, by which numerous connections can be made by the various diverging lines.

The road is divided into two divisions, Eastern and Western, the Alabama state line being the center point,

The Eastern Division is estimated to cost	$2,489,199 86
Western Division	2,067,300 00
Total, 288½ miles	$4,556,499 86
Or, for construction, per mile	$13,795,00
" Fully equipped " "	15,795,00

The resources of the company are as follows:

City of Memphis	$500,000 00
" Charleston	500,000 00
" Huntsville	50,000 00
Madison county, Alabama	100,000 00
Individual subscription	1,656,538 18
State Aid, Tennessee,	935,000 00
	3,491,558 18
Proposed loan on Con. Bonds of the Co.	1,600,000 00
Total resource	5,190,551 18
Deduct estimated cost	4,556,499 86
Leaving surplus of	535,058 32

The road has been in operation between Memphis and Lagrange, 50 miles, and over the Sommerville Branch, 13 miles, for some nine months, earning within that time the sum of - - - - - - - $139,107 96

Expenses, - - - - - 58,425 34

Net earnings, - - - - $80,682 62

The cost of these 63 miles does not exceed $750,000, thus showing a profit of upwards of 13 per cent. per annum, upon the capital invested.

Railroad Earnings.

July, 1853--4.

EASTERN:

Name of Roads.	Miles.	1853.	1854.	Increase.	Per Cent
New York & Erie, - - -	460	$318,182 92	$414,344 35	$ 96,161 43	30.22
Baltimore & Ohio, - - -	380	164,140 42	270,214 10	106,073 68	64.62
Do do Wash. Br.	39	27,170 85	30,299 55	3,058 70	11.25
Pennsylvania Central, - -	353	157,244 90	209,299 87	52,054 97	33.10
Hudson River, - - - - -	143	121,584 29	135,153 39	13569 10	11.16
New York & New Haven, -	76	79,222 05	78,261 94	Decrease.	

WESTERN:

Name of Roads.	Miles.	1853.	1854.	Increase.	Per Cent.
Mich. So. & Nor. Ind. - -	247	$107,568 45	$120,421 45	$12,853 00	11.94
Michigan Central, - - -	278	103,542 09	123,382 19	19,840 10	19.15
Ohio & Pennsylvania, - -	187	56,728 01	75,626 07	18,898 06	33.30
Little Miami and Col. & Xenia	119	74,228 52	79,994 91	5,766 39	7.77
Galena & Chicago Union -	120	44,874 00	93,641 21	48,767 21	108.67
Cleveland & Pittsburgh, - -	101	34,373 08	36,643 81	2,270 73	6.60
Milwaukee & Mississippi, -	104	16,177 00	35,574 74	19,397 74	119.72

Earnings for June 1853–4, not before given.

Name of Roads.	Miles.	1853.	1854.	Increase.	Per Cent.
New York & Erie, - - - -	460	$336,018 00	$398,750 00	$62,731 00	18.66
Detroit & Pontiac - - -	25	5,407 00	6,418 00	1,011 00	18.70
Galena & Chicago Union, -	120	49,010 00	120,879 00	71,869 00	146.64
Stonington, - - - - -	50	21,244 00	20,966 00	Decrease.	
Kennebec & Portland, - -	60	12,176 00	17,700 00	5,524 00	45.36

Our Table of Earnings this month is very meagre, notwithstanding our utmost endeavors. From what we can collect, we find that the increase over last year is uniform and steady, and at this time, when railroads are so decried, presents the best possible evidence of the fact that railroads must and will pay good dividends, if properly managed.—The recent developments in the fraudulent management of railroads, will tend to induce more caution, and a closer scrutiny into their affairs, which, while it harms no one, will greatly benefit the stockholders.

Five Eastern roads, 1,375 miles, have increased over last year	150.35 pr. ct.
Or, per mile	10.90 "
Seven Western roads, 1,166 miles, have increased over last year	307.15 "
Or, per mile	26.57 "

This increase of the Western roads, so much in advance of the Eastern, is one of the best arguments we can have in favor of our assertion that more railways are needed. This large increase arises from the fact that many of the roads now complete, and running their entire length, or nearly so, were last year incomplete, and used only for a few miles. Each mile completed adds to the receipts in a very heavy ratio. In a great many sections of the country, where roads are expected to be completed within a short time to certain points, large quantities of freight are hauled to those points, awaiting such completion, and not unfrequently does it occur that the new roads have not the facilities for carrying it off at once; and where roads are thus needed, they must and will be built. The present stringency in monetary affairs, so far as relates to railroad securities, will have the effect to cause such roads to be built by means raised mostly at home, as they should be; then will the railroad system be healthy and prosperous, and profitable, also.

PACIFIC RAILROAD—SOUTHERN ROUTE.

The Texas *State Gazette*, city of Austin, of the 5th inst., announces the result of the bidding for the construction of the Pacific Railroad. It was awarded to Messrs. R. J. Walker, T. Butler King, and their fifteen associates of Texas.

The terms of the contract obligate the contractors to construct the Mississippi and Pacific Railroad from a point on the eastern boundary line of the State of Texas, not north of the town of Fulton, in the State of Arkansas, to a suitable point on the Rio Grande, at or near the town of El Paso; to cross the rivers Trinity, Brazos and Colorado, as near the 32d degree north latitude, as practicable; and this on the terms and conditions, and for the consideration expressed in the act of the State of Texas, passed for that purpose, and approved December 21st, 1853.—They agree to commence the work within thirty days after the execution of the contract, in case it may be awarded to them, to furnish and place in running order fifty miles of said road within eighteen months from the date of said contract, and to furnish and place in like order one hundred miles of said road each and every year thereafter, until the whole shall become completed, of the first class of railroads; and they have deposited in the Treasury of the State of Texas, par stocks to the amount of three hundred thousand dollars, to be forfeited in case fifty miles of the road shall not be completed within eighteen months from the date of the contract.

The New Orleans *Delta* states that there are now upwards of three hundred hands engaged on the work in Texas, and that before the expiration of ninety days, the number will exceed one thousand. Among the Texans associated with Messrs. Walker & King, is Mr. Maverick, of San Antonio, who is said to be the largest landholder in the world, and by far the wealthiest citizen of Texas, and no less distinguished for his patriotism, and high character and integrity than for his large means.

Pittsburg and Steubenville Railroad.—We extract from the Pittsburg *Commercial Journal* a paragraph relative to the Steubenville and Indiana Railroad, which will be interesting to our readers:

This important work is now almost completed—the grading, except upon three sections, is finished, and the iron is now laid on 80 miles, leaving but 35 miles of track laying to close up the entire line, which is going on rapidly. We understand the Company have sufficient means to push it forward to completion, and learn from reliable authority that their financial agents, Messrs. Robert Garrett & Sons, of Baltimore have lately effected sales of two hundred thousand dollars of their bonds in Europe. This speaks well for the credit of the road, both at home and abroad. The Steubenville and Indiana road will unquestionably be the extension through Ohio and the West for the great roads centering in Pittsburg, affording the shortest outlet, and over which no western road can make better time.

THE RESOURCES OF NEW JERSEY.

The iron of this state has attained a world-wide celebrity, and is acknowledged to be the best, in many respects, that has been discovered. The geological survey, which has recently been commenced, will undoubtedly reveal resources of equal excellence. A very valuable deposit, as we announced a few days since has already been found in Sussex county, and rich marls probably exist throughout the state. In the iron and zinc regions new minerals will perhaps be developed, and possibly other metals discovered, which will be the means of employment and wealth to many.

About a year and a half since, some persons in searching at West Milford, Passaic county, for iron, came across a bed of clay, with the nature of which they were unacquainted. Until recently is has not been improved, on account of ignorance of its value; but a scientific investigation has revealed the fact that it is Kaolin, an exceedingly valuable porcelain clay, which is quite scarce. It can be used in the manufacture of porcelain ware, tiles, fire brick, the glazing of cards, soap, paint, &c. The deposit at West Milford is of the purest kind; it is of various colors, white, red, chocolate and others.

The porcelain manufactured from it will be equal, it is thought, to the best French. The deposit is large, and a company of capitalists is about to be formed, under the name of "Mackapin Kaolin Company," to work it. Similar deposits exist in Japan, China, Saxony, France, England, one at Amboy, discovered by the former geological survey, and one of an inferior kind near Philadelphia. The composition of the clay is alumina and silica, and it is generally formed from disintegrated granite. Many gratifying results, similar to this will certainly be accomplished by a thorough exploratioa of the resources of our State.—*Newark Adrertiser.*

Galveston and Henderson R. R. Co.—Capt. Thos. D. Chapman arrived on Saturday from New York, by the ship Fannin.—We understand he comes as the agent of the Galveston, Houston and Henderson Railroad Company, and will exercise a general superintendence over this road, making his residence in this city. Capt. Chapman will suspend the work upon the road until the weather becomes cooler, when the road will be vigorously prosecuted to completion. His first object will be to examine this bay, and ascertain the best place and method of connecting the island with the main land. The high character we have heard of Capt. Chapman gives us increased confidence in this important enterprize.—*Galv. News, 25th.*

The State *Gazette* says: "On the first of this month, according to the terms of the loan negotiated in England, by Col. Lacey, an installmentof $100,000 was to have been paid in New York, and this amount continued each month until the whole sum of three millions of dollars is paid to the company, in consideration of the transfer of the company's bonds for that amount. The Editor adds:

Should the amount come to hand, it may be probable that the people of Houston will see the railroad at that place by next July, as formerly intimated. We understand tbat the contractors for laying the rails from Virginia Point across the bay to Galveston, will commence the work this fall, and will most likely either construct a dyke or lay the rail upon an iron frame work. The company are said to have sufficient means to construct the road to Houston without falling back upon the English loan. Much of the Virginia Point is a low, wet prairie, and owing to heavy rains the past season, the work has been very seriously retarded."

The Steam Excavator.—The Marietta *Intelligencer* says: "The Steam Excavator now, and for several weeks past at work on the M. & C. Railroad, about four miles above town—a short distance over little Muskingum—is worth a day's journey to see.

"We saw it for the first time on Friday last, and for the first time took a ride on the Marietta and Cincinnati Railroad in Marietta township. The locomotive takes from twelve to fifteen cars each trip, and makes from 36 to 40 trips per day. The distance from "the pit" to "the dump" is now something over a mile.

We shall not undertake to give a description of the excavator, for we could not, if we had ample time, give half so good an idea of it as can be obtained by a single glance, when it is in operation. We may, however, state, that the machine cost Messrs. Richmond, Nichols & Co.,—(the contractors upon the division extending from Marietta nearly forty miles towards Wheeling.)—$7.200. It was an invention of a yankee (of course,) named Carmichael, now deceased. The patent is now owned by O. S. Chapman.

"The *shovel* holds 1 1-2 yards, and discharges itself into the cars twice a minute. In other words, two motions of the shovel, occupying one minute's time, fill each car—containing three yards of earth.

"There are, of course, occasional interruptions, in the starting and return of the trains, &c.; but, with this single shovel, and with one locomotive to haul the train of dirt cars, an average of more than 1200 yards of earth is shoveled up, carried more than a mile, and placed into an embankment, each day.

Fremont & Indiana R. R.—In reference to the work on this line of road, the Fremont *Democrat* of the 25th inst., says: "The whole force of the company, (about 400 men,) is now employed on the line of the road between Findlay and Lima. The work goes steadily along, notwithstanding the almost insufferably hot weather. The whole line to Union, Indiana, the south-western terminus of the road, has for some time been under contract."

NOVEL TICKET PRINTING APPARATUS FOR RAILROAD COMPANIES.

The *New York Journal of Commerce* says: "A very ingeniously constructed machine for printing and numbering the tickets used in passenger trains, with great rapidity and perfect accuracy, and which is in use in connection with the principal railway lines in Europe, has just been brought to this city from London, with a view to its introduction here. It has been placed in the office of the New Haven Railroad Company, and its adoption is a matter pending the action of the Directors.—It is worked by hand and is capable of completing 200 tickets per minute. It is notorious that under the present ticket system, it is morally impossible to insure perfect accuracy in their management, and constant losses are incurred by stockholders, in consequence.—The advantages incurred by this machine are calculated to remove this difficulty and save much labor, as a few minutes suffice to prepare a sufficient quantity of tickets for any given day, and the last ticket from this machine invariably bears on its face figures indicating the precise number that has been issued; and the lettering affords a safegaurd against the perpetration of fraud. In addition to this apparatus, is a small but curiously constructed stamping machine, for instantly printing the date on the tickets as they are issued, by which great facilities for booking passengers are afforded. The apparatus may be made to suit any extent of traffic, or number of stations on a railway. It is termed, "Thomas Edmondson's Patent Apparatus," and Mr. Hamlet Rothwell is the agent for the United States. Should this system be adopted here, and we are assured that there is no doubt but that it will, a radical change will be effected in this important department of railway management."

Mad River & Lake Erie Railroad Company.—The stockholders of the Mad River and Lake Erie Railroad elected the following Board of Directors at their meeting in Sandusky on the 17th inst.

E. F. Osborn, Sandusky; Samuel Henshaw, Henry Timmings, Boston; David A. Neal, B. F. Chamberlain, Salem, Mass; J. P. Yelverton, New York; M. P. Sawyer, Boston; William Hunt, Fremont, O.; S. C. Parkhurst, Cincinnati; E. Lane, Sandusky.

The State Directors are—R. E. Runkle, West Liberty; E. Smith, Dayton; John Ewing, Findlay.

At a meeting of the new Board of Directors, E. F. Osborn, Esq., was elected President.

The annual report of the operations of the company has not yet been published.

McMinnville & Manchester Railroad.—The McMinnville *Enterprize* says, that the entire bridge masonry on the McMinnville and Manchester Railroad, has been let to Messrs. Saulpaw & Bro.

RAILROAD STATION HOUSES.

We know of nothing connected with railroads generally, wherein the comfort and convenience of the passenger is less consulted and cared for, than in the supply of station houses along the line of these roads. At the majority of stopping places there are no houses of any kind, for the shelter of those awaiting the arrival of the cars, leaving them exposed to the scorching rays of the summer sun, or the peltings of the storm; while, with a few exceptions, where there are such accommodations, they are set out in the sun without a shade-tree in the neighborhood, and are usually, anything but cleanly and inviting, being, in most instances, the loafing place of the idle in the vicinity, much to the annoyance of travelers, especially when there are ladies in the number.

This should not be so; the greater portion of these discomforts could be readily avoided by a little more care on the part of those in authority. It is not so upon European roads; and while they can learn very many things of us in the management of railroads, we can quite as advantageously take a lesson from them in this respect. In Mrs. Stowe's recent work, "Sunny Memories of Foreign Lands," we find the following description of a station house at Wittenberg, Germany. We commend an attentive perusal of it to our railroad Directors, and hope that they may be induced to go and do likewise. Mrs. Stowe says:

"Arrived at the station, we found we must wait till half-past five in the afternoon for the train. This would have been an intolerable doom in the disconsolate precincts of an English or an American station, but not in a German one. As usual, this had a charming garden, laid out with exquisite taste, and all glowing and fragrant with plats of verbena, and fuschias, heliotropes, mignonette, pansies, while rows of hothouse flowers, set under the shelter of neatly trimmed hedges, gave brightness to the scene. Among all these pretty grounds were seats and walks, and a gardner, with his dear pipe in his mouth, was moving about, watering his dear flowers, thus combining the two delights of a German, flowers and smoke. * * * *

The station room was an agreeable one, painted prettily in frescoes, with two sofas.—So we arranged ourselves in a party. S. and I betook ourselves to our embroidery, and C. read aloud to us, or tried the Amati, and when we were tired of reading and music we strolled in the garden and I wrote to you.

I wonder why we Anglo-Saxons cannot imitate the liberality of the continent in the matter of railroad stations, and give the traveler something more agreeable than the grim, bare, forbidding places, which now obtain in England and America.

Wabash Valley Railroad.—The first ground was broken on the Valley Road, immediately below Palestine, Ills., on Wednesday, the 16th inst. The first shovel full of earth was removed by the Chief Engineer, Mr. Summers, amid the firing of cannon and the huzzahs of a large concourse of the citizens of Crawford county.

STEUBENVILLE & INDIANA RAILROAD.

The Steubenville and Indiana Railroad, (says the *Steubenville Herald*,) is much nigher completion to Newark than is generally supposed by our citizens, or the public. The road when completed to that point, will connect with the Central road leading to Columbus, Cincinnati, Cleveland, etc.

A gentleman employed on the road, and who has just returned from an excursion over the entire distance, informs us, that from three miles west of Urichville, the track is laid to Coshocton, a distance of thirty-one miles.—The grading between Coshocton and Newark is entirely finished—a distance of thirty-six miles.

The chief cause of delay will be the big tunnel at Mastersville, which the contractors are confident of being able to see day-light through within a month; when this is accomplished the balance of the road will be complete and a connection between Steubenville and Newark, a distance of one hundred and fourteen miles, in running order.

This is cheering news and should encourage the Steubenville and Pittsburgh Company to renewed energy. When this is made, we shall have the most desirable route between the East and the West of which the country can boast.

Railroad Celebration in Germany.—The directors and principal administrators of all the German railways, have recently held a grand congress at Baden, to deliberate on affairs of locomotion. At a banquet served in honor of this congress, the guests, to the number of one hundred and thirty-seven, were seated at a long table, which, by ingenious allegory, represented a railway with a double track. At a signal given immediately after the soup, a locomotive appeared upon the table, to which was attached a train loaded with dishes of the choicest and most solid food.—The succulent train advanced slowly, an imitation of the passenger trains upon all German roads. After having made the tour of the table without stopping, in order to give a view of the good things with which it was freighted, the train again started, making a station in front of each guest, and permitting him to fill his plate according to his appetite and fancy. The trains followed each other in constant succession for two or three hours, departing each time well loaded with comestibles, and always returning empty to the depot. The dinner was as magnificent as it was copious, and gave a favorable idea of the culinary art in Germany.

South-Western Railroad of Georgia.—The South-western Railroad Company has declared a dividend of *four dollars per share*, from the business of the company for the past six months.

NASHVILLE AND HENDERSON RAILROAD.

We give the following as news of the day; hut trust most sincerely that the *opinion* of the Springfield Intelligencer will not prove to he the fact. This road has been under way some time, and we rather expected to hear of its final completion than of its abandonment thus. We give the item for what it may be worth.

A meeting of the Board of Directors of this road was held iu this city last week, at which it was resolved to locate the road from Edgefield through Goodlettsville to Springfield in Rohertson county, and that a call of eight per cent, be made upon the stock, payahle in monthly instalment of two per cent.

The Springfield *Intelligencer*, in noticing the above, remarks as follows: "This sounds very encouraging, but we doubt very much if the "take in" will be successful. What advantage, we ask, can be derived from locating and working on the road hetween this place and Edgefield, when the work has been entirely suspended on the Kentucky side, and no prospect of a re-commencement. The stockholders here have expressed themselves determined not to pay any part of their subscription, until they are fully convinced of the ahility of the Kentucky side to build their part of the road. We are of opinion that the the work will be discontinued, as soon as a sufficient amount is received to pay the engineers, surveyors, &c., for what they have already done:"—*Nash. Whig.*

Sunbury & Erie Railroad, and the City of Philadelphia.—One branch of the Council has appointed a joint special committee of five persons to inquire as to whether the second installment, due on the 1st of August, on the subscriptions of Mr. Crane and others, to the Sunbury and Erie Railroad has been paid; and also to report the present condition of the city subscription to said railroad. We hope the committee will make a thorough investigation of the matter, and publish the facts as well as the conclusions hased upon them, when they make their report. Since recent events have called puhlic attention to this subject, it may not be amiss to refresh the public recollection with the names and amounts of the additional subscriptions upon which the city subscription was made. It is extracted from the report of the annual meeting of the Board of directors of the Sunhury and Erie Railroad. Mr. Cooper stated that the following subscriptions had heen received hy him: Choteau, Sanford & Co., $500,000; Mr. Goodwin, $50,000; Joel White, $50,000; Edward Crane, $900,000; District of Richmond, $250,000; in the hands of the Committee, say, $200,000. Total, $1,950,000.—*Philadelphia Ledger, August* 12.

Dayton and Michigan Railroan.— It will be recollected that some time since the directors of this road determined to avoid Sydney, and take what was known as the Turtle creek route, which is considerably shorter and more easily constructed than the former route. They were prevailed upon, however, to change this determination and pass through Sydney, by the agreement of Mr. Carey, to construct the line through that place, and take the Shelby county subscriptions. Mr. Carey has failed to comply with his contract, and it appears that the former controversy about the two interests is about to be again revived.—*Hancock Cour.*

Vermont Central Railroad.—At a meeting of the stockholders of the Vermont Central Railroad, held on Friday afternoon in Cochituate Hall, Henry W. Pickering, Esq., of Boston, in the chair, the following vote was unanimously passed:

Voted—That a committee of six he appointed to select suitable persons for Directors of the Vermont Central Railroad Company, to be voted for at the annual meeting, Sept. 12, and that this committee report a list at an adjourned day (previous to the annual meeting), at Cochituate Hall, at such times as they may elect.

The committee was appointed hy the chair and consisted of Messrs. Joseph Bradlee, H. H. Hunnewell, George M. Dexter, G. O. Hovey, Andrew T. Hall, and G. A. Whitney.—It was also voted that at the adjourned meeting the committee report a list of the present stockholders. The following is a summary of the receipts and expenses of the road for the year ending June 30:—Earnings, $829,119 60; expenses, $605,326 48. Thus the earnings exceeded the expenses hy $214,793 12.—*Vermont Paper.*

Eastern Railroad Company.—The Boston *Courier* says: "The Directors of the Eastern Railroad Company will offer to the stockholders the honds of the Company, ($100 for $80 paid in,) each in proportion to the stock they may own, five shares heing entitled to a $100 hond, and with a guarantee that they will, under no circumstances, make a sale of their honds at a lower rate, without making to any person, who may take those now offered, an allowance on each that will equal the difference. The bonds will he issued in sums of $100, $500, $1000. The honds are payable in twenty years from August 1, 1854, and bear interest payahle semiannually at six per cent."

A New Style of Bricks.—Amongst the more recent inventions patented by English manufacturers perhaps the most important aud interesting is that hy Mr. Summerfield, of the Glass Works, Birmingham Heath, for what are termed chromatic glass, or glass-faced grooved bricks. It has already attracted the attention of several eminent architects and huilders, and there is little doubt this new description of hrick will come into extensive use. By Mr. Summerfield's process, red or other clay can he combined with glass, and this will secure durahility, entire resistance to moisture, and give an ornamental appearance to the building. The form of the hrick is also, by means of a groove at the side and end, made so as to add greatly to the strength of the erection, the joints by this means heing brought nearly close together, forming a neat exterior, and the morter acts as a wedge, from the shape of the groove.

Railroads of Pennsylvania Suspending further New Work.—The *Philadelphia North American* says: "The Finance Committee of the Pennsylvania Railroad Company have determined, as far as practicable, to sdspend, for the present, all further contracts for new codstruction work; and there is a good reason to helieve that the Directors of the North Pennsylvania Railroad Company, at their next meeting, will adopt the same policy.—This course having heen already adopted by the Reading Railroad Company, those three great corporations will cease to he competitors against our merchants for the purchase of money, inducing thereby the most exorhitant rates; and if their example should be followed hy all other improvement companies, and husiness men generally would adopt a system of rigid curtailment the community here would soon he relieved from the pressure which now prevails."

Spartanburg and Union Railroad.—The stockholders of the Spartanhurg and Union Railroad met in Union Court House, on Wednesday last, for the purpose of electing a President and Directors, and attending to the other interests and business of the company. In the forenoon resolutions were passed complimentary to Col. Cannon, the former President, and the afternoon was consumed in discussing the mauner of giving validity to proxies.—The meeting then adjourned till ten o'clock Thursday morning, at which time they met went into an election for President and Directors which resulted as follows:

President, Hon. D. Wallace; Directors—T. M. Lyles, J. S. Sims, J. M. Gadberry, J. Jeter, James Gilliam, J. Winsmith, Simpson Boho, G. Candon, T. L. Hutchinson, S. N. Evans, J. H. Carson, T. B. Jeter.—*Charleston Mercury, 16th.*

Velocity of the Wind.—Prof. Stoddard in a lecture recently delivered upon the hurricane in Knox county, Ohio, stated that in one town a grove of oak trees was almost entirely blown down. The trunk of one of these was about three feet in diameter. Assuming, however, its diameter to he hut two-and-a-half feet, a force of 147,000 pounds would he required to hreak it. The surface of the tree exposed to the action of the wind was ahout 1,000 feet, which would give a pressure by the wind of 147 pounds per square foot, or a velocity of not less than 171 miles per hour, which is nearly one-fourth the initial velocity of a cannon ball. Allowing the hight of the hurricane, or whirlwind, to have been sixty feet, the whole force exerted at one time along its track was equal to more than half the steam power of the globe.

Madison, Indianapolis and Peru Railroad.—J. O. D. Lilley has heen appointed Superintendant of this Company in place of Mr. Hurd, resigned—and W. N. Jackson, Esq., has been elected Secretary.

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

CONNECTED TO WEDNESDAY OF EACH WEEK.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'R.	ASK'D.
Alabama and Tennessee	1st mortgage, convertible till 1872	7	1872		96
Baltimore and Ohio	Transferable. Taxed	6	1885	82	83½
Do do	Coupons. Not Taxed	6	1875	84	85
Do do	" "	6	1880		82
Do do	"	7	1860		87
Do do		6	1885		92
Bellefontaine and Indiana	1st mortgage, convertible	6	1866		
Buffalo and Penn. State Line	1st mortgage, not convertible	7	1866	97½	101
Chicago and Rock Island	1st mortgage, convertible	7	1870	87	92
Chicago and Mississippi	1st " "	7	1862	88	92
Do do	2d " "	7	1874	68	72½
Chicago and Aurora	1st " "	7	1866	90	92½
Cincinnati and Fort Wayne					
Cleveland, Columbus, and Cincinnati	1st mortgage, convertible	7	1859		
Do do do	No mortgage, convertible	7	1855		
Cleveland and Mahoning					
Cleveland, Painesville and Ashtabula	1st mortgage	7	1861	92	95
Do do	2d " not convertible	7	1861	99	100
Cleveland and Pittsburgh	1st " convertible	7	1860		
do do		7	1873		
Cleveland, Zanesville, and Cincinnati					
Cincinnati, Hamilton and Dayton	1st mortgage " till 1855	7	1861		95
do do do	2d mortgage	7	1868		95
do do do	3d mortgage	7	1880		90
Cincinnati, New Castle and Michigan	1st mortgage, real estate, convertible	10	5 & 10 y's	96	100
Cincinnati Western	1st " " " "	10	5 & 10 y's	90	98
Cincinnati, Wilmington and Zanesville	1st "	7	1862		94
Cincinnati, Indianapolis and Chicago					
Columbus and Lake Erie					
Columbus, Piqua and Indiana	1st mortgage, convertible	7	1862	84	86
Do do do	2d "		1852	80	83
Columbus and Xenia	1st mortgage, convertible	7	1859	118	120
Covington and Lexington	1st " " till 1862	7	1883		87½
Do do	2d " "	6	1862		95
Dayton and Michigan	1st " "	7	1867	94	97
Dayton and Western	1st " "	7	1862	90	95
Dayton, Xenia and Belpro	1st "	10	1864	85	95
Eaton and Hamilton	1st mortgage	7	1862	84	87
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.	7	1862	93	96
Evansville and Illinois	1st Mortgage, convertible 1857	7	1862	85	87
Frankfort and Lexington	1st " "	6	....		
Franklin and Warren					
Galena and Chicago Union	Pledge of 2d section, convertible	10	1853-6	125	130
Do do do	1st mort., 2d " not convertible	7	1862	89	90
Illinois Central	1st mortgage, not convertible	6	1875	67½	75
Illinois and Wisconsin		10	....		
Indiana Central	1st mortgage, convertible	7	1866		95
Do do	" "	10	1857	99	100
Indianapolis and Bellefontaine	1st " "	7	1860-1	94	98
Indianapolis and Lafayette	" "	7	1861		95
Jeffersonville	1st " not "	7	1861	87	94
Junction (Ohio)	1st " "	7	1867	106	108
Do do	2d " "	7	....	104	106
Lawrenceburg and Upper Mississippi	1st mortgage, convertible	7	1866		95
Lexington and Big Saudy					
Little Miami	No mortgage, convertible 1852-4	7	1858-61	88	90
Do	" " till 1855	7	1861	117	120
Louisville and Nashville					
Lyons', Iowa, Central	1st mortgage, convertible	7	1873		
Mad River and Lake Erie	1st mortgage, convertible till 1855	7	1895-6	97½	100
Do do	2d " "	7	1866	66	75
Do do	Dividend	7	1860	78	83
Madison and Indianapolis	1st mortgage, convertible after 1853	6	1861		
Marietta and Cincinnati	1st " convertible	7	1868	88	90
Maysville and Big Sandy					
Maysville and Lexington	1st mortgage, convertible	6	1873	10	
Memphis and Charleston					
Michigan Central	No mortgage, convertible	8	1860	103½	
Do do	" "	8	1855-6	100	102
Do do	" not "	8	1857-8		101
Michigan Southern	1st " " "	7	1860	96¼	100
Milwaukie and Mississippi	1st " " 1857	8	1862	100	101
Mobile and Ohio	1st mortgage 6s. 1884		....		
Nashville and Chattanooga			....	83	93
New Albany and Salem	mortgage on 1st section	10	1858-62		101
Do do	1st " on other sections, convert.	8	1864-75	85	87
New Castle and Richmond	1st " convertible	6	1873	87	90
New Orleans and Ohio, Ky	Guar. of McCracken Co		....	86	93
New York and Erie	1st mortgage, not convertible	7	1867		
Do do	2d " convertible	7	1859	98	
Do do	Income, not convertible	7	1855	83	90
Do do	Convertible till 1861	7	1871	63¼	75
Do do	" " 1862	7	1862	65	70
Northern Indiana	1st mortgage, not convertible	7	1860	95	96
Do do	2d "	7	1863	82	85
Do do	1st mortgage Goshen line		....	92	95
Do do	Construction Bonds		....	84	90
Ohio Central	1st mortgage, convertible, west section	7	1861		
Do	1st " " east "	7	1864	93	95
Ohio and Indiana	1st " "	7	1867	97	100
Ohio and Pennsylvania	" "	7	1865-6	103	104
Do do	Income. No mortgage, convertible	7	1872	85	86
Pacific, Mo			....		
Panama	1st mortgage, convertible	7	1866	93	96
Parkersburgh (or Northwestern Va.)	" Gunr. City of Baltimore	7	1873	94	96
Pennsylvania	1st mortgage, convertible till 1860	6	1880		97
Peru and Indianapolis	1st " convertible	7	....	78	83
Rock River Valley Union	1st " convertible	7	1872	98	100
Sandusky and Mansfield	1st "	7	1860	71	75
Do do	2d "	10	1853-7	102	104
Scioto and Hocking Valley	1st " conv. coupons	7	1861	87	90
Southwestern, Tennessee			....		
Springfield and Columbus			....		
Steubenville and Indiana	1st mortgage, convertible	7	1865	84	85
Terre Haute and Alton	1st " convertible		1862-72	87	92
Do do	2d " do	8	1865		90
Terre Haute and Richmond	1st mortgage, convertible	6	1866	100	103
Toledo, Norwalk and Cleveland	1st "	7	1863	84	90
Do do do	2d "		....	90	95
Do do do	" Guar of C. C. & C.		1883	90	95

TABLES OF RAILROAD SHARES.

☞ The following quotations are not PER SHARE, but upon the HUNDRED DOLLARS.

	shares.	off'd.	ask'd.
Baltimore and Ohio	100	52	55
Bellefontaine and Delawaro	50	40	50
Bellefontaine and Indiana	50	60	65
Belleville and Illinoistown			
Buffalo and Pennsylvania State Line		120	125
Central Military Tract			
Central Ohio	50	75	80
Chicago and Rock Island		90	95
Chicago & Miss., (Alton & Springf'd,)			
Cincinnati, Cambridge and Chicago		25	30
Cincinnati and Fort Wayne			
Cincinnati Hamilton and Dayton	100	87½	90
Cincinnati, Indianapolis and Chicago			
Cincinnati, Logansport and Chicago	50		90
Cincinnati Western	50	25	35
Cin. Wilmington and Zanesville	50	50	60
Cleveland, Columbus and Cin	100	103	105
Cleveland, Medina and Tuscarawas			
Cleveland, Painesville and Ashtabula	100	100	105
Cleveland and Pittsburgh	50	44	65
Cleveland and Mahoning			
Cleveland and Toledo	50	71	90
Cleveland, Zanesville, and Cincinnatt			
ClintonLine			
Columbus and Lake Erie	50	50	70
Columbus, Piqua and Indiana	50	50	65
Columbus and Xenia	50	93	93
Coviugton and Lexington	50	50	66
Covington and Ohio, Va			
Dayton and Michigan	50	30	50
Dayton and Western	50	26	50
Dayton Short Line	50		
Dayton, Xenia and Belpre			
Detroit and Pontiac			
Eaton and Hamilton	25	47½	55
Eaton and Piqua			
Erie and Northeast		110	112
Erie and Kalamazoo		90	100
Evansville and Crawfordsville			
Fort Wayne and Mississippi	50		
Fort Wayne and Soutbern	25	40	50
Franklin and Warren			
Galena and Chicago Union	100	120	125
Greenville and Miami	50	50	60
Hannibal and St. Joseph			
Hudson River		50	55
Henderson and Nasbville			
Hillsboro' and Cincinnati	50	45	55
Illinois Central 10 per cent	100	104	106
Illinois and Wisconsin			
Indiana Central	50	50	65
Do do 10 per cent	50	60	70
Indianapolis and Bellefontaine	25	60	65
Indianapolis and Cincinnati	50	50	60
Indianapolis and Lafayette	50	76	80
Jeffersonville and Indianapolis	50	72	78
Junction (Ohio)	50	90	95
La Crosse and Milwaukie	100		
Lake Erie, Wabash and St. Louis			
Lawrenceburg and Upper Mississippi	50	50	60
Lexington and Frankfort			
Lexington and Danville			
Little Miami	50	97¼	100
Logansport and Pacific			
Logansport and Marion			
Louisville and Frankfort	50	62	70
Louisville and Nashville	100		
Macon, Georgia	10	100	105
Mad River and Lake Erie	50	62½	70
Madison and Indianapolis	50	40	50
Madison, Indianapolis and Peru	50	30	50
Marietta and Cincinnati	50	40	50
Marion and Mississinewa Valley			
Maysville and Lexington	50	56	60
Maysville and Big Sandy			
Memphis and Charleston			
Michigan Central		86	100
Michigan Southern		93¼	100
Milwaukie and Mississippi		77	82
Mobile and Ohio			
Nashville and Chattanooga			
New Albany and Salem	50	40	50
New Orleans and Obio			
New York Central		87	100
New York and Erie	100	37	50
Northern Indiana		90	95
Ohio and Indiana		76	80
Onio and Mississippi	50	65	70
Ohio and Pennsylvania	50	84	85
Obio River and Wabash			
Owl Creek Valley			
Pacific, Mo			
Panama		90	100
Parkersburg, or Northwestern Va			
Pennsylvania	50	88½	87
Peru and Indianapolis	25	38	50
Sandusky and Mansfield	50	55	60
Sandusky, Mansfield, and Newark	50		
Saugamon & Morgan, or Great West'n			
Scioto and Hocking Valley	50	50	60
Southwestern Indiana			
Southwestern, Tenn			
Springfiled Mt. Vernon and Pittsb'gb.	50	50	60
Springfield and Columbus			
Steubenville and Indiana			
Terre Haute and Alton			
Terre Haute and Richmond		100	102
Toledo and Illinois			
Toledo, Norwalk and Cleveland	50	78	80

STOCK TABLE.

CORRECTED WEEKLY.

Government Securities.

	INT.	DUE.	OFF'N.	ASK'D.
U. S. Loan	6	1856	103½	105
Do	6	1862	115	115
Do	6	1867	118	119
Do	6	1868	118	119
Do (int. ceased July 1).	5	1853	101¾	102
Do Coupons		1862	117½	118
Do "	6	1868	120	123
Do "		1853	100	101

State.

Alabama	5	....	90	95
Do	6	....	102	104
Arkansas	6	....	95	100
Georgia	6	....	107	108
Do	7	....		
Illinois Canal Bonds		1860	96	98
Do do registered		1860	110	110¾
Do do		1847	92	95
Do do registered		1847	90	96
Do do Internal Impt.	6	1847	86	89
Do Interest do	0	....	60	64
Indiana	5	....	98	100
Do	2¼	....	60	62
Do Canal Loan	6	....	93	94
Do do preferred	5	....	54	55
Do do deferred	5	....	30	32
Do special preferred	5	....	24	25
Do do deferred	5	....	10	11
Kentucky, 30 years	6	1871	101	102
Do 15 years	6	....	107	108
Do large bonds	6	1869-72	104	105
Do	5	....	92½	93¾
Michigan	0	....	94½	96
Ohio	6	1856	102	103
Do	6	1860	107	110
Do	6	1870	108	110
Do	0	1875	109	110
Do	5	1855	102	105
Do	5	1864	104	106
Pennsylvania	6	....	103	105
Do	5	1870	86	87
Tennessee, new loan	6	1890	105	100
Do Coupons	5	....		85
Virginia Coupons	6	1880	102	105

City Securities.

Albany	6	1867-9	106	107
Allegheny	6	1873	75	76
Baltimore	6	1870-90	100½	101
Do	5	1865	87	89
Boston Bonds	4½	1860	101	102
Chicago	6	1876-7	92	95
Covington	6	1881	93	95
Cincinnati	6	1860	96	100
Do	6	1897	96	100
Do	5	1884	86	87
Do W. W	6	1865	102	103
Jeffersonville, Indiana	7	1872-82	85	88
Lawrenceburgh, Ia	7	....	80	90
Louisville	6	1880	82	85
Memphis	6	1882	99	92
New York	7	1857	101	103
Do	5	1858-60	99½	100
Do	5	1870-5	100¾	103
Do	5	1890	101	
Philadelphia	6	1876-90	90	91
Pittsburgh	6	1869-71	82	83
Do coupons	6	1883		83
Richmond	6	1882	93	94
St. Louis	6	1870	87	00
Wheeling	6	1872	105	106

County Bonds.

Bourbon, Ky	6	1881	89¾	90
Darke, O	7	....	92	95
Fairfield, O	7	1862	90	92
Fayette, Ky	0	1881-2	80	84
Guernsey, O	7	1862	97	99
Mason, Ky	6	1881	80	84
McCraken co. Ky., endorsed by New Orleans and Ohio R.R.			86	93
St. Louis	6	1866	83	85
Do	7	1871	107	108

Banks.

OHIO.

Ohio Life Insurance and Trust Co	93	95
Lafayette, Cincinnati, (closing)	113	115
Franklin do		
Commercial do		
Mech. & Traders do		
State Branches		

KENTUCKY.

Bank of Kentucky and Branches	101	103
Northern, and Branches	108	110
Southern, and Branches	103	106
Bank of Louisville	111	112
Kentucky Trust Co	99	100
Farmers' Bank of Kentucky	107	110
Newport Safety Fund Bank	98	100
Commercial Bank of Kentucky		

INDIANA.

State Bank and Branches		

TENNESSEE.

State Bank and Branches		
Union	94	100
Planters'	97¼	100

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g.
On New York	Sight	1½	1¾ prem.
Boston	Sight	1½	1¾ prem.
Philadelphia	Sight	1½	1¾ prem.
Baltimore	Sight	1½	1¾ prem.
New Orleans	Sight		prem.
England		110¼	112½.

SPECIE.

GOLD.

California, ℔ oz	$17 50	@	$17 65
Spanish Doubloons	16 50	@	16 60
Patriot Doubloons	15 60	@	15 80
Sovereigns	4 85	@	4 88
Guineas	5 00	@	5 00
American, new	1 00½	@	1 01
American, old	1 04	@	1 06
Portuguese	1 00	@	1 01

SILVER.

American Dollars	1 02	@	1 04
American, halves	1 02	@	1 04
Spanish Dollars	1 05	@	1 07
Spanish Quarters	1 02	@	1 03
Mexican Dollars	1 03	@	1 04
Five Franc pieces	95	@	96

LAND WARRANTS.

	Off'd.	Ask'd
160 acre warrants	$185	$190
80 acre warrants	95	98
40 acre warrants	46¼	47¾

Reported for the Railroad Record.

CINCINNATI STOCK SALES.

AT THE STOCK BOARD,

MERCHANTS' EXCHANGE

And at Private Sale.

For the week ending Wednesday, August 30, 1854.

BY HEWSON & HOLMES.

30	Shares	Ohio & Miss. (with int.)	Railroad	60	00
10	"	"	"	58	00
20	"	"	"	60	00
84	"	Marietta & Cin.	"	28	50
32	"	"	"	27	00
60	"	Cin. Wil. and Zane. (with int)	"	42	00
60	"	" " "	"	41	00
60	"	" " "	"	39	00
20	"	" " "	"	50	00
40	"	Junction	"	14	00
38	"	Col. & Xenia,	"	93	00
80	"	Green. and Miami, (with int.)	"	18	00
40	"	Dayton & West.	"	20	50
16	"	Cin., Ham. and Dayton,	"	80	00
50	"	Central Indiana,	"	50	00
44	"	Cov. & Lex. (with int.)	"	50	00
10	"	Little Miami	"	97	00
90	"	" "	"	96	00
30	"	" "	"	98	00
22	"	" "	"	98	00

BY ISAAC OSBORN DAVIS.

42	Shares	Ohio & Mississippi	Railroad	60	00
65	"	Indiana Central	"	52	00
80	"	Covington & Lexington	"	50	00
60	"	Col. & Xenia	"	94	00
80	"	South. Bank Ky.		100	00
25	"	Ky. Trust Co. Bank stock		65	00
130	"	New Albany and Salem Railroad		40	00
200	"	Mad Riv. & L.E. (b'r. 30 days)	"	65	00
70	"	Little Miami	"	96	00
33	"	Ohio and Miss.	"	59	00
200	"	Indianapolis & Cin.	"	50	00
40	"	Farmers' Bank Ky.		104	00
5	"	1st mort. 10 per cent. bonds Dayton Xenia and Belpre Railroad Co.		87	50
$1,000	Bonds	Maysville and Lexington RR. Stock 2d mort.		10	00

MONETARY.

Since our last issue we find no material change in money rates at the East. Money is still abundant for good names, at 10 @ 12 per cent., while call loans on undoubted security can be had at 6 @ 7 per cent.

Foreign Exchange is quite active and fully up to former quotations, viz: 109¾.

The Stock Market during the past week has been very unsettled; prices having fallen very much. The losses sustained upon stocks within a year have been immense. The New York Economist gives the amount lost upon six stocks and three bonds only, at $26,000,000. Without including the over issues of New York and New Haven, or Harlem Bonds, or the Parker Vein Co., these, and some of the coal mines included, would swell the sum to upwards of $100,000,000.

Erie Railroad has got into difficulty in regard to a loan of $600,000, which had been counted upon to meet floating debts, &c. The failure of Mr. H. Sheldon, caused the breaking off of the negotiation. A new arrangement is on foot but not yet consummated. In the mean time the stock of the road has been down to 33c.

A meeting of the Directors was held on the 22d ult., when they resolved to issue new mortgage bonds, redeemable in four payments at one, two, three and five years date bearing the usual interest in exchange for the income bonds due and payable on the 1st February.

The Books of the Harlem Railroad Co., were duly opened on the 22d, and a large amount of stock transferred including that fraudulently issued. The new Certificates are made to run in the name of the U. S. Trust Company, who certify on their responsibility, that such and such parties are holders of so much stock. The new Certificates are only given on the day after the transfer is made and the old Certificates are given up.

The Sales at the Stock Board during the past week exhibit about the same amount of transfers, but at a declinc of prices, about the middle of the week, and slight increase towards the end.

The sales of the week at auction have been as follows;

By A. H. Nicolay, Aug 21st—

$5,000	Bonds	Cleve. & Pitts. 7s. conv. '73	$77 00
5,000	"	Gr. West. 11ls. 10s. '68	82 50
5,000	"	N. Y. & Harlem, 7s, '73	78 00
5,000	"	" " "	75 00
10,000	"	Buff., Corning & N. Y, 7s. '67	53 00

All with interest.

By the same, 24th inst:

$5,000	Bonds	Peru & Indianapolis, 7s. conv. '74	75 00
5,000	"	Scioto & Hock. Vall. 7s. '65	70 00
14,000	"	Mays. & Lex. 2d mort. 6s. conv. '78	10 00
5,000	"	Flushing, L. I., R.R. 7s. '68	70 00

All the above with interest.

144 Shares of Buff. & Pa. State Line R.R... 100 00

At the West we have to note money abundant, on undoubted security; on second hand paper it is difficult to be had, while upon Railroad securities, it cannot be had unless upon such terms that a couple of operations would swallow up the original capital. We quote rates at 10@12 per cent. for Num. One Commercial paper; 15@18 per cent. for less known. Eastern Exchange is furnished by two houses, in small quantities, at ¾ premium for current funds. Mixed currency pays 1¾ premium.

The Stock sales are merely nominal, and present no fair criterion of the market.

The small note law is a subject attracting much attention, and one, now that the law is a fixed fact, that requires careful and judicious management. Whatever may be our opinion as to the wisdom and expediency of the course pursued by our legislators, there remains to the law abiding citizen of Ohio no alternative but to do the best he can under the stringent prohibitions and penalties of the law. The experiment is one which has been tried elsewhere, and we doubt not that experience and expediency alone will determine its period of existence.

Having received several communications from personal friends, indicating the tone of feeling among the bankers of our neighboring states, we append a few extracts from a private letter.

Dear Sir:—What is the matter with the Cincinnati Daily Papers? they keep up a continuous warfare upon the free banks of this state. Do you think our bank is deserving of the name of a "Begus Bank."

What can the Gazette or any leading paper in your city profit by eternally arraying themselves against an interest that is so *important* to the *trade* and *prosperity* of Cincinnati. We lend money to merchants and others to go to your city to buy goods, and to pay their debts, long in advance of their being able to collect of their customers, and for this we are abused. She forgets that she has a large number of patrons, and *they will not sit quietly under her lash*, for the destruction or abuse of one interest affects more or less every other.

Are the products or trade of Indiana of any worth to your city? Why then array the discordant elements of a sister state against you, thereby making desolation more desolate.

If there is any evil in the banking system of this state, or if the privileges of the general banking law are being abused, it is by the citizens of Ohio. They use this law by setting up a bank in this state, only for redemption, and take their money into Ohio to do business upon. These are facts, and such abuses should not be charged upon the banks of this state.

For ourselves, we see no reason why the notes of the Indiana banks should be discredited here or elsewhere, being satisfied from our own information, that the security offered to the bill-holder is ample.

We believe that the notes of every institution doing a

legitimate banking business, will be redeemed without loss to the holder.

The necessity of throwing out of circulation the notes of a less denomination than ten dollars, consequent upon the action of our legislature, renders it necessary that the movements of our bankers and brokers should be of the most wise and temperate character, and in making the change in our circulation, we would not advise the holders of even small notes to make a sacrifice upon their value.

We look with much confidence to a meeting of the Indiana Bankers to provide a remedy against some of the evils which might result from a hasty change of currency. We regret to perceive indications of feeling on the part of Indiana papers towards our city, and trust that they will not consider a few individuals, engaged in monied operations, as the whole of Cincinnati—our monied and business community generally, are right, and it is only the necessity of complying with the provisions of a law that places them in a wrong point of view before those unacquainted with the peculiar circumstances of our city.

Miscellaneous.

RAILWAY SKETCHES.

The *New York Courier and Enquirer* has, for a few issues past, contained some excellent articles upon railway matters, under the name of *Railway Sketches*. Below we give the third one.

A week or two since, on one of the great roads in our State while the switch tender, whose house was at the extremity of a bridge on the track, was at dinner, his little boy mentioned to him that the bridge "did'nt look right." He glanced at it, and the precise angle seemed swerved. He went to it, and found that the timber beneath had broken.—This quickness of observation on the part of the boy saved the company a fearful loss, and the accident columns of the press a sad item. By an impropriety of movement, against the occurrence of which guard should have been taken, two heavy trains had been driven over it in different directions at the same time, and the timbers just equal to the task of bringing both over safely, expended all their energies in that. The load once over, the fibres of the wood yielded, and the next roll over would have been to ruin. There was no time for long delay at that dinner. The trains would be rolling along at their precise minute, and the engineer not think of checking his speed for switch or bridge. But signals given, and track master summoned, and a busy "gang of hands" immediately at work, and by the force of abundant and well directed labor, the transit was soon safely made.

It was one of the great number of escapes from danger which the annals of management of a railway train are continually furnishing—and the occurrence of which quicken to intensity the sagacity of those whose vocation it is to see that neither wood nor iron falter in their duty.

I have been told by an engineer that after a hard day's service in winter, in endeavoring to force the locomotive through snow, or other work where his labor was far prolonged, he has fallen asleep on his engine! He said his mind did not sleep. The running of the train never left his thought; nor did the recurrence of the proper stoppages escape him. He would awake to give the signal, but would, as soon as the roll of the wheel re-commenced, yield to tired humanity's great restorer. His fireman would vigorously throw in the wood, then set himself up on the box, and be asleep in a time so brief that that part of his experience, at least, many of us might envy. This place of slumber, it is to be hoped, is not often chosen; for while attaching all credit to the belief that my engineer friend was mentally awake, the dream of duty might soon pass away beneath the deep oblivion of exhausted nature.

The switch, in this railway day, is far more a terror to manhood than in the severest days of old fashioned semi-savage schoolmaster, its namesake, was to the offender. It is, the minute before the locomotive comes in sight of that white and black signal board, whose position at once indicates whether the rail is in perfect line by the proper and accurate set of the switch; it is at this moment that the heart of the engineer sinks within him. In our comfortable seats we hear a click extraordinary, as our car goes over the place, and perhaps the jar flings some pretty neighbor for an instant into our arms. To us the passage of the switch is rather agreeable, a rose leaf of incident suddenly thrown across our dreariness, but the glance at the signal reveals to the engineer either safety or a terrible leap for life, if indeed, this faint chance even is given him.

If set wrong, it is an error, a terrible error not then to be amended. The strength of fearful motion is in the engine, and perhaps it may not be safe even to whistle for the brake, as it could not bring the locomotive up, and the sound would only call the brakemen to most imminent peril, on the platforms.—Men have talked about self-acting switches, but an engineer who realizes wisely what a climate is ours, with its contractions and expansions by frost and scorching sun, would never move his engine beyond a cat's walking pace, up to a switch, the safety of which depended on a spring or a cog. It is said to be bad to be a one-idead man, but that character is precisely the one valuable and reliable, in the responsihle duty of attending the switch. One of our lively Americans would be planning in the interval all manner of improvements in locomotion, and day and night rouse to his routine only when the engine is upon him. The duty is performed but at intervals in the day. Long hours of leisure intervene, but at the minute—morn or midnight—he must be there. If he be not, desolation and disaster will be.

The Harlem Railroad.—The recent meeting of the stockholders of the Harlem Railroad Company was largely attended. The New York Times, alluding to the proceedings, says: "The feeling that it was proper for the company to assume the over-issue made by Kyle finally prevailed, and a resolution was accordingly adopted, to retire such of the stock as has been fraudulently issued. This action of the stockholders will tend to restore confidence, after the panic which has affected business relations to so serious an extent.—The shareholders refused to pass a resolution of censure upon the managment of the road, so far as regarded expenses. General Sanford appeared in behalf of the Directors. A Committee was appointed to select a new board from the owners of stock. The committee consists of Messrs. W. V. Brady, Thomas Tabor, Floyd Smith, Edward G. Faile, and Abijah Morgan. A clear majority of the stockholders was present."

Rail Road Printing.

We ask the attention of Railroad men to our facilities for doing every variety of Printing needed or used by Railroads. We have taken especial pains to fit up our establishment with reference to this branch of business.

Reports, with or without maps or illustrative engravings, will be gotten up at short notice and in superior style.

Blanks of any description, adapted to the wants of the different departments of Railroad business, and to the wishes and tastes of parties, will be prepared in a style warranted to give satisfaction.

Blank Books, with or without printed headings, ruled to any pattern. Day Books, Ledgers, and every vaaiety of Blank Books, made to order.

T. WRIGHTSON & CO.,
Rail Road Record Office, 167 & 169 Walnut st. Cin.

Notice.

The copartnership heretofore existing between the undersigned, under the firm of Smith & Tyson, is this day dissolved by mutual consent. Either partner is authorized to settle the business of the concern.

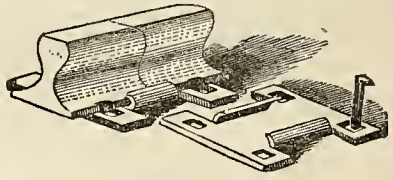
J. HOPKINSON SMITH,
RICHARD W. TYSON,
Baltimore, July 1, '54. No. 25 South Charles st.

Notice of Copartnership.

The undersigned have this day formed a copartnership, under the firm of J. Hopkinson Smith, in which Richard W. Tyson is a special partner, and J. Hopkinson Smith is the general partner.

J. HOPKINSON SMITH,
RICHARD W. TYSON.
Baltimore, July 1, 1854. [aug. '51-3*

RAILROAD SPIKES,



WROUGHT IRON

Chairs and Fastenings.

The undersigned will continue to manufacture with increased facilities, HOOK & FLATHEAD R. R. SPIKES, of all Patterns, WROUGHT and CAST CHAIRS, and FASTENINGS, BOILER RIVETS, BOLTS, SHIP and BOAT SPIKES, &c., &c.

The best quality of refined iron is used, and all orders filled with despatch.

J. HOPKINSON SMITH,
No. 25, South Charles st.
☞ Please direct the name in full.
Baltimore, August 31-†

PROSSER'S PATENT

Lap-Welded Iron Boiler Tubes.

Tubes screwed together, flush on both sides, for Artesian wells, etc. Free-joint Tubes, for Core Bars, Awning Frames, Leaders, etc.

Brass Boiler Tubes.

Patent Wrought Iron Blacksmiths' Water Tuyeres, Water Backs, etc.

Agents for Krupp's celebrated Cast Steel for Shafts Railway Axles, Tires, Platers' Rollers, etc.

P. S.—All Tools necessary for the construction or keeping in order of Tubular Boilers.

THOS. PROSSER & SON.
au.17 28 Platt street, New York.

ENGINEERS' & SURVEYORS' INSTRUMENTS

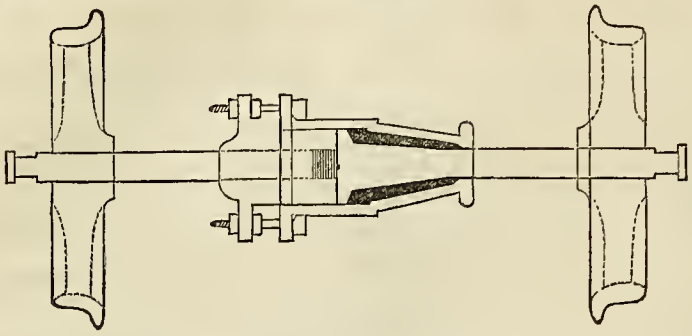
JAMES FOSTER, Jr.,

MATHEMATICAL AND PHILOSOPHICAL

INSTRUMENT MAKER!

Having removed from his old stand to south-west corner of Fifth and Race street, and increased his facilities for making instruments, is now ready to supply Levels, Transits, Theodolites, the Dumpy or Gravatt Level, Circular Protractors of Troughton & Simms model, Surveyors Compasses, Pocket Compasses with and without sights, in great variety. All kinds of Land Chains; Ivory and Box wood Scales of all kinds and graduation; Drawing instruments of all kinds, brass and German silver. Measuring tapes of all kinds, Magnets, Magnifyers, Barometers, Spy Glasses, &c., &c. Repairing promptly attended to. ap.6-6*.

DENNEY'S DIVIDED CAR AXLE,



PATENTED JANUARY 31ST, 1854.

THE ATTENTION OF RAILROAD COMPANIES is respectfully invited to an examination of the merits of this valuable invention, which offers to add largely to the safety of life and property.

The valuable features of this arrangement of axle are, a saving of full fifty per cent. in motive power on crooked roads: the rails are protected from being destroyed by the flanges of the wheels coming in contact with them on the curves, as is the case with the stiff or rigid axle, which not only destroys the rail but puts a constant strain upon the wheel and axle, causing the wheel on the inner rail to trip or revolve upon the rail under the weight of the car and its load, while the opposite wheel is traversing its greater distance; the tendency of which, is to wear the wheel flat, and cause it, or the axle, to break sooner or later. There is less danger of the car leaving the track from its having become spread.

Axles fitted in this way do not require to be near so large, and yet contain more strength than the common axle, for the reason that the liberty given to the wheels, which allows them to accommodate themselves to the curvatures of the road, removes wholly the strain thrown upon the ordinary axle; and therefore, it requires no more strength of iron at any point between the wheels, than is contained in the bearings, which in the ordinary axle, is not more than one-third of the strength of the other portions of the axle.

The elongated bearing which forms the connection is so proportioned as not to wedge or become tight in the alloy, the wear being almost imperceptible, requiring to be set up not oftener than once in twelve months, by a slight tightning of the screw nuts. If, from long service, the alloy becomes worn out, it can be refilled, making it as perfect as when first filled up, and the gauge of the wheels will never become changed so as to injure the running of the car.

It is after a series of the most careful experiments, conducted through a period of time sufficient to test in the most satisfactory manner, the real merits of divided car axles, and a thorough and practical test in real service of over two years, that we now offer to Railroad Companies one that we are assured will give universal satisfaction in its operations, and both simple and cheap in its construction.

We are now ready to dispose of rights to use the above axle on the following terms: We guarantee full and perfect satisfaction by giving ample time to thoroughly test its merits, and will require no payment to be made until such satisfaction has been given. All applications to be made to

SAMUEL L. DENNEY,
Christiana, Pa.
Or, to **CHRISTIAN UMBLE,**
Gap, Pa.

jy.10†

Cincin'ti, Logansport & Chicago Railroad.



FOR Eaton, Richmond, New Castle, Indianapolis, Terre Haute, La Fayette, Michigan City, Chicago, Galena, Rock Island, Alton and St. Louis.

New Arrangements.

On and after Thursday, August 17th, 1854, until further notice, two Passenger Trains daily, (Sundays excepted) will leave Cincinnati, Hamilton and Dayton Depot, foot of Sixth Street, as follows, viz:

Morning U. S. Mail Train, at..... 6:10 A. M.
Evening Accommodation do., at..... 4:00 P. M.

For New Castle and intermediate stations, both Trains connect, ing at Richmond with Trains of Indiana Central Railroad, arriving at Indianapolis at 12 M. and 10 P. M., ☞ and making at that point, as sure Northern and Western connections as any other route from Cincinnati or elsewhere. Returning,

1st Train leave New Castle at..... 7:00 A. M.
1st " " Richmond at..... 9:00 "
2d " " New Castle at..... 1:15 P. M.
2d " " Richmond at..... 3:20 "

Connections at Richmond with Trains from Indianapolis, morning and afternoon—arriving at Cincinnati at 11.45 A. M. and 6:00 P. M.

☞ Trains run by Columbus time, seven minutes faster than Cincinnati.

FARE:

From Cincinnati to	Richmond	$1 75
"	New Castle	2 50
"	Indianapolis	3 00
"	Terre Haute	5 00
"	La Fayette	5 00
"	Michigan City	7 75
"	Chicago	9 00
"	Saint Louis	15 50

For information and through tickets, please apply at the General Railroad Ticket Office, No. 169 Walnut st., next door below the Gibson House, or to W. A. Latham, at the Cincinnati, Hamilton and Dayton Railroad office, corner of Broadway and Front Streets, under the Spencer House, or at the Sixth street Depot.

S. B. MORSE, Act'g Sup't.

The Omnibus Line will call for passengers in any part of the city, by leaving their orders at the offices.

aug, 24] W. H. SMITH Conductor.

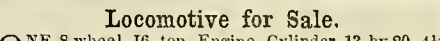
Locomotive for Sale.

ONE 8 wheel, 16 ton Engine, Cylinder 13 by 20, 4½ feet driving wheels, 2 pair drivers connected, and truck. Tender holding about 1400 gallons.

The Engine is in good condition; manufactured by Rogers, Ketchum & Grosvenor, Patterson, N. J.

Address ENOCH JOHNSON,
Sup't C., Z. & C. RR.
jy.20-tf. Akron, Ohio.

NOTICE TO CONTRACTORS.



Ashtabula and New Lisbon Railroad.

ON and after the 5th of August, 1854, proposals will be received at the Company's Office in Ashtabula, for the Graduation, Masonry and Bridging of about 36 miles of the Northern Division of said road, extending from Ashtabula Harbor, south, to Bristol, in Trumbull county.

The work will be divided into sections of about one mile each. Maps, profiles, plans, specifications, &c., will be ready and open at the office in this place, from August 15th, and until September 1st.

Contractors are invited to propose for the whole work. The work will declared off as soon after the 1st day of September next, as proposals shall be received and approved.

R. W. GRISWOLD, President.
WILLIAM HALE, Chief Eng.
Ashtabula, July 17th, 1854. au.10-tf.

NUGENT'S COLLEGE
OF
ENGINEERS & MECHANICS,
PUBLIC SQUARE, CLEVELAND, OHIO;
C. NUGENT, C. E., Principal.

THE design of this Institution is to afford young men an opportunity of acquiring a knowledge of the profession of Civil Engineering, and to Mechanics and Tradesmen a sound theoretical and practical knowledge of Mathematics, Architectural and Mechanical Drafting, Plain and Ornamental Penmanship, &c. For further particulars address the Principal. au.10.

ADRIAN H. MULLER & CO.,
AUCTIONEERS
Of the City of New York.

Hold their regular Auction Sales of Stocks, Bonds and other Securities every Wednesday at 12½ o'clock, at the Merchants' Exchange. They would respectfully tender their services in the negotiation of the same, either at private or public sale.

Office, No. 2, Pine Street, corner of Broadway, Metropolitan Bank Building.

REFERENCES BY PERMISSION:

Moses Taylor, Esq.; W. W. DeForest, Esq.; Geo. S. Robins, Esq.; Dow D. Williamson, Esq., Pres. Farmers' Loan and Trust Co.; Wm. F. Hayemeyer, Esq., Pres. Bank North America; Edward Whitehouse, Esq.; Messrs. Camman & Co.; Messrs. Carpenter & Vermilye; Messrs. Fisher, Denny & Co.; Messrs. Wm. & Jno. O'Brien; Messrs. Week, & Co. mh9 6*

OFFICE Cincinnati, Hamilton & Dayton Railroad.—Cincinnati, August 8th, 1854.—The Board of Directors of this Company have this day declared a dividend of five per cent., out of the net earnings of the Company, for the six months ending 31st July, payable in scrip bearing seven per cent. interest, redeemable in three years. The scrip will be delivered on and after 1st September, to the Stockholders registered in Cincinnati, on application at the office of the Company, and to those registered in New York, at the office of the Ohio Life Insurance and Trust Company, in that city. The transfer books will be closed for ten days from this date. FRANK. S. BOND, Sec'y.

au17--1m.

For Sale.

AN ALLIGATOR SQUEEZER, complete, entirely new and in perfect order to be put up at once. It is of the most approved construction with cam, cam-shaft and pedestals, and with heavy driving gearing for intermediate shaft, if required by the purchaser, and will be sold at a bargain.

For further particulars, address
ROBERT BRIGGS, Jr.
Sup't Rensselaer Iron Works, Troy, N. Y

Also, for sale, Seven Dimpfel Patent Fans, 2 feet by 9 inches, second hand. Apply as above. [jy.13-6t.

GUNPOWDER,
MANUFACTURED BY
The Hazard Powder Company,
HAZARDVILLE, CONN.
H. G. HAZARD, President.
A. E. DOUGLASS, Secretary.

The undersigned are always prepared to furnish Mining and Blasting Powder to any extent, delivered at any point on the lines of railroads, or other places of public improvements in the West or South, at the very lowest rates. Also, SAFETY FUSE of the best Eastern manufacture.

We would respectfully urge all contractors and consumers to call upon or correspond with either of us before arranging for their supplies elsewhere.

To the trade generally we would offer all the brands of Sporting and Rifle Powder manfactured by the above coucern.

M. D. W. LOOMIS,
Southeast corner Main and Second Sts.,
Cincinnati, O.
S. H. LOOMIS,
Nashville, Tenn.

August 16, 1853.—au18†

ELLIS & STURGES,
BANKERS & EXCHANGE BROKERS,
N. E. Corner Third and Walnut Sts.
CINCINNATI,
Dealers in Exchange, Bank Notes, Merchants' Paper, &c. &c.

STEREOTYPE FOUNDRY,
AND AGENCY OF
L. JOHNSON & Co.'s TYPE FOUNDRY.

C. F. O'DRISCOLL, (Successor to A. C. JAMES,) is prepared to execute in the best manner all kinds of

STEREOTYPING,

including Books, Pamphlets, Music, and Jobs of every description. He will keep on hand an assortment of

Card and Job Type, Cuts, Rules, &c. &c.

from the foundry of L. JOHNSON & CO., of Philadelphia, and will furnish to order PRINTING MATERIALS OF EVERY KIND,

AT THE FOUNDRY PRICES.

C. F. O'DRISCOLL,
No. 167 Walnut Street,
Cincinnati, O

JAMES W. HOOKER,

Commission Merchant,

AGRICULTURAL WAREHOUSE,

—AND—

MACHINERY DEPOT,

35 Lloyd Street,

BUFFALO, N. Y.

Commission Denler in Portable ond Stationary Engines Iron Planers, Lathes, Universal Checks, Belting, Oils, Rubber Packing and Hose, Scales, Safes, Mill Stones and Machinery generally. Post Paid Letters will receive prompt attention,

je. 1-tf.

ENGINEERING!!

The undersigned is prepared to furnish SPECIFICATIONS, ESTIMATES, AND PLANS, In general or detail of all kinds of

Steam Vessels, Engines, Boilers, Mill Work, &c

Particulor attention given to the superintending of LOCOMOTIVES, TENDERS, CARS,

And Railway Machinery of every Description,

While under construction.

AGENT FOR THE PURCHASE of, on commission, all articles required for Railroads, Steom Vessels, Locomotives. Engines, Boilers, Machinery, &c.

General Agent for

ASHCROFT'S STEAM GAUGE, ALLEN AND NOYES' METALIC SELF ADJUSTING CONICAL PACKING. DUDGEON'S HYDRAULIC JACK.

Also, or Water Gauges, Indicators, Steam Whistles, &c., &c.

CHAS. W. COPELAND,
Consulting Engineer,
64 Broadway, N. Y

e5-tf

Norris' Locomotive Works,



PHILADELPHIA.

ENGAGED for many years in manufacturing Locomotives, offer to Railroad Compaoies to construct of any plan or size,

LOCOMOTIVES OF SUPERIOR QUALITY.

Our facilities for doing work have been largely increased this year, and orders can be executed with dispatch.

jy. 27. RICHARD NORRIS & SON.

TO RAILROAD COMPANIES.

THE subscriber, manufacturor and agent for manufacturers of railroad materials, would solicit from railroad managers in the West their orders for

RAILROAD SPIKES, CAR AXLES, RUBBER SPRINGS, RUBBER HOSE, LOCOMOTIVE TIRES, SPRING STEEL, CAST STEEL, NUTS AND WASHERS, LOCOMOTIVE LANTERNS, ETC.

A. S. WINSLOW,
9 and 11 West Second Street,
mr. 24 † Bet. Main ond Walnut Sts. Cincinnati.

Locomotive Tires and Car Axles.

THE undersigned is prepored to supply Railroad Companies and Builders with Tires and Axles of superior qualitiy and finish, made from faggotted charcoal iron, formed and finished entirely under the hammer. For the character of the manufacture he refers to builders and companies who have used them in the West.

A. S. WINSLOW
mr.24-†] 9 ond 11 WestSecond St., Cincinnati.

ENGINEERS' MATERIALS.

EGGERS & CO.,

WHOLESALE DEALERS IN

PAPER & STATIONERY,

Since first January.

No. 127 Walnut St., bet. Third and Fourth.

CINCINNATI,

Keep the most complete stock in the West of every thing used by Engineers. On application, a catalogue with prices will be forwarded. [jy.21-†.

To Railroad Contractors, Quarry Men, &c.

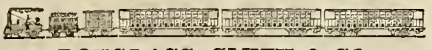
THE attention of those interested is called to ASH'S IMPROVED HORSE POWER ROCK DRILL, for Railroad Excavation, Stone Quarrying, Well Boring &c.

This Drill is worked by HORSE POWER, requiring but one horse and one man, to keep it constantly at work, with great ease and velocity, performing 60 strokes per minute. It is cheap of construction and repair. The AUGER weights from 300 to 500 pounds, will drill a perpendicular or inclined hole FOUR INCHES IN DIAMETER, at the rate of from 8 to 16 feet per day in ordinary lime stone. It has drilled 2 feet in one hour.

For rights to use for Counties or States, apply to the Patentee. WILLIAM F. ASH,
May 20, 3* Springfield, Ohio.

MUSKINGUM WORKS,

ZANESVILLE, OHIO.



DOUGLASS, SMITH & CO.

WOULD respectfully call the attention of Railroad Companies to their establishment at Zanesville They are prepared to execute orders, on short notice, for

Passenger Cars of the most superior description,

Second Class Passenger, Mail Express, and Baggage Cars; Freight, Cattle, four or eight wheeled Gravel Cars.

We manufacture a superior

CAR WHEEL,

Over 2500 of which are now running on the Central Ohio Railroad, and many of these have been in use on the road over two years, having in that time only three to crack, and two to be renewed in consequence of the wearing of the Chill. We have also commenced the manufacture of the celebrated

WASHBURN WHEEL,

And ore prepared to furnish this wheel, with or without axles. Also, castings for Cars fitted to order at the shortest notice.

BOLLMAN'S PATENT IRON & WOOD BRIDGE.

We are also agents and builders of the above celebrated Bridge. Are now placing upon the piers an iron bridge on this plan over the Muskingum river at Zanesville. We are ready to contract with companies for the construction of this Bridge. All orders addressed

DOUGLASS, SMITH & CO.,
au4tf. Muskingum Works, Zanesville, O.

Railroad Car Findings.

BRIDGES & BROTHER,

64 Courtlandt Street, New York.

Wheels & Axles, Jaws, Boxes, and Castings Fitted

Wrought Nuts, Bolts, & Washers,

Engine and Car Screw Bolts, all sizes; Coach Lag and Telegraph Screws,

LOCOMOTIVE ENGINE LANTERNS,

From the best Manufacturers, and at their prices. Car Hand, and Signal Lanterns.

Cotton Duck for Car Covering,

Of any required width to 124 inches.

ENAMELLED HEAD LININGS,

Plush and Curled Hair.

Hand Cars and Baggage Barrows. Passenger, Freight-Car, and Switch Locks, Door Knobs and Butts. Brass and Iron Wood Screws. Brass and Silver Plated Trimmings for Windows and Seats. Varnish, Coach Japan, and Glue; Paiuts, Varnish and Glue Brushes.

Silver Plated and White Metal Letters. Engine and Signal Bells, anti-friction or Babbitt Metal.

Portable Forges and Jack Screws.

Hemp Packing,, American, Russia, and Italian. Conductors' Badges and Baggage Checks. Iron, Brouzed ond Brass Hat Hooks. Ventilators and White Metal Rings. And all other Articles pertaining to Cars.

ALBERT BRIDGES,
Late Davenport & Bridges, Car Manufacturers,
Cambridgeport, Mass.
ALFRED BRIDGES,
Late Davenport, Bridges & Co., Fitchburg, Mass.
†oct6

G. ESCOL SELLERS.....C. D. DANA.

SELLERS & DANA,

AGENCY FOR THE SALE OF

Railroad Materials and Machinery,

THIRD STREET, (west of Burnet House.)

CINCINNATI, OHIO.

HAVING OPENED a depot for the sale of all articles used by Railroad Companies, we will fill orders promptly at manufacturers' prices, and are now prepared to furnish

Locomotives, Cars, Car-Wheels, and Axles. Ames' Tire and Crank Axles, Chairs and Spikes. Locomotive Head Lights, (of several makers) Car, Conductor's, Signal, Switch, Stoker and other Lanterns. Drawbridge and cross Road signal Lights; Gum Packing and Hose, assorted Car Trimmings, Enameled head and seat Linings, Plated and White Metal Letters.

—ALSO—

Machinists' Tools, particularly adapted to Railroad Work, Mill Work, Shafting and Shop outfits, Punching and Shearing Machines, for Boiler Work; Planers, Lathes, Drills. Portable Forges, etc., etc. Oak-Tanned Belting, of superior quality of all sizes.

y.13.†

TYLER DAVIDSON & CO.,

Agents for the

BOSTON BELTING COMPANY

India Rubber Machine Belting in any quantity, from 2 to 20 inches.

India Rubber Steam Packing;

Mixed	do	do	1-32 to ¾ inch thick.
Plain	do	do	1-32 to 1 inch thick.
Pure	do	do	

Pipe and Manhole Rings, all sizes;

Square or Rope Packing, do.

HOSE.

India Rubber, Hydrant, Conducting, Fire Engine, and Locomotive, of all sizes, manufactured from the best of Vulcanized Rubber, and for sale only by the agents.

Car Springs, and all other kinds of Vulcanized India Rubber used for Mechanical and Manufacturing purposes.

The undersigned, having been appointed Agen of the Boston Belting Company, beg leave to advise Dealers and Consumers that they are now prepared to supply the above goods in any quantities, on the most favorable terms. On hand and for sale,

50,000 Feet Vulcanized India Rubber Machine Beltings, from 2 inch to 20 inches, 3 and 4 ply.

TO STEAMBOATS AND RAILROADS.

India Rubber Hose, for Pavements, Streets, Gardens, Locomotives, Engines, etc.

40,000 feet Hose, 3, 4, 5, 6, and 7 plys, suitable for pavements, streets, gardens, locomotives, fire engines, etc., 1 to 3 inch, warranted extra quality.

Also,

THE vulcanized India Rubber Break Springs now in use by all the Eastern Railroads, and posessing decided advantage over the Steel Springs now in use, for the following reasons:

1st, They are much easier put on.

2d, They are a great deal cheaper.

3d, They are much more durable than steel, and no time lost in making them, the weather having no effect on them.

ALSO—Large 6 inch hose for water stations. This is a new and important invention. The coldest weather will have no effect on them whatever They are warranted to remain as pliable, in the COLDEST of weather, as they are in 150 Fahrenheit heat.

Armitage Anvils,-10 casks, assorted weights n w in store.

Allen's Revolvers and Self-Cocking Pistols.—Now in store, a large assortment of the above, 3, 4, and 5 inch Revolvers; 3, 4, 5, and 6 inch Pocket Pistols. Also, Dueling Pistols.

Leland's Superior C. S. Car and Auger Bitts.—All sizes.

Brass Kettles, and Sheet Brass, &c.—Brass Kettles, assorted from 6 to 30; Sheet Brass assorted from No. 0 to 30; Brass Wire, do do do.

Star Breast Chains.—Four casks of those superior double-linked Chains, just received.

Walker's Trace Chains.—70 casks of those superior goods, warranted full length and sizes, 8 to 20 links, straight and twisted, now in store.

American Anvils.—Eagle brand, faced with with cast steel, and warranted by the manufacturers equal to Armitage's Mousehole.

Plated Spoons.—Plain, tipped, and threaded heavy plate, on best quality of German Silver.

Premium Gimlet Screws.—10,000 gross just received.

Mill Saws. Hoe & Co.'s C. S. Wm. Rowland's, and W. H. Rowland's 6, 6½, 7, 7½, and 8 ft

Cross Cut Saws.—Hoe & Co.'s C. S., Johnockerell's C. S. and G. S., Wm. Rowland's and W. & H. Rowland's 5, 5½, 6, 6½, 7, 7½, and 8 feet Also, 4 and 4½ feet Tennon Saws.

Axes.—1000 doz. Axes, assorted Yankee and Kentucky patterns, first, second, and third quality

Nails.—4000 kegs Shoenberger's and Wheeling Nails, now in store.

For sale by TYLER DAVIDSON & CO.,
mr 3 140 and 142 Main street

Baltimore & Ohio Railroad.

380 MILES BETWEEN WHEELING AND BALTIMORE.

THIS Road was opened to the Ohio River in the spring of 1853, and has already established a high character with the business community of the West. Its facilities for the transportation of freights are already superior to those of any other great through line—while the attractions of the country through which it runs, and its many admirable provisions for the expedition, comfort and safety of travelers, it has received such favor as a passenger road, (with its present connections,) as to show that it will become the preferred route for all portions of the West and South-West as soon as its further connections are formed by the completion of the Central Ohio, North-Western Virginia and other Railroads now rapidly finishing.

FOR PASSENGERS BY THIS ROUTE,

Through Tickets from all Parts of the West,

ARE NOW SOLD IN

Cincinnati, Louisville, Madison, Indianapolis, St. Louis, Chicago, Toledo, Detroit, Cleveland, Columbus, Zanesville and other Cities.

AT ALL OF WHICH ARRANGEMENTS HAVE BEEN EFFECTED

For Sending Travelers Direct to

WASHINGTON, BALTIMORE, PHILADELPHIA, NEW YORK, and other ATLANTIC CITIES.

FOR FREIGHTS IN EITHER DIRECTION

The fullest accommodations are provided. In motive power and Cars, the company has abundant resources, which are being further extended to meet the demands of Western Trade. In the dispatch and regularity of transpart, and in the careful landing of property, this road challenges a comparison with its rivals. At Baltimore, the road connects directly in the streets and at the wharves with the

PHILADELPHIA AND NEW YORK RAILROADS,

The numerous Steamers of the Parker Vein Line to New York and Boston, the Ericsson Steamers by Canal to Philadelphia and New York,

And various other Lines of Steamers and Sailing Vessels to the Eastern Ports, and to Richmond, Norfolk, Charleston, Savannah, etc.

J. B. FORD is the Company's Receiving Agent at Wheeling.

WM. G. HARRISON, President. *JOHN H. DONE*, Mast. of Transportation, Baltimore.

je. 8†

Covington and Lexington Railroad.

OPEN to Cynthiana, 66 miles. Two Daily Passenger Trains.

On and after Thursday, May 25th, and until further notice, Trains will run as follows:

Express Train leaves Covington at 8 o'clock, A. M. stopping at Benton, Demossville, Butler, Falmouth, Calleuville, Boyd's, Berry's, Robinson's and Garnett's only, and arriving at Cynthiana at 11.50 A. M. Returning, leave Cynthiana, at 1.30 P. M., stopping at the above stations, and arriving at Covington at 5.30 P. M.

Passengers for Paris and Lexington, by taking the above train, will take dinner at Cynthiana. and by Messrs. Thurston and Thompson's line of Omnibusses, will reach Paris at 4 o'clock, P. M. The Evening Train of he Maysville and Lexington Road, leaves Paris at 5 o'clock, P. M., enabling passengers by this route to reach Lexington at 6 o'clock, P. M. Returning, leave Lexington by the 7 A. M. Train of the Maysville and Lexington Road for Paris, leave Paris by Messrs Thurston & Thompson's line of Omnibusses at 8.30 A. M. arriving at Cynthiana in time for dinner, and connect with the train for Covington at 1.30, P. M., arriving at Covington at 5.30 P. M.

Accommodation Train leaves Cynthiana at 6 o'clock A. M., stopping at all regular and flag stations upon the road, and arriving at Covington at 10.10 A. M. Returning, leave Covington at 3.15 P. M., stopping as above, and arrive at Cynthiana at 7.40 P. M.

Passengers by this train can leave home in the morning, pass five hours in Covington or Cincinnati, and return home before dark.

The Express Train will stop only at the stations named. Passengers for other points must take the Accommodation train.

Freight trains, for the present, will leave Covington Mondays, Wednesdays and Fridays; leave Cynthiana Tuesdays, Thursdays and Saturdays.

Freight will be received at Covington and Cynthiana up to 4 o'clock P. M., for the train of the following morning.

J. M. DOUGHERTY, Superintendent.

jy. 20.

Myers' Patent Cylindrical Car.

NOTICE.—The Subscriber having become proprietor of MYERS' PATENT CYLINDER CAR, for a considerable portion of Western territory, including the State of Ohio, offers the same to Rail Road Companies on favorable terms. The public will be furnished within a short time with complete explanations of its operation, together with the results of actual experiments testing its applicability to all the uses for which it is recommended.

W. CLOUGH, South-western Car Works.

Madison, Indiana. May 11.

Indianapolis and Cincinnati Railroad, via Lawrenceburgh.

Through to Chicago in 15 Hours!

Shortest line to Indianapolis, Terre Haute, Lafayette, and Chicago.

Through from Cincinnati to Indianapolis in six hours. and to Chicago in 15 hours!

TWO TRAINS DAILY, Boat or Cars, each way. (Sundays excepted.) Passengers who prefer taking Steamboat for the first twenty miles, will go by the Steamer **Forest Queen**, foot of Main street, at 12 M.

Those who prefer the Cars for the whole distance, will go by the regular passenger trains of the

OHIO & MISSISSIPPI RAILROAD,

Which leave Cincinnati at 6.30 A. M. and 3.45 P. M.—The train which leaves Cincinnati at 6.30 A. M. connects at Lawrenceburgh with the Indianapolis and Cincinnati Railroad train for Indianapolis, Lafayette, Terre Haute, Michigan City and Chicago.

Baggage checked through and a Baggage Master accompanies the same.

Fare from Cincinnati to Indianapolis.....$3 00
Do do Lafayette..... 5 00
Do do Chicago..... 9 00

At Shelbyville passengers may take the Jefferson, Rushville, Kingstown or Columbus Cars.

GEO. HAVEN, Sup't.

Through tickets may be procured on board the boat, or at the Office of the Ohio and Mississippi Railroad, Fourth street, near Vine, or of

C. S. RUSSELL Ag't. Ind. and Cin. R R. Office, corner of Main and Water streets, Cincinnati.

☞ Omnibusses will call for passengers, by leaving their names at either of the above offices.

Cincinnati, June 1†.

Change of Time on Cincinnati, Hamilton, Eaton & Richmond Railroad.

ON and after TUESDAY, April 4th, 1854. the Morning Train for Richmond and Indianapolis, will leave Depot, foot of Sixth street, at 6.10 o'clock, A. M.

Passengers by this Train connect at Indianapolis with the 1 o'clock, P. M. Train on Lafayette and Indianapolis Railroad for Lafayette and Chicago; arriving at Chicago by 9 o'clock, P. M., of same day, being 9 hours less time than by any other railroad route leaving Cincinnati.

Also, connect at Indianapolis with 1.15 P. M. Train for Terre Haute.

Trains for St. Louis leave Chicago at 11 o'clock P. M., after the arrival of 1 P. M. Train from Indianapolis in the morning, making this the quickest route by far between Cincinnati and St. Louis.

Evening Train will leave as usual, at 3.30 P. M. connecting at Richmond with 7 P. M. Train for Indianapolis; arriving at Indianapolis at 10.30 P. M.

FARE—Cincinnati to Richmond.....$1 75
Cincinnati to Indianapolis..... 3 00
Cincinnati to Chicago..... 9 00

ap. 6 D. M. MORROW, Sup't.

Marietta & Cincinnati Railroad.

OPEN between CHILLICOTHE and GREENFIELD, Connected by Stage at Hillsborough, with Hillsborough and Cincinnati, and Little Miami Railroad Trains, forming a through daily line each way.

On and after Monday, the 8th of May, passenger trains will run as follows, viz:

Leave Chillicothe at 9 00 A. M.
Returning do Greenfield at 5 30 P. M.

Passengers from Cincinnati leave by Little Miami Railroad, at 7 40 A. M., dine at Hillsborough and reach Chillicothe the same Evening.

Fare from Cincinnati to Chillicothe, $3 45.

J. W. STOWELL, Sup't.

Chillicothe, May 6th. '54—

J. DAVENPORT.... M. D. WELLMAN.... C. M. RUSSELL

DAVENPORT, RUSSEL & CO.,

Railway Car Manufacturers,

MASSILON, OHIO.

THE subscriber, late of the firm of Davenport, Bridges & Co., Fitchburgh, Mass., having associated himself with Messrs. Wellman and Russell, under the above name, would respectfully solicit calls for any kind of Passenger, Baggage, Post Office, Freight, Coal, Gravel or Hand Cars.

Having had fifteen years experience in the businessand having secured the best of workmen from the Car Factory in Cambridge, Mass., I feel confident that perfect satisfaction can be given in all work entrusted to our care.

We have now on hand the best of dry White-Oak with which we think we can build Cars as cheap and as well as any other establishment in the States.

Feb. 16†* JOSEPH DAVENPORT.

TO BUFFALO, NIAGARA FALLS, BOSTON AND NEW YORK,

VIA

Cincinnati, Hamilton and Dayton,

AND

Mad River and Lake Erie Railroads!

FARE REDUCED!

ONLY FOUR DOLLARS FROM CINCINNATI TO BUFFALO ! !

SEVEN HOURS RAILROAD RIDE

FROM CINCINNATI TO THE LAKE.

ONLY ROUTE FREE FROM DUST!!!

FOUR DOLLAR TICKET GOOD ON ALL TRAINS.

☞ Hamilton and Dayton Railroad the first to reduce the Fare.

Passengers leaving on 6 A. M. Train have three hours at Dayton.

Through from Cincinnati to Sandusky without change of cars.

Baggage checked to Buffalo.

Depot in the west end of the city, on Sixth street.

☞ Cheapest and most pleasant route between Cincinnati and the Eastern Cities.

Passengers leaving Cincinnati by 8.20 Morning Train, on Cincinnati. Hamilton and Dayton Railroad, arrive at Sandusky at 4 P. M., and go immediately on board the splendid and gorgeous steamers.

ST. LAWRENCE.....Capt. Mead.
MISSISSIPPI.....Capt. Hazard.

And arrive at Buffalo next morning. after a refreshing night's sleep, in time for early trains to Niagara Falls, New York, Boston, etc., arriving in New York in time for supper.

The roads composing this route from Cincinnati to the Lake are laid throughout with heavy T rail, and in construction of track, rolling machinery, comfort of cars, and general management, and almost entire freedom from dust, are not surpassed by any in the West. It passes through the densely populated and highly cultivated valleys of the Great Miami and Mad Rivers, also, running through the large and beautiful towns of Hamilton, Dayton, Springfield, Urbana, Bellefontaine, Kenton, Carey and Sandusky.

The Steamers of this Line were built expressly for comfort, safety and speed, and no efforts will be spared to render comfortable those who may patronize them.

By this route passengers have four or five hours daylight on the Lake. Each boat is provided with splendid bands, for the especial accommodation of pleasure travelers, and every facility is afforded to dancing parties.

Reserved State Rooms will be telegraphed for, by passengers leaving their names at the Ticket Offices.

The following rates of Fare includes Meals and State Rooms on Lake Steamers.

FARE.

From Cincinnati to Buffalo.....$ 4 00
From Cincinnati to New York (RR. from Buffalo) 11 50
From Cincinnati to N. Y. via Hud. Riv. Steamers. 10 50
From Cincinnati to Boston..... 14 00
Montreal..... 13 00
Burlington..... 12 00
Rutland..... 12 50
Bellows Falls..... 13 00
Concord..... 13 50
Lowell..... 13 50

Excursion Tickets.

Cincinnati to Buffalo and back.....$8 00
Cincinnati to Niagara Falls and back..... 9 00

For through tickets and information. please apply at Cincinnati, Hamilton and Dayton Railroad Office. north west corner of Broadway and Front streets. under the Spencer House, or to J. W. SHIPLEY, at Railroad Office on Walnut street. between Fourth and Fifth streets. one door south of the Gibson House, or at Sixth street Depot.

H. O. AMES, Superintendent.
W. A. LATHAM, Agent.

The Omnibus Line will call for passengers by leaving their orders at the offices.

jy.12 WM. H. SMITH, Conductor.

THE SHORTEST ROUTE TO CHICAGO.

Ohio & Mississippi Railroad

THREE regular passenger Trains daily, (except Sundays.) On Monday, April 17th, and until further notice,

Leave Cincinnati at 6.15 A. M., 2.15 P. M., and 4.40 P. M. Connecting at Lawrenceburg, at 7.30 A. M., and 3.30 P. M. with Train for Indianapolis, Terre Haute, Lafayette and Chicago.

AND RETURNING,

Leave Aurora at 6.40 A. M., 4.20 P. M., and 8.20 P. M. connecting at Lawrenceburgh, at 4.30 P. M. and at 8.30 P. M. with the Trains that leave Indianapolis at 12 A. M. and 4 P. M., uniting at that point with all the Trains from the North and West.

☞ Tickets may be procured at the office on Fourth street, near Vine.

☞ Omnibusses will run to and from the cars in the customary manner.

S. S. POST, Chief Engineer and Superintendent.

Cincinnati, April 14, 1854.

Railroad Line.

Cincinnati, Hamilton & Dayton Railroad.

Summer Arrangement.

COMMENCING WEDNESDAY, JUNE 20th, 1854.

TRAINS will run by standard time, which is seven minutes faster than that of Cincinnati.

First Train

At 6 o'clock, A. M., Lightning Express for Dayton, Crestline, Pittsburgh, Philadelphia and Baltimore.

Second Train

At 6.10 A. M., for Hamilton, Richmond, Indianapolis, Terre Haute, Lafayette and Chicago, direct.

Third Train

At 8.20 A. M., for Dayton, Sandusky, Toledo, Detroit, Chicago, Cleveland, Buffalo, New York, Boston, Pittsburgh, Philadelphia, Baltimore and Washington.

Fourth Train

At 2 P. M. for Dayton, Greenville and Union.

Fifth Train

At 3.30 P. M., for Hamilton, Richmond, Indianapolis, Terre Haute, Lafayette and Chicago.

Sixth Train

At 5 P. M., for Dayton, Troy and Piqua, and intermediate stations.

Seventh Train

At 6.30 P. M., for Hamilton and intermediate stations.

The 1st Train, Express,

Will stop only at Hamilton and Middletown.

2d, 3d, 4th, 5th and 6th Trains,

Will stop at all regular stations.

The Seventh Train

Will stop at all way and flag stations.

The 1st Train

Will connect at Crestline at 12.30 P. M., with the Ohio & Pennsylvania Train for Pittsburgh, Philadelphia, Baltimore, etc., forming a direct and continuous line for each of these cities. Cars run through to Crestline without change. Baggage checked to Pittsburgh.

2d Train

Will connect at Richmond at 9.05 A. M., with Train of Indiana Central Road for Indianapolis; arrive at that place at 12 M., thence to Terre Haute, Lafayette, or Chicago without detention. Time as short as by any other route.

3d Train

Will connect at Dayton at 10.45 A. M., with Mad River Train, and arrive at Sandusky at 4 P. M., and go immediately on board the splendid steamers **St. Lawrence** and **Mississippi**, to Buffalo; thence at 7.30 A. M., with Buffalo and N. Y. City Road, to New York; arriving at that place at 10 P. M., also at Crestline 4.20 P. M., with Ohio and Penna. Train for Pittsburgh, Philadelphia, Baltimore and Washington.

The Same Train

Will also connect at Clyde with Cleveland and Toledo Train to Toledo. Chicago and intermediate points; and at Sandusky at 5 P. M., with steamer **Bay City**, for Detroit. Also, with Dayton and Michigan Railroad to Troy and Piqua, and at Piqua with Doyle & Co's Canal Packet Line to all points on Wabash and Miami Canals.

Fourth Train

Will connect at Dayton with Dayton and Greenville Railroad to Greenville, Union, and all points on Bellefontaine and Indianapolis Railroad.

Fifth Train

Will connect at Richmond at 6.40 P. M., with Indiana Central Train for Indianapolis, Terre Haute, Lafayette.

Passengers will bear in mind that the following rates of fare, via Lake Steamers, include both Meals and Staterooms, and that the fare to Philadelphia and Baltimore is One Dollar cheaper, and one less change of cars than by the Columbus route.

FARE:

From Cincinnati	to	Hamilton	$ 60
Do	do	Eaton	1 35
Do	do	Richmond	1 75
Do	do	Indianapolis	3 00
Do	do	Terre Haute	5 00
Do	do	Lafayette	5 00
Do	do	Chicago	9 00
Do	do	Dayton	1 50
Do	do	Troy	2 10
Do	do	Piqua	2 35
Do	do	Springfield	2 10
Do	do	Sandusky	5 00
Do	do	Toledo	5 75
Do	do	Cleveland	6 00
Do	do	Buffalo, via Lake steamers	1 00
Do	do	New York, RR. from Buffalo	11 50
Do	do	New York, via steamers	10 50
Do	do	Montreal, via Lake Ontario	14 00
Do	do	Boston	14 00
Do	do	Pittsburgh, first class	7 00
Do	do	do front car	5 60
Do	do	Philadelphia	14 00
Do	do	Baltimore	14 00
Do	do	New York, via Pittsburgh and Philadelphia. (Railroad all the way)	16 00

For further information or tickets apply to W. A. LATHAM, General Agent, at the office, corner Broadway and Front streets, under Spencer House, or at the Office on Walnut street, next door to the Gibson House, or at the Sixth street Depot.

HENRY O. AMES,
Sup't.

Cincinnati, June 1 4.—jo9†

Railroad Line.

CINCIN'I, COLUMBUS & CLEVELAND ROUTE.

To New York, via Railway, in	30	hours.
To N. Y., by Lake Steamers via Cleveland	39	"
To Pittsburgh in	14	"
To Boston in	34½	"
To Philadelphia in	38	"
To Baltimore in	38	"
To Wheeling in	18	"

VIA LITTLE MIAMI RAILWAY.

FOUR DAILY TRAINS.

First Train—Lightning Express—at ...6 o'clock, A. M.
Second Train—Accommodation Ex....7.45 " "
Third Train—Hillsborough Train.....3.10 " P. M
Fourth Train—Even'g Accommoda...5 " "

The roads of this route are laid throughout with heavy T rail.

New York, Boston, and Montreal.

First Train—Lightning Express leaves Cincinnati at 6 o'clock A. M., connecting at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo; connecting at Dunkirk with New York and Erie Railroad, and at Buffalo with Buffalo and Albany Railroad to New York and Boston.

Second Train—Accommodation Express, at 7.45 o'clock, A. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad, at Buffalo with Buffalo and Albany and New York City Railroads, and at Buffalo with Niagara Falls Railroad, to New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

—ALSO—

Connects at Cleveland with the new and magnificent low pressure steamers QUEEN OF THE WEST, Capt. McBride; CRESCENT CITY, Capt. Pease; connecting at Buffalo with the Buffalo and Albany, New York City, and Niagara Falls Railroads, for New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

Fourth Train—Evening Express, at 5 o'clock P. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad; connecting at Buffalo with New York City, Buffalo and Albany, and Niagara Falls Railroads, to New York, Boston, and Niagara Falls.

Pittsburgh, Philadelphia, and Baltimore.

First Train—Lightning Express, leaves Cincinnati at 6 o'clock A. M., connecting at Crestline with Ohio and Pennsylvania Railroad to Pittsburgh, connecting with Pennsylvania Railroad to Philadelphia and Baltimore.

Through from Cincinnati to Philadelphia and Baltimore direct.

Zanesville, Wheeling, Baltimore, &c.

First Train—Lightning Express, at 6 o'clock A. M., and second Train, Accommodation Express, at 7.45 o'clock A. M., connect at Columbus with Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Lines, via National road, to Wheeling, connecting with Baltimore and Ohio Railroad to Baltimore, Philadelphia, Washington, etc.

Fourth Train—Evening Express, at 5 o'clock P. M. Passengers by this Train sleep at Columbus and resume by Morning Train, via Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Line to Wheeling.

Hillsborough.

Third Train—Leaves Cincinnati at 3 P. M., connecting at Hillsborough with Ohio Stage Co.'s Lines to Chillicothe, Piketon, etc.

FARE.

From Cincinnati to New York via Railroad, either route	$16 00
From Cincinnati to New York via Railroad to Albany, and Hudson river steamer	15 00
From Cincinnati to New York via Lake Steamers to Buffalo, and Railroad to New York	15 00
From Cincinnati to New York via Lake Steamers to Buffalo, Railroad to Albany, and Hudson river steamer to New York	14 00
From Cincinnati to Boston via Lake Shore, New York and Erie, and New York City Roads	20 00
From Cincinnati to Boston via Lake Steamers and New York City and Erie Roads	19 00
From Cincinnati to Boston via Lake Shore, Buffalo, Albany and Western Roads	19 00
From Cincinnati to Boston via Lake Steamer, Buffalo, Albany, and Western Roads	18 00
An additional charge of fifty cents via Niagara Falls and above routes.	
From Cincinnati to Montreal via Lake Shore Road,	18 00
From Cincinnati to Montreal via Lake steamer	17 00
From Cincinnati to Boston via Lake Shore Road and Ogdensburg	18 00
From Cincinnati to Boston via Lake Steamer and Ogdensburg	17 00
From Cincinnati to New York via Lake Shore Road and Ogdensburg	16 75
From Cincinnati to New York via Lake Steamer and Ogdensburg	15 75
From Cincinnati to Buffalo via Lake Shore Road,	9 00
From Cincinnati to Buffalo via Lake Steamer	8 00
From Cincinnati to Philadelphia or Baltimore via Crestline and Pittsburgh	15 00
From Cincinnati to Philadelphia or Baltimore via Cleveland and Pittsburgh	15 50
From Cincinnati to Pittsburgh via Crestline	7 00
From Cincinnati to Pittsburgh via Cleveland	9 00
From Cincinnati to Baltimore via Wheeling	14 00
From Cincinnati to Washington via Wheeling	15 00
From Cincinnati to Philadelphia via Wheeling	15 00
From Cincinnati to Wheeling	7 00
From Cincinnati to Cleveland	6 00
From Cincinnati to Zanesville	4 00
From Cincinnati to Columbus	3 00
From Cincinnati to Springfield	2 00

☞ For all information and Through Tickets, please apply at office, southeast corner of Broadway and Front sts., Cincinnati.

au25 P. W. STRADER, Gen'l Agent.

Cincinnati, Wilmington and Zanesville Railroad.

OPEN TO LANCASTER.—Two daily Trains, (Sundays excepted) between Lancaster and Cincinnati. On and after Monday, June 26th, 1854, until further notice, trains will run as follows:

The morning Train leaves Lancaster at 5.10 A. M., and arrives at Cincinnati at 11 15. Returning leaves Cincinnati at 3.05 P. M. and arrives at Lancaster at 9.30 P. M.

The downward accommodation train leaves Lancaster at 10.05 A. M., and arrives at Cincinnati at 5.40 P. M.

The upward accommodation train leaves Cincinnati at 7.30 A. M., and arrives at Lancaster at 4.00 P. M.

Trains will stop for passengers as follows: At Amanda, Stout's, Circleville, Williamsport, Four Corners, New Holland, Washington, Rattle Snake, Sabina, Cross Roads, Wilmington, Sligo, Clarksville and Morrow; and on the Little Miami Road at Deerfield, Butterworth's, Water Station, Loveland, Miamiville, Milford and Plainville, and on proper signal by flag, or to the Conductor, at Branch Hill and Linwood, at Turnpike.

The downward Trains connect at Morrow with the Trains on the Little Miami Road for Columbus.

Lines of Omnibusses and Packets will run between Circleville and Chillicothe, and Stages and Packets between Lancaster, Logan, Nelsonville, Athens and Pomery; and Stages between Lancaster, Somerset and Zanesville connecting with the morning train from, and evening train to, Cincinnati.

Fare from Cincinnati to Washington	$2 50
" " " " Circleville	3 00
" " " " Lancaster	3 60
" " " " Chillicothe	4 00

For other information and Tickets, apply at Ticket office, corner of Broadway and Front sts, and at the Little Miami Depot, or to the Station Agents on the line.

E. W. WOODWARD,
Engineer and Superintendent.

☞ The Omnibus Line will call for and deliver passengers to and from the trains to any part of the City.

J. HOWELL, Conductor.

☞ The Company will not be responsible for baggage exceeding $50 in value, unless the same be returned to the Conductor or Agent, and freight paid at the rate of a passage for every $500 in value above that amount.

je. 29

COLUMBUS PIQUA, AND INDIANA RAILROAD.

New route from Columbus, West and from Urbana, East.

On and after Monday September 19, 1853, two trains per day, (Sunday excepted) each way, will run on this Road, between COLUMBUS and URBANA. Will leave Columbus at 4.50 a.m., and 3.30 p.m.—arriving at Urbana at 8.12 a.m., and 6.14 p.m. Returning—will leave Urbana, for Columbus, at 9.15 a.m., and 3.00 p.m.—arriving at 12.05 and 6.55 p.m.

The 4.50 a.m. train, from Columbus, will connect with the night Express train from Cleveland and arrive at Urbana in time for the morning train north for Sandusky and intermediate points. Persons arriving by the morning Cleveland and Zanesville trains can have a few hours at Columbus and leave by the 3.30 p.m. train—arriving at Urbana in time to get supper and take the 5.35 p.m. train for Dayton and Cincinnati.

The 9.15 a.m. train from Urbana connects with the morning train from Cincinnati and Dayton that arrives at Urbana 8.40 a.m.—arriving at Columbus at 12.05 p.m in time for the 1 p.m. train for Cleveland, connecting with the Buffalo and Dunkirk boats. The 3.00 p.m. train will leave Urbana on the arrival of the Sandusky train—reaching Urbana at 2.45 p.m.—and arrive in Columbus in time for the various night trains.

A line of Omnibuses will connect with the trains at Urbana for the conveyence of passengers to and from Piqua and Groenville over a good Macadamized road.

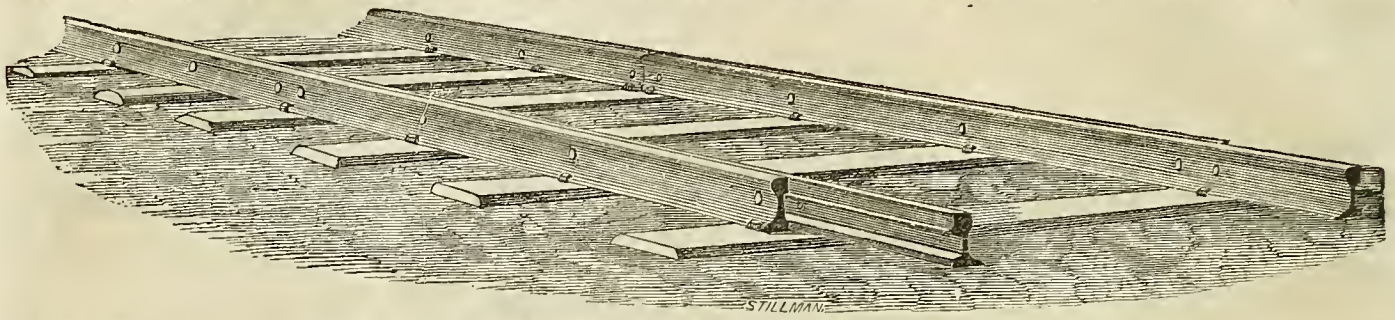
A. G CONOVER, Sup

Piqua, Sept. 13, 1853. s29-tf.

RAILROAD IRON, LIGHT WEIGHT.

470 TONS, 47 lbs. per yard, good quality and pattern, now lying at New Orleans. For terms, apply to VOSE, PERKINS & CO.,
ap27-tf New York.

WINSLOW'S
PATENT COMPOUND RAIL.



THIS RAIL, which is represented by the above, has now been in use on several Roads for upwards of three years; during which time it has become established among Railroad Managers as realizing the advantages of a

THEORETICALLY PERFECT RAIL.

Its advantages over the common form of "T" Rail are—a saving in the wear and tear of Machinery—it saves, to a great extent, in the repairs of track—it secures a high rate of speed with the same power, and what is certainly of equal importance, complete protection against some of the accidents to which roads are liable Being practically a continuous Rail for the entire length of the road, without break at the ends of bars, the jarring motion communicated thereby in passing over the common 'T" Rail is avoided, as is also its effects upon Cars and Machinery. The comfort of travelers must of course be greatly increased.

This Rail is now manufactured at Hanging Rock Iron Works, upon the Ohio River, and at Mt. Savage Iron Works, Maryland. Specimens of the Rail and patterns of the same will be gladly shown, as well as information in relation thereto, given by application to

A. S. WINSLOW, Nos. 9 & 11 West Second Street, bet. Main and Walnut Sts., CINCINNATI.

J. F. WINSLOW, Troy, New York.
ERASTUS CORNING & CO., Albany, N. Y.

ap.7-tf

WHEELBARROWS!



ON hand, Wheelbarrows, of my own manufacture, suitable for Railroad, Turnpike, Canaling, etc., in sets to suit purchasers. Orders filled for any reasonable amount.

HENRY RCCKEY,
jy. 20. No. 21 East Front st.

CAR MANUFACTORY,
Dayton, Ohio.

E. THRESHER & CO., having enlarged their shops, are prepared to contract on favorable terms, for building every variety of railroad Cars, in any quantity and on short notice, made of the best materials, and of the most approved workmanship.

They are prepared also to furnish jaws and boxes; the Washburn Wheel, 30 and 33 inch, adapted to inside or outside bearing; cast iron frogs, steel plated; and switches of the most approved patterns.

They also manufacture blacksmith tuyeres, Harris' Patent; portable bolt forges: bolt heading and bolt cutting machines; upright drills, wheel presses; wood planers; tenoning and mortising machines, etc.

They respectfully invite the attention of railroad directors and superintendents to their establishment.

Dayton, Jan. 24th, 1853. jan.25-†

S. C. THOMSON & CO.,

MANUFACTURERS OF

PATENT PAD LOCKS,

For Railroad Switches, Merchandise Cars, Stores, Cemeteries, Iron Safes, &c.,

Cor. Railroad Avenue and Market st.,

jan.12† NEWARK, N. J.

KENTUCKY LOCOMOTIVE WORKS.

CORNER OF KENTUCKY AND TENTH STS.

LOUISVILLE, KY.

THE Proprietors of the Kentucky Locomotive Works would respectfully inform Railroad Companies and the public generally that, having completed their establishment, they are now prepared to receive and execute orders with fidelity and dispatch.

They will contract for

Locomotives, Passenger, Baggage, Freight, Gravel and Hand Cars,

Of every style and pattern, as well as all kinds of St and Machinery required for railroads.

Particular attention will be paid to repairing, which they have every facility.

They are also prepared to contract on favorable terms for building all kinds of Machine Tools, such as Turning Engines, Lathes, Planers, Drills, Slotting, Spliting, and Shaping Machines, of every variety of pattern.

Having also a large FOUNDRY connected with the establishment, orders for Castings are solicited, and will be filled with promptness.

Car Wheels of any pattern can be furnished on short notice. Double and single plate and Spoke Wheels of all sizes constantly on hand.

☞ Communications or orders must be addressed to

OLMSTED, TENNYS & PECK,
jc.8-tf Louisville, Ky.

Lightner's Patent Axle Boxes for Railroad Cars.

THE attention of Railroad Managers and others is called to this valuable improvement in

AXLE BOXES.

The first cost and "fitting up" of these boxes is 20 to 25 per cent below that of most boxes in use. They will save about 75 per cent in consumption of oil. The construction is simple; they are not liable to become loose, nor "heated" by severe service. The Reservoir is held close to the shaft, and the oil journals, are secure from dust yet easy of access; the brasses may be removed from the journals, while under the car, in a few minutes. Cars furnished with these boxes run from 4 to 5 weeks without replenishing the oil, and are not detained from the road for repairs ONE TENTH part of the time which is necessary when other boxes are used.

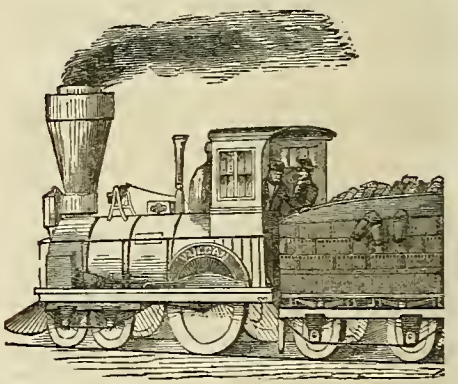
The business of a railroad can be done with a much less number of cars, with these boxes than if any other kind are used.

The first railroad men in the country have certified that Lightner's improvements in AXLE BOXES are among the first of the times.

Models and Testimony of the above Boxes, may be examined, and arrangements may be made for the right to use the same, with the subscriber.

WILLIAM SHERBURNE,
PRINCIPAL AGENT,
May 18.6* Office, No. 167 Broadway, New York.

Cincinnati Locomotive Works!



THE undersigned are prepared to furnish Locomotives equal in efficiency and durability to the best Eastern manufactnre. Also, Shaping and Slotting Machines suitable for railroad shops. Also, all kinds of heavy forging and casting done at short notice. Also, bolts for bridges cut with dispatch.

ap. 20 MOORE & RICHARDSON.

ASHCROFT'S
METALLIC STEAM GAUGE.

(BOURDEN'S PATENT)

THE subscribers offer for sale this valuable Gauge. It is adapted to Locomotive and other steam boilers, indicating with accuracy the continual variations of steam within the boiler, enabling the Engineer to maintain a uniform and safe pressure. Any of the Eastern Railroads may be referred to for proof of its importance and value.

BRIDGES & BROTHER,
sep.15-tf 64 Courtlandt St., New York.

WASON'S
CAR MANUFACTORY,

Near the Pittsburgh R. R. Shops,

CLEVELAND, OHIO.

Passenger, Baggage, Freight, Dumpers, Hand Cars, &c.,

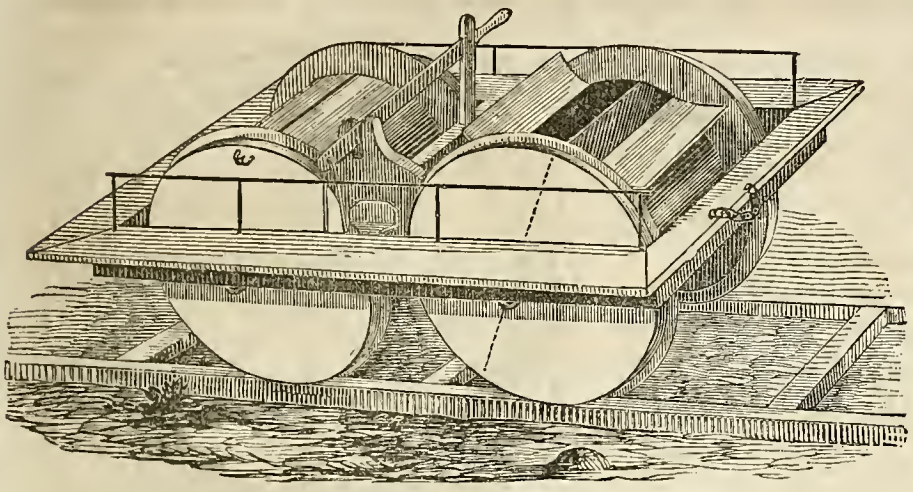
Of the best quality in all respects, style, workmanship, and material, made to order with promptness.

Orders respectfully solicited, with the assurance that no pains will be spared to give entire satisfaction in all cases.

CHARLES WASON,
Late of the firm of T. & E. Wason, Springfield,
†oc20 Massachusetts.

MYERS' PATENT CAR,

FOR COAL, GRAIN, &c., &c.



FOR PARTICULARS OF COST, RIGHT OF USE, &c., ADDRESS,

C. TIERS MYERS,

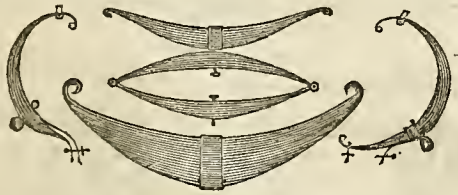
No. 33 WALNUT STREET,

PHILADELPHIA.

dec15-3*

McDANEL & HORNER,

LOCO-MOTIVE AND CAR SPRING



MANUFACTURERS, WILMINGTON, DEL.

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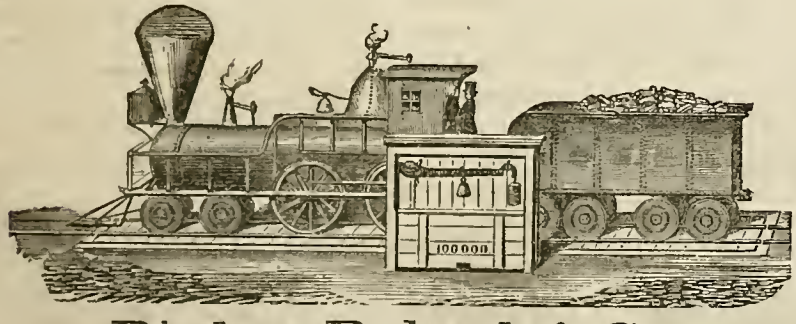
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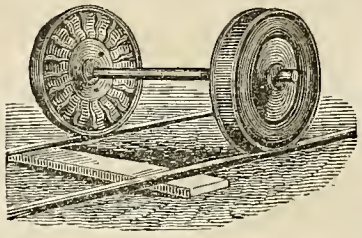
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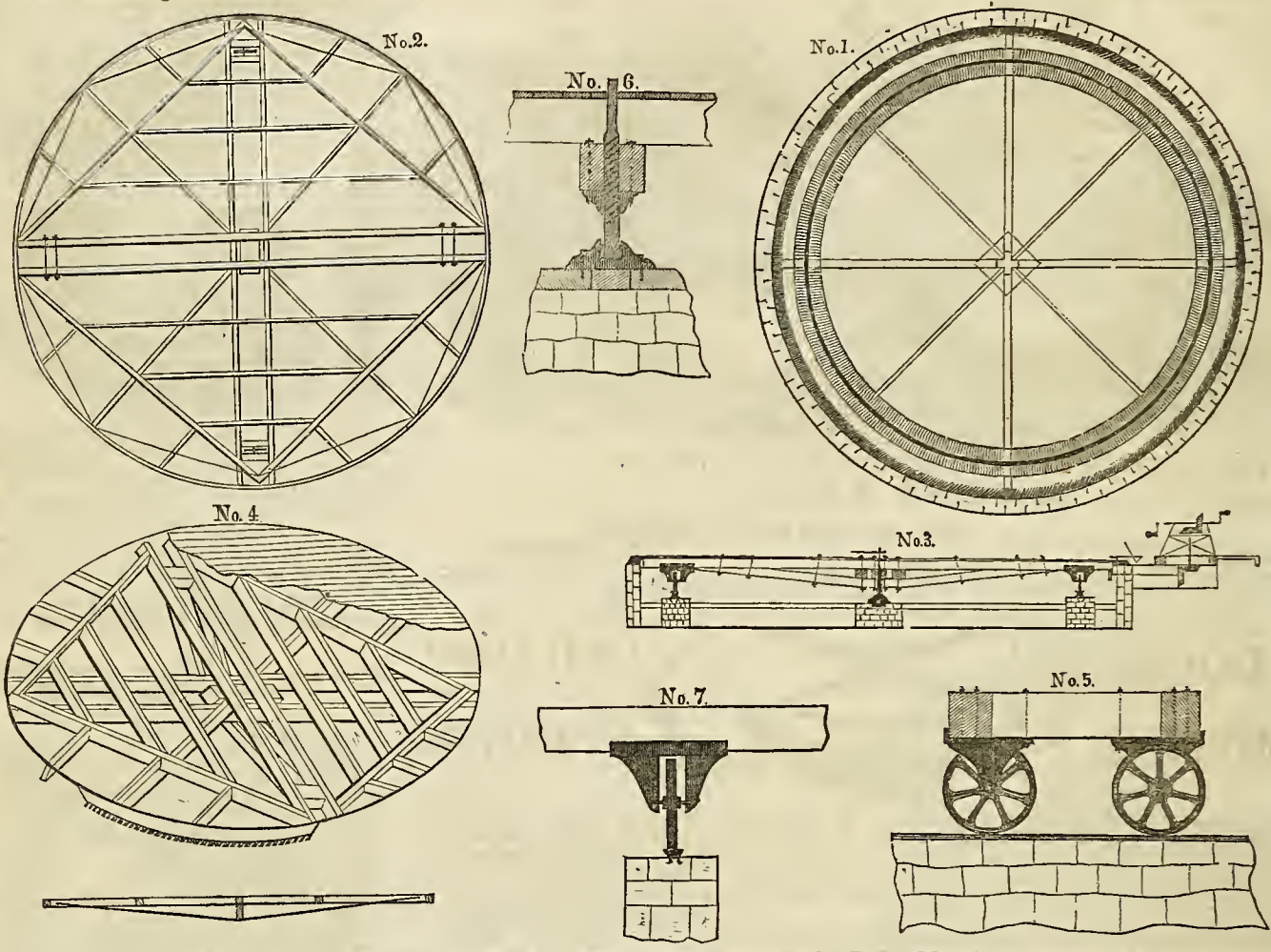
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Fig. 1, of the above cut, represents the foundations, consisting of *Bank* and *Track Walls*, the latter made of cut, the former of hammer-dressed stone, with cut stone coping. The Track is bent of the ordinary T rail, spiked and leaded to the stone track walls. The Center Pier is made of cut stone, with a step for screw and pivot bolted to the same.

Fig. 2, shows the framing.

Fig. 3, is a side view of Main Truss, with the mode of gearing, including the mitre-wheels, iron crank frame, rack and pinion, foundations, pivot wheels and pedestals.

Fig. 4, gives a perspective view of rim, segments, decking, etc.

Fig. 5, is an end view of the main trucks, with pedestals and wheels.

Fig. 6, is a screw for pivot, 6 inches in diameter, working in a steel step through a nut for adjustment.

Fig. 7, shows a cross section of track wall, well, and pedestal.

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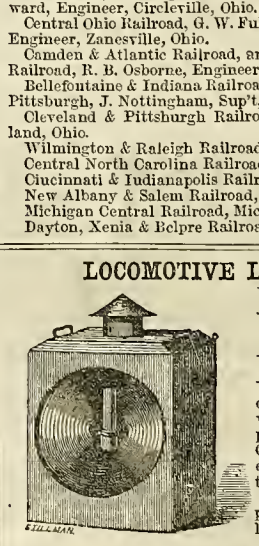
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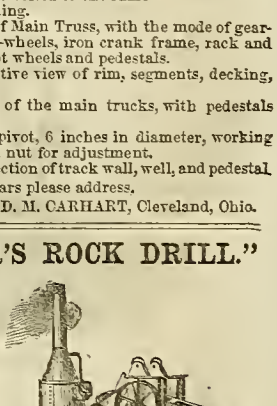
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A New Press.—Mr. Stephen Brown, of this city, has invented a useful and very ingenious printing press for the printing of four different colors simultaneously. We went to his room the other day and examined a neatly constructed brass model of this press, which is indeed a perfect beauty to look at, and a curiosity to see in operation. The inking apparatus and the general principles of the machine are so arranged that four colors can be printed at one impression, at the rate of about 500 impressions in an hour. And not only different lines and letters be printed in various hues, but so perfect is the invention that one letter may be printed in two, three, or four different colors ; or printed in one color and shaded by another, all with the same impression.

Its construction is very simple, there being less of complication about it than we find in other larger printing presses now in use.

Mr. Brown is a practical printer and has spent considerable time and labor in getting up this new press. He intends to make application for a patent immediately. That his labor and ingenuity will be rewarded as they deserve to be, we have no doubt. His invention will "take," being one much to be desired by printers.—*Syracuse Journal,*

Louisville & Nashville Railroad Co.—L. L. Shreve, Esq., has resigned the presidency of this company.

OPINION OF CORWINE, HAYES AND ROGERS, on the Constitutionality and Validity of "An Act to Prohibit the Circulation of Foreign Bank Bills of a less Denomination than Ten Dollars," Passed by the General Assembly of the State of Ohio, May 1st, 1854.

The Small Note Law of our State being a subject of the highest importance to our Mercantile and Railroad interests, we subjoin the opinion of an eminent law firm in this city, given at the request of our bankers. For want of space we are compelled to reserve our own remarks for a future issue.

OPINION:

This Law contains six sections ; the last, however, being merely the repealing clause.

Sec. 1st, Prohibits the circulation and receipt of Bank Paper of another state, of less denomination than ten dollars, after the 1st of October, 1854, by any person, firm or body corporate, unless transferred and received *bona fide* for the purpose of sending *out* of the state for redemption.

Sec. 2d Provides that such paper shall not be paid out or received in payment of any tax, debt, judgment, decree, fine or amercement, or other demand whatever; that such paper shall be held worthless, and all contracts for it null and void, &c.

Sec. 3d, That for a violation of it, any Bank, Banker, Broker, body corporate or public officer, shall pay one hundred dollars, and *other persons* ten dollars ; one-half to go to the *informer*, and the other half to the Treasurer of the Township. And the person complaining, (the informer) shall not, after the filing of such complaint, be liable to a forfeiture in the same case, *although a party to the same offense.*

Sec. 4. The form of the complaint.

Sec. 5, In addition to the forfeiture above specified, makes every member of the firm, bank, &c., individually liable for the redemption of such paper in gold and silver, every incorporated bank shall forfeit its charter, and all notes and other securities or obligations, discounted in whole or in part by any bank, banker or broker, with or by paying the unlawful paper, the circulation of which is by this act prohibited, shall be void, and no action shall be maintained to enforce the collection thereof.

The first section contains two distinct and opposite elements. 1st. It prohibits the passing of any bank bill or note of a less denomination than ten dollars.—But, 2d. It authorizes bank bills to be dealt in, provided it is done for the purpose of sending such bills home for redemption.

These provisions are antagonistic. In the first place the prohibition is complete and positive against the passing, transferring and circulating ; and in the second place, they may be purchased to be sent home.

Now, it is clear that if there is a *purchase* there must be a *passing* by some one, where there is a seller there is a purchaser.

The seller violates the law, whilst the purchaser is within the proviso and is excused. The latter can be a purchaser and an informer at the same time. Thus he derives the profit of the shaveon the bill purchased, and the half of the fines.

The third section contains three propositions that should be conspicuously mentioned.

1. It levels its anathema at none but the Bank, Banker, Broker, Body Corporate and Public Officer, who it declares shall be fined for a violation of the law one hundred dollars, while it excuses all other offenders with a fine of ten dollars.

2. It gives one-half of the fine to the informer.

3. However much the informer may have participated in the violation of the law, he shall not be punished.

The fifth section is no less deserving of prominent mention. After providing that those putting the paper in circulation, should redeem it in gold and silver, and the Banks should forfeit their charters, it goes on to provide that all notes, &c., discounted by any Bank, Banker or Broker, (applicable to no other class of citizens,) in whole or in part, with such paper, shall be void, and no action shall be maintained to enforce its collection.

Before proceeding to the discussion of the legal views, suggested by this law, we may premise that the act is marked by a spirit of proscription and injustice, alike wanton and fraudulent. It singles out for its special vengeance one class of citizens who happen to be occupied in dealing in money. Under the cloak of legislating against certain bank paper, it is the most premeditated *special* legislation. It is plainly intended to paralize still further the business of Cincinnati, against which the legislation of this state has been to a very considerable extent, directed for some years past. To aid them in this proscription, they offer the largest bids for fraud and perjury.

It seeks to drive out of circulation in this state the legitimate, lawfully issued bank paper of sister states, not because it is not considered good, and is not promptly redeemed at home, but because it does not happen to be issued by some of the few banks remaining in this state, which these same legislators have not succeeded in struggling. They are not willing to allow the matter to be settled by the laws of trade, which are the most certain correctives of an unsound currency.

We now proceed to the consideration of the legal propositions involved in this act. We maintain first that the law is a violation of the constitution of this state.

2d. That it is a violation of one of the cardinal principles of the "comity of these states," if it is not at war with a well known provision of the constitution of the United States.

3d. Its provisions are so inconsistent, and withal so antagonistic, that they cannot be enforced in any court of justice.

4th. Its provisions are oppressive and tyrannical—the manifestation of the will of the strong against the weak—the oppression of the *minority* by the *majority.*

I. It is a violation of the Constitution of this state.—The 26th section of the 2d Article of the Constitution, declares that "all laws, of a general nature, shall have a *uniform* operation throughout the State "

The *uniformity* here spoken of applies as well to individuals as to property, and the law must operate in every section of the state alike—that is with the same effect both as to the *prohibition* and the *punishment.* When the Legislature creates an offense, it must apply to every county in the state, and the puishment for its commission must be *equal*—uniform upon all offenders — It would not be valid to declare that a Merchant, for the crime of horse stealing, should be punished by confinement in the penitentiary for a period of twenty years, and other persons for the same offense, but ten years.—That would be *unequal* and wanting in *uniformity.* For the same offense then there can be no *distinction* as to offenders, but the law must operate, for all purposes, alike on all.

It may be urged that if the construction here given to the word "uniform" is proper, all those laws are necessarily void which define an act to be a crime, when done by certain classes of citizens, (i. e, embezzlement by *servants*, frauds by *common carriers*, and offenses committed by *public officers*, which would not be a crime if done by an other citizen. But there is no want of uniformity in the operation of such laws. The distinction is clear between these statutes and a law pronouncing certain conduct criminal, by whomsoever done, but discriminating in favor of a certain class as to the penalty for its violation. In the one case the act only becomes a crime, because committed by the persons specified.—Their peculiar occupation or employment enters into the act as an element of crime; and the law in such cases is uniform in its operation upon all who can be charged with the offense. But whilst the law under consideration is general in its nature—defining an offense with which any citizen in his character as an individual can be charged, it expressly provides a lenient penalty for certain offenders, and punishes with tenfold severity others who, by the express terms of the law, have committed no greater or other crime. And therefore it is not uniform in its operation.

That this provision in the constitution was intended to prevent just such legislation, we refer to the remarks of Mr. Smith, of Warren county, (its author), in the convention that framed the constitution. He says: "In relation to the punishment of crime, although we had a general law upon the subject, yet it larceny was punishable by fine and imprisonment in some counties, and in others by hard labor." Debates O. Con., Vol. 2, P. 227. See remarks of Mr. Nash to the same effect. (ib) Certainly it was not expected by the framers of the constitution that a provision intended to guard against such laws would sanction a law providing different penalties for the same offense, when committed by citizens of the *same* county. If practices such as were referred to in the convention were to be remedied, what protection could they have designed to extend to a law such as the one under consideration?

The uniformity in the operation of general laws, provided for by the constitution, is not a territorial uniformity only. If such is the fact, it fails to provide against a want of uniformity, and against a species of special legislation fully as injurious and arbitrary as that species of local legislation against which it undoubtedly does provide.

It has been a practice in this State, especially in the earlier periods of its legislation, to pass statutes conferring *special powers* upon individuals, in cases where the subject matter furnished the proper occasion for a general law. This practice was to be checked, no less than the evils arising from the passage of laws of a limited local operation.

A remedy was needed in both instances. Under the circumstances it is a narrow and unwarrantable construction, which seeks to confine the application of constitutional provisions to one class of the evils and that only. The language of this provision is unqualified.—Let it be shown that this general law has not "a uniform operation throughout the State" and the conclusion against its constitutionality is inevitable. It is a consideration of but minor importance whether the law is deprived of a uniform operation throughout the State, because it discriminates between citizens of different localities in the State, or because the discrimination is between citizens of the same locality. In both instances alike the law is not uniform in its operation throughout the State. The uniformity provided for must be a uniformity as to all the citizens of the State.

If we have given the true construction to the provision of the constitution, it follows that the sections of the law under consideration are unconstitutional and therefore void. Under this view of the law, no penalty can be inflicted or forfeiture incurred upon its violation.—The second section of the law, by the terms of which the paper is to be held worthless, and all contracts in relation thereto, and disbursements, payment or exchange thereof, are pronounced void, we do not regard as in conflict with the provisions of the constitution commented upon.

In the third place, the meaning of this term *uniform*, as it occurs in this constitution, came up and received

an interpretation by the Supreme Court of Ohio, in the recent case of the Exchange Bank of Columbus against O. P. Haines, Treasurer, decided last winter. The tax law of 1852, prescribed a different rule for the appraisement of the property of Banks, Bankers, Brokers, &c., than for other tax payers, and the question presented in that case was, whether that distinction could be constitutionally made. The 2d Section of the 12th article of the constitution, which declares that "Laws shall be passed, taxing by a *uniform rule* all monies, credits, investments in bonds, stocks, joint stock companies, or otherwise; and all real and personal property," &c., it was claimed was violated by the tax law in the particular named. The Court held that the law was unconstitutional, in so far that it made the distinction in the rule between Banker, &c., and individuals; because it was not *uniform*. This is the ordinary meaning given to the word. Certainly that interpretation should be no less strict, when its meaning is to be ascertained with the view to construing a *penal* statute. So far as this term is concerned, the two provisions of the constitution must be construed by the same rule of interpretation. The reasoning which sustains this opinion of the Supreme Court, must apply with far more force to the 26th Section of the 2d article, because the one relates to property, and should be construed liberally, whilst the other relates to matters penal, and should be subjected to a more rigid test.

Now the law under consideration is a general law, and operates partially as to individuals, and to same extent as to territory.

In the first place it *distinguishes* in the *degree* of punishment for the *same offense*. The Banker, Broker, &c., by the third section is fined *one hundred dollars*, for violating the laws, whilst all others are fined but *ten* dollars, for the same offense.

This is without doubt a partial and not a uniform law. It operates partially and oppressively upon one class of offenders, and is thus brought within the class of laws intended to be provided against by this provision of the Constitution. It is special and not general legislation.

In the second place, the provisions of the fifth section of this law, bear the impress of *partial* or *individual* legislation, if possible, more glaringly than the third section.

1st. For a violation it *forfeits* the charter of the Corporation.

2d. It declares all notes, &c., discounted by any Bank, Banker, or Broker, *void*, whether discounted in whole or in part by such bank paper.

3d. No action shall be maintained on any paper so discounted, nor shall its collection be enforced *in any way*.

Now, it is to be observed that these extraordinary penalties are not made to apply to any but the Bank, Banker, and Broker.

The very greatest penalty imposed upon all other class of offenders is a fine of ten dollars, and the redemption of the money, in gold and silver, though it may be fairly doubted whether the last part of the penalty covers the case of an individual not connected with some corporation,

Judge Catronthen of the Supreme Court of Tennessee, but since one of the Judges of the Supreme Court of the United States, held this language in reference to a similar law:

"The right of life, liberty, and property, of every individual, must stand or fall by the same rule or law, that governs every other member of the body politic, or '*land*,' under similar circumstances, and every partial or private law, which directly proposes to destroy or affect individual rights, or does the same thing by affording remedies leading to similar consequences, is unconstitutional and void. Were this otherwise, odious individuals and corporate bodies, would be governed by one rule, and the mass of the community who made the laws, by another. The idea of the people, thro' their representatives, making laws, whereby are swept away the life, liberty and property, of one or a *few* citizens, by which neither the representatives nor their other constituents are willing to be bound, is too odious to be tolerated in any government where freedom has a name."

11. Yerger 260 Vauzant v. Waddle.

See also the case of Budd vs. the State, 3 Humph, 483. That was an indictment against the defendent as Clerk of the Union Bank for embezzlement; the proceeding being had under a special law passed for the benefit of that bank. and operating against its officers, &c. alone. The act was declared unconstitutional, because it did not embrace all persons, in like state, and surrounded by similar circumstances.

Again this act cannot operate in all its provisions throughout the whole State, and therefore it is not a uniform law. There are counties in the State in which there are no Banks, Bankers, or Brokers, and this fact was known to the Legislature when they pssed the law.

For these reasons we cannot believe that the law is constitutional. We might rest here with the fullest confidence, that we have established this proposition. But there are other views of the subject, which to our minds are conclusive as showing the invalidity of this law.

II. It violates one of the cardinal principles of the "comity of these States," if it is not at war with a well known provision of the Constitution of the United States.

The law seeks to *prohibit* the circulation of the Bank paper of sister States of less denomination than ten dollars, whether such paper is the *lawful* issue of the Banks of sister States or not. It operates as a general prohibition upon all Bank paper of that denomination not the issue of Banks in this State.

Paper money has grown to be as much an article of commerce as any of our staples. It is bought and sold and exchanged, and forms a very large item of commerce between the States of this Union. It is produced or issued in all the States by the authority of the laws of such States, and is intended to *represent* money. We hold that all such paper may be lawfully brought into this State, for sale or exchange, and our Legislature has no authority to pass a law to prohibit it, any more than they may pass a law to prohibit Kentuckians from bringing their hemp and tobacco here for sale. The Constitution of the United States has reserved to Congress the right to regulate commerce among the several States, and any attempt of a State to prohibit a sister State from carrying on its lawful trade with such State, would be a violation of this provision of the Constitution.

The Bank of the United States, without the permission of the States, established agencies in several of the States, and after the expiration of its charter in 1836, the Government of the United States established deposit banks in a number of the States. These acts show that the power to regulate commerce among the States, through the medium of exchanges and the currency, is vested with Congress, and has been so exercised for half a century.

But if it does not violate this provision of the Constitution, it does most certainly violate the comity of these States. This is a doctrine which has been recognized since the case of the Bank of Augusta vs. Earl, 13 Peters, 519, and will not fail to be well received law as long as the Union lasts.

A sister State has declared certain Bank paper legal, and some of it finds its way, by the force of the laws of trade, into Ohio. Now, the moment it reaches Ohio it is an article of trade and commerce. Any of her citizens may buy or trade for it, the extent of which, however, will depend upon the value of the money.—The law of comity requires that the laws of Ohio should not cripple this article of commerce thus sanctioned by the laws of a sister State, *simply* because it emanated from the sister State. Chief Justice Taney, in the case above referred to, says: "We think it is well settled, that by the laws of comity among nations, a Corporation created by one sovereignty is permitted to make contracts in another, and to sue in its Courts, and that the same law of comity prevails among the several sovereignties of this Union. The public and well known and long continued usages of trade; the general acquiescence of the States; the particular legislation of some of them, as well as the legislation of Congress; all concur in proving the truth of this proposition."

There can be no doubt that the Legislature would have the power to regulate its police for the sale of any of the merchandise of her sister States, but she must do this with the view to *foster* and *encourage* the sale and traffic not to cripple it. Good faith and comity requires that the laws should be for the encouragement, not the suppression of the trade. Hence, a law which shall *prohibit* a sister State from carrying on commerce with her, would be at war at once with the provision of the Constitution of the United States, which we have been considering, and the law of comity which has served so happily to unite in a band of brotherhood these States. Now the law we are examining is severe in its *prohibition* against the introduction or circulation of the Bank paper of sister States. It is intended, and if carried out will drive such paper from the State. It denounces it as utterly "*void*" and "*worthless*" and will not allow it to be received in payment for any thing—so that we suppose that a citizen of Indiana, who might chance to be in this State, and have no other money with him than the small Bills of the Banks of that State, should offer to pay his tavern bill or other debt, with that money, he would be prosecuted, his money denounced as "*worthless*" and "*void*" and he compelled to redeem it in gold and silver. This case serves to show how onerous and unjust the provisions of this law are, and how palpably oppressed in all its provisions to the "Law of Comity." The harmony in trade and social intercourse, so long cultivated by legislation and other means, and so much desired by all good citizens, would soon find a sad end, if laws like this are to be enforced. The imaginary lines which divide us as States, for mere purposes of Municipal Government, would soon become impassable walls, cutting off all intercourse, and confining the citizens of those States within their respective State limits.

III. Its provisions are so inconsistent, and withal so antagomstic, that they can not be enforced.

1. The first section provides in terms for the punishment of *all* persons, but in the proviso excuses those who buy to send the paper home for redemption. Thus it leaves the person who sells to or exchanges the paper with the Broker (for no others are likely to send it home) exposed to a prosecution, while it exempts the Broker. It fines the seller ten dollars, and allows the Broker one half of the fine for informing, besides the *share* he makes by the transfer.

2. The third section exempts the person complaining from fine or forfeiture, *in the same case*, although a party to the illegal act. But he may be prosecuted in another case for the same act. The exemption applies to the *case*, not the *act*. Who would be safe to complain, if be were a party to the sale and transfer?

3. Notwithstanding the exemptions intended by sections 1st and 3d, the 5th section compels every offender to redeem all such money in gold and silver, so that the *favored* of the 1st and 3d sections find themselves common offenders in the 5th section, compelled alike with the persons they have complained of to redeem the money in gold and silver.

IV. Its provisions are oppressive and tyrannical—the manifestation of the will of the *strong* against the *weak*—the oppression of the *minority* by the *majority*.

1. Although the law in terms embraces *other* citizens, the true object of its framers was to reach the Bank, Banker and Broker. There has been a war carried on by certain of the legislators of this State for some years past, against dealers in money. This is one of that class of laws of which many are to be found on our statute books. For years past a systematic attempt has been made to break down all Banks in this State, and to a very considerable extent, the effort has succeeded, more particularly so far as Cincinnati is concerned. And now the effort is made to drive out the legitimate bank papers of other States, and they commence by crying down the smaller denominations. This is done by the *majority*. They use their places to oppress the minority or weak. The Banks, Bankers and Brokers are a small class compared with the politicians, and they have no meaus of redress, except in the conservative arm of the government, the judiciary, and the intelligence and virtue of the people. The one can not be appealed to for more than a year to come, while the strong arm of the other can be invoked at once, for courts of justice are always open. They will interpose to prevent *wrong* threatened by the majority to the *minority*.

"The law of the land," says a learned Judge in the case already cited from 3 Hampnaries "requires that all laws shall embrace all persons within its provisions in like circumstances. The feeble and obnoxious shall be protected from the injury and injustice of the strong and powerful, and in general to protect minorities from the wrong action of majorities."

See also the case cited from 2d Yerger 260.

1st. The Bank, Banker and Broker, are fined one hundred dollars while others are fined but ten dollars.

2d. The banks are deprived of their charters.

3d. The bank, banker and broker, forfeit the debt if the smallest portion of the amount embraced in it is the money of other States.

Thus it will be seen that the discriminations are all against this class of citizens, and all the extraordinary penalties are hurled at them. They are fined tenfold more, their property is swept from them, and their franchise taken away.

The largest bid is offered to the informer to prosecute them, thus pursuing them with the most unrelenting severity, and holding out to informers inducements to commit fraud and perjury in order to work their conviction. Independently of being the most extraordinary act ever found on any statute book, it abounds in bad law, bad morals and bad logic.

In conclusion we repeat that we have no doubt that the law is unconstitutional, and if resisted that it can not be enforced in this State in any of our courts.

Railroads.

MARIETTA AND CINCINNATI RAIL ROAD COMPANY.

The annual meeting of this Company was held at Chillicothe, on August 16th. The new Board of Directors consists of the following gentlemen: WILLIAM P. CUTLER, *Pres.*; JOHN MADERIA, *Treas.*; John Mills, Douglass Putnam, N. L. Wilson, W. S. Nye, A. B. Walker, F. Campbell, M. Scott Cook, A. Aegler, H. Smart, Alphonso Taft and S. B. Keys. Secretary, S. W. ELY.

We rejoice to see the spirit of enterprise and energy manifested in the operations of this Company. Through the tact and perseverance of its Directors, the Road has been put in a position above the ordinary fluctuations of the market, and is not likely to be checked in its progress toward completion. The portions of the work between Chillicothe and Blanchester, the heavy embankments, and the bridges in the Sciota Valley, are now complete and the rails mostly laid. The rail is the Compound Rail, consisting of two strips, which together form a heavy T. The different portions are tongued and grooved and held together by bolts, and so placed that the joints of the one portion come in the center of the other, thereby forming a continuous rail. This arrangement at once insures steadiness of motion and greater durability of the track, as well as does away with much of the noise and dust of railroad travel.

The bridges and masonry, thus far, are of the most durable and substantial character. That across the canal is a perfect specimen of art, thrown diagonally across the water, each stone is cut exact and proper shape and forms a whole of great strength.

By November we hope to see the Locomotive winging its course through the rich and beautiful valleys of this portion of our State, uniting us with Chillicothe, the finest and wealthiest of our interior towns. Situated midway between Columbus and the Ohio with no facilities for travel but the lumbering coach or the slow packet, during these latter years of lightning speed Chillicothe has received but few visits from the gay and curious, and has in a measure been neglected even by the avaricious; for her sake we rejoice to see her opening to the world, and about to pour the treasures of her agricultural and mineral wealth into the common store of our country's good.

NORTH-EAST & SOUTH-WESTERN RAILROAD OF ALABAMA.

On a previous occasion in one of the earlier numbers of the RECORD, we gave a short history of a portion of this line. Since which time the location of the entire line has been made, and the route is fixed from Chattanooga in Tennessee,—a point upon the Mobile and Ohio line,—where it is crossed by the Great South-Western line from Montgomery, Ala., to Jackson, Miss.

To secure this desirable line the Wills Valley road was consolidated with the main line, on the 9th inst., upon the following conditions:

1st. That the ruad between Cleveland and Chattanooga shall be controlled by the East Tennessee and Georgia Railroad Company. 2d. That Chattanooga and Wills Valley shall prepare the road through the Valley for the iron. 3d and 4th. That satisfactory arrangements can be entered into with the Nashville & Chattanooga Road for an intersection, five or six miles from Chattanooga; and that the Engineer on the road shall report favorably on the prospect of building a track of their own around Lookout Mountain, when necessity requires.

B. F. Porter, Esq., resigned the presidency of the Wills Valley road, and Prof. Gardner was elected president of the consolidated line; E. D. Sanford was elected Engineer-in-Chief.

The route and location of this extended and valuable route cannot be given more clearly than is to be found in the following letter to the Knoxville *Register*, some time since:

The letter says—

"Knowing the deep interest you feel in the East Tennessee and Virginia Railroad, I address this communication to you, that, together with my obligation in boyhood, is my only apology. Your road is a link in the *great chain* connecting our country North East and South-West, and from your coast makes the connection complete. I have the proud satisfaction to say to you and to my native home, that the most active steps are taking here to carry that connection out to the Pacific. Our connection with your road will be at Chattanooga—having a small link for noble Tennesee to make from Chattanooga to Cleveland or the Hiwassee or Charleston. From Chattanooga (look at the map) we come down Wills Valley through Decalb, St. Clair to Elyton, a perfect air line and in a valley all the way—about 120 miles. From Elyton to Tuscaloosa, and from thence to the point where the Vicksburg road crosses the Mobile and Ohio road, 120 miles, making 240 from Chattanooga to the Vicksburg road. From that point there is a road under contract to the line of Texas, near Shreavesport. From the Texas line to El Paso, 700 miles, Texas has offered a bonus of three million acres of land to any company that will build the road. That of itself will insure the completion of the road to El Paso. It is more generally understood that from that point the great Pacific Railroad must start.—Then from New York to the Pacific, your road is the nearest, cheapest and best road to California. The stock on that road too is invaluable. This road is to be the great thoroughfare not only of the United States, but of the world. The whole of the road from Elyton to the Texas line is now under contract, and I doubt not that before spring the whole will be from Chattanooga to El Paso, and that the whole will be completed in five years. The company of the North-East and South-West Railroad, have determined to make their own Iron. We have here on our line inexhaustible ore and coal, and can make the iron by the time the road is graded. We will put up two Rolling Mills on the route and Furnaces sufficient to supply them.

I will keep you advised of our progress from time to time.

With great respect, I am, yours truly,

WM. S. EARNEST.

Elyton, Ala., Nov. 11th, 1853.

GEORGIA CENTRAL RAILWAY AND BANKING COMPANY.

The following statement of the condition of the Central Railroad and Banking Company of Georgia, at the close of business on Monday, July 24, 1854, rendered in conformity with the call of his Excellency the Governor of Georgia, dated August 1, 1853, appears in the Savannah *Georgian:*

DR.

Railroad and appurtenances		$3,468,107 45
Notes and bills discounted and bills receivable		279,426 99
Due by other banks		39,001 37
Due by agents and other companies		83,910 00
Stocks in other companies		554,600 00
Bonds of other companies		47,500 00
Banking house and lot		13,512 97
Real Estate taken for debt		3,177 43
Railroad Expenditures		63,911 74
Interest on 7 per cent. bonds		4,053 00
Expenses (of bank)		1,238 99
Specie	$65,188 84	
Notes of other banks	1,334 00	65,522 84
Total		$4,724,982 78

CR.

Capital Stock	$3,500,000 00
Bonds due by the company	377,767 00
Bank notes in circulation	174 418 00
Suspense account	6,611 26
Due other banks and companies	62,413 16
Individual deposits	120,564 81
Unclaimed dividends	28,002 29
Railroad earnings (since June dividend)	76,988 17
Bank profits (since June dividend)	2,188 45
Balance being reserved fund	396,099 64
Total	$4,724,982 78

Of bills and notes discounted and bills receivable, all considered good, except—doubtful $31,817 03
Bad 6,150 00

State Georgia, City of Savannah.—Personally appeared, John W. Anderson, President, *pro tem.*, and George A. Cuyler, Cashier, who, being duly sworn, say that the foregoing return is true to the best of their knowledge and belief.

JOHN W. ANDERSON,
President, *pro tem.*

GEO. A. CUYLER, Cashier.

Sworn before me, this 9th day of August 1854. LAURENCE CONNER, J. P.

RAILROAD CONSOLIDATION.

According to previous notice, a meeting of the stockholders of the Cincinnati and Chicago, and the Cincinnati, Logansport and Chicago Railroad Companies, was held at New Castle, Indiana, on Thursday last, to consider the propriety of consolidating the two companies, and after a free and full discussion, in regard to the beneficial results of such an act, a vote was taken upon the question, and upward of thirty thousand four hundred votes were cast in favor of colsolidation, and none against it. After which the consolidation company assumed the name of the Cincinnati and Chicago Railroad Company. The following gentlemen were then elected Directors to serve till the first day of January, 1855.

C. B. Smith, R. M. Corwine, James Pullan, Jos. A. James, D. A. Powell, of Cin.; Williamson Wright, of Logansport, Ia.; Col. S. Meredith, William Buttler, Jesse Hiat, of Wayne Co., Ia.; Judge M. L. Bundy, of Henry Co., Ia.; Judge T. J. Sample, of Delaware Co., Ia.; Sam'l. Jay, of Grant Co. Ia., and Col. H. Hannah, of Wabash Co., Ia.; after which the Hon. C. B. Smith was unanimously elected President of the new Board, Col. S. Meredith, Vice President, and Stanhope S. Rowe, Secretary. The office of this Company is established at No. 33 Third street, Cincinnati.—*Cin. Gazette.*

NEW YORK & NORFOLK AIR-LINE RAILROAD.—The commissioners of the several railroad companies chartered by the states of Virginia, Maryland, Delaware, and New Jersey, and constituting the New York and Norfolk Air-Line Railroad, are to hold a meeting at the Astor House, in New York, on the 6th of September next. The Norfolk *Argus*, heretofore opposed to the construction of this road, has changed its opinion and comes out strongly in favor of it, and says the survey of the Virginia section shows that it is not intercepted by a single stream, being upon the ridge that rises gradually from the broad Atlantic on the one hand, and the bold waters of the Chesapeake on the other. It is almost a level stretch of more than 70 miles.

PEORIA AND BUREAU VALLEY RAILROAD.—The iron is laid on twenty miles of the upper end of the road; two daily freight and passenger trains are running to Henry, a distance of fourteen miles. The bridging and grading are in such a shape the balance of the way, that with one month of good healthy weather, the road can be in running order to Peoria.

Communications.

LOGANSPORT & NORTHERN INDIANA RAILWAY COMPANY vs. THE NORTHERN INDIANA COMPANY.

The following communication emanates from a source in which we have every confidence. The writer is fully posted in the matter of controversy between the companies, as well as deeply interested in the final issue of the difficulty.

While, as impartial journalists, we take sides with neither party, we simply remark that we have noticed the various articles upon this subject that have appeared in some of our leading journals, but have hitherto refrained from any remarks ourselves, not being sufficiently aware of the true merits of the case, to venture any opinion of our own upon the matter of controversy. The tenor of what we have thus read and heard has been such as to substantiate the assertions of our correspondent, who, we believe, would not willingly misrepresent the state of affairs, though both zeal and interest may lead him to some warmth of expression. We commend his remarks to our readers, and cheerfully tender the use of our columns to the opposite party, should they so desire, that both sides may be heard.

Aside and apart from the merits of this controversy, it would seem to us that this difficulty had its origin in exactly what has brought railroads generally into such disrepute at this time. We refer to the building of so many lines of railroad merely as a matter of speculation, without due regard being had to time and the necessities of the country. The Northern Indiana "Air-Line" road, is one of these speculative roads, and the stock of the company building it, (the Mich. So. & Nor. Ind.) is reaping the fruits of its untimely construction.

For the Railroad Record.

Ens. Railroad Record:—In the *New York Daily Times* of August 12, is an article signed "Several Stockholders of the Michigan Southern and Northern Indiana Railroad Companies," asking for information in regard to the arrangements and contract which has been made by the managers of those roads, with the Lake Erie, Wabash and St. Louis Railroad Company. Some of the inquiries are *hard to answer*, viz:—"Is there any perso-
"nal or private interest owned by the Direc-
"tors of the Michigan Southern and Northern
"Indiana roads, which is promoted by this
"contract? Have any of the Directors of the
"Michigan Southern and Northern Indiana
"road a larger interest in the Terra Haute and
"Alton road than in our line? And should
"our road be injured, to promote the Terre
"Haute and Alton road? Has any money
"been lent by the roads to the Terre Haute
"& Alton road? And on what terms, and
"why?"

I propose to add my share of light on this important subject.

About 18 months ago, the Northern Indiana Company commenced the construction of a new road from Toledo to Goshen. The old road makes so much of a detour northward as to give a line considerably longer than a straight line between Toledo and Chicago, and if the new line was intended to cut off this extra distance of travel, it is natural to suppose that an air line between those points, (or nearly 80) would have been adopted, as the country is such as to render one entirely practicable; while on the contrary, the new line makes a detour *southward*, so that although it is (mis)called the "air-line road," it is only 15 to 18 miles shorter than the old road. Now what was the object sought to be attained by the company in the construction of these 130 to 140 miles of new road, at an expense to the stockholders in the old road of $1,050,000, in the form of a *forced loan, or direct tax?* Simply for the purpose of extending their interests in the direction of St. Louis, by way of the Logansport and Northern Indiana Railroad, (or Eel River Railroad.)

At that time the Northern Indiana Company were locating the Toledo and Goshen Railroad; *their* engineers were also locating the Eel River Railroad, and the whole of the lines from Toledo to Goshen and to Logansport were under the control of the Northern Indiana Company. The road from Toledo had been located south-west 72 miles, into Dekalb county, Ind., in the direction of Logansport, as an almost direct continuation of the Eel River road from the junction to Toledo, the line westward from the junction to Goshen being a mere collateral line, not really needed, but thought to be useful. The business of the Eel River road was thus secured over 72 miles of the Northern Indiana road, and of itself was a sufficient inducement for the Northern Indiana Company to build these 72 miles, the profits on their business being equal to the interest on a million of dollars, to the Northern Indiana Company, and so acknowledged by all the Northern Indiana parties who were posted.

Suddenly the Northern Indiana Company turns about. The Eel River road is dropped, and a contract is made with the Lake Erie, Wabash & St. Louis Company, by which the Northern Indiana Company *gives* that company without pay, all the immunities, privileges and facilities which they have themselves in the Toledo depot premises, agree to furnish them with depot agents at Toledo, sell their tickets for them, etc., etc., as if the Lake Erie, Wabash & St. Louis road was a feeder to the Northern Indiana road to a large amount, instead of being, as it is, in direct competition with it.

If this is right, if all this is for the best interests of the Northern Indiana Company, why not drop the Toledo & Goshen road?—No great saving of distance is effected by its construction. Why tax the old stockholders by a forced loan of 25 per cent. on all their old stock, to build a new road like this? Or if it is necessary to have another line from Toledo to Chicago, why not have a *straight one?*

The fact is, the new line was carried down south into Dekalb county for the express purpose of connecting with the Eel River road, as a part of the St. Louis line, and would have proved one of the best paying lines in the West and of great benefit to the Northern Indiana Company. As it is, the Eel River road has received a cold shoulder, and every artifice which certain parties could adopt, has been resorted to, to accomplish its destruction; they are even going so far as to advertise the Eel River road as consolidated with the Lake Erie, Wabash and St. Louis Railroad, and abandoned, and this was done in the New York papers where it could not be seen and contradicted until too late to repair the mischief.

The inquiry of the Stockholders in the *Times*, is extremely pertinent, when they ask why such valuable depot privileges at Toledo are given away to a road which is in direct competition with the Northern Indiana road; and they might add another inquiry, viz: Why was the Eel River road neglected and driven to seek their eastern outlet by way of Detroit, giving another and *shorter* competing line Eastward, to share the business and profits of the Northern Indiana road, when its business might have been stopped at the junction, and all of it brought over 72 miles of the Northern Indiana new rood, to Toledo?—If this business is lost, of what use is the Toledo & Goshen line?

Was all this a part and parcel of the arrangement by which the Lake Erie, Wabash & St. Louis Company pay $300,000 to one of the Northern Indiana Directors for certain *floating* water lots at Toledo?

As the same director is a large owner in the Terre Haute & Alton road, had the subscription of $300,000 by the Lake Erie, Wabash & St. Louis Railroad Company to the stocks of the Terre Haute & Alton road, anything to do with the arrangement?

As the same individual is a large owner in the Toledo and Cleveland road, the Lake Erie, Wabash & St. Louis road is a direct feeder to that road at Toledo, and it was quite right for him to take care of the interests of his Lake Shore road; and although the stockholders of the Northern Indiana road are being taxed to a large amount for the construction of the new Toledo & Goshen road, which is, under all these arrangements, about as useful as the fifth wheel of a coach, still this industrious director is right, as he is taking the best possible care of his other interests.

The stockholders of the Northern Indiana Company may think it advisable to work after their own interests slightly, as the article in the *Times* would indicate that they are doing.

If they do intend to investigate these matters, it is about time for them to begin. If they are willing to have their million of *new stock* gambled away; if they are willing to be taxed for the construction of their new road after all necessity for its construction has been bartered away to a road which not only will never feed theirs to the amount of a dollar, but will run in direct competition with theirs for all of the St. Louis business; if they are willing to be sold out, house and home, so that private individuals in whom they have placed implicit confidence, and with whom they have entrusted the management and control of their affairs, may enrich themselves at their expense, they can be accommodated as easily as not. All they have to do is to hold still a short time longer and the thing will be accomplished. Perhaps it is already.

ONE WHO IS INTERESTED.

A VALUABLE INVENTION.

RAILWAY TRAVEL *sans* DUST, *sans* SMOKE, *sans* CINDERS, *sans* MISERY.

About an hour before the time for the departure of the 11 o'clock Albany and Buffalo Lightning Express, yesterday morning, says the *Albany Express*, we happened to see a coach run down into the station, that attracted our attention by the oddity of its appearance. The roof presented a series of what seemed to be three miniature observatories, in place of the half dozen queer shaped tin ventillators that usually occupy it, and the windows instead of presenting the usual flat surface, projected several inches in a concave shape. The coach was evidently an old one, thus remodeled. Curiosity being at the proper pitch, we walked into the coach to examine it, and found it was fitted up to test a new ventilator and dust-excluder. The windows were concave and divided into five sections each. The center pane, some 8 1-2 inches long by 4 1-2 wide, was made to open like a swinging sash. In the roof of the coach, at regular intervals, were three apertures, some 38 inches long by 11 inches wide, and lined with zink. About 4 inches from each of these was suspended by means of screws, an iron deflector of the same width and length, elegantly painted. So much for the interior of the coach. Mounting to the roof, we found the little "observatories" were nothing more or less than tanks containing water, and curiously constructed. Each tank was divided into six compartments, and each compartment contained an ordinary sized pail full of water, covering the zink-lined surface to the depth of an inch or two. Above these receptacles for water were two apertures for the free ingress of air when the coach was in motion. Between these and the opening into the body of the coach below, were upright slaths of the width and thickness of lath stuff, standing partly in the water and arranged alternately so that the in-rushing air could be thoroughly received. These slaths were each of them covered with thick coarse sponge.

When the car is in motion, the water in the tanks is agitated by the motion just sufficiently to keep the sponge saturated. The air rushes in laden with dust and other impurities, but before it escapes into the car below the wetted sponges arrest and abstract all these substances, and it passes down thoroughly cooled and cleansed, and therefore reaches the occupants of the coach in a condition to refresh them. The little windows being open, it rushes out at once, and thus an equal, constant and free circulation is kept up, for the concave construction of the window contributes to drive everything from within out. Therefore the fresh air is constantly coming in through the tanks, and not a breath of air, not a particle of dust or smoke or cinder can fly in from without.

To see for ourselves how it worked, we took the Lightning Train and rode as far out as Fonda, 42 miles. The car was placed at the rear of the train ventilated, which was a long one. It was speedily filled with passengers, each of whom seemed to be examining its novelties, and speculating upon their character. At the appointed moment the train sped away. We took the rear seat in the car, which, in dusty and hot traveling is, in the last car, the most uncomfortable one in the whole train. On we went until we reached a portion of the road between this city and Schenectady where new rails had been laid and the surface of the track was loose sand, in this dry time so dense was the cloud of dust that we could not, in some places, see fifty feet of the track behind the train, and yet the coach in which we sat was perfectly free from it.

DISSOLUTION.—By reference to our advertising columns, it will be seen that the firm of Smith & Tyson, manufacturers of Railroad spikes and chairs, at Baltimore has been dissolved. Mr. Tyson's interest having been purchased by Mr. J. Hopkinson Smith, who will carry on the works in his own name.

We are informed that the works are being enlarged and new machinery added to make them more efficient, if possible, and to fully supply the increased demand for their articles.

Mr. Smith is prepared to fill all western orders, via. the Baltimore and Ohio Road, at the lowest market rate. We commend him to the Railroad community.

SYRACUSE & BINGHAMPTON RAILROAD.—This road is completed to Tully, twenty miles from Syracuse, and a regular passenger train has been put upon that section.

SELF-ADJUSTING RAILWAY SIGNAL.

Mr. S. L. Spafford, the able Superintendent of the Baltimore and Philadelphia Railroad, (says the *Baltimore American*,) has invented a valuable self-adjusting signal to be used at draw-bridges, switches, railroad crossings and other places of danger. It can be attached, we are told, to any moveable structure, at a slight expense, it is simple in its construction and consequently not liable to get out of order. It can be elevated to any height desired and is so arranged as to show the proper signal, both by night and day. The chief merit in the invention, however, consists in the absolute imposibility to show a *wrong* signal by it; a desideratum long felt by railroad men.—The machinery by which the signal is operated is connected with the structure to which it is applied, in such a manner as to render it impossible to exhibit the signal of safety for the passage of a train unless the structure, a draw for instance, be in its proper place and surely locked.

The circumstance which led to this invention, illustrates its importance and value.—Soon after Mr. Spafford assumed the office of Superintendent of the railroad, with which he is at present connected, a freight train, running at night, was precipitated through an open draw into the river, causing the death of several persons and the destruction of a large amount of property. The draw, it seems, had been left open for the passage of a vessel, and the Bridge Tender being fatigued, fell asleep. The noise of the approaching train suddenly awakened him from his slumber, and being confused as was natural under the circumstances, he unwittingly exhibited the signal of safety instead of the signal of danger and the train went rushing on to its destruction. This accident directed Mr. Spafford's attention to the necessity of having a system of signals, which should be entirely independent of any human being, and, which, at the same time should be in all respects, reliable. After much reflection on the subject he succeeded in producing the Self-Adjusting Railway Signal, which was immediately introduced into use upon the Philadelphia, Wilmington and Baltimore Railroad, where it has successfully established its reliability and usefulness by sustaining every test to which it has been submitted.

WILLIAMSPORT & ELMIRA RAILROAD.—This road was opened for travel on the 7th.—Its length is 75 miles, and it is built in a most substantial manner. It is another link in the chain of direct railroad communication between Philadelphia and Niagara Falls, by way of Reading, which only needs the connection between Cattawissa and Williamsport to make it complete. This, it is stated, will be accomplished in a few weeks.

THE RAILROAD CONVENTION.

The Railroad Convention at the St. Nicholas closed its labors this evening with the unanimous adoption of a series of resolutions settling amicably the various questions which have been under discussion, and involving a general advance of charges on freights and passengers and a reduction of speed and amount of service. Through fares from New York to Buffalo by the two great routes are to be advanced on the 1st September to $8 equal to 50 cents advance, and to $9 during the winter season. Freight is to be advanced about 10 per cent. at present, with a further advance hereafter. There is also to be an entire discontinuance of the system of runners and Western agents, which will be an immense saving to all the roads. The system of free passes has been materially abridged by resolutions, and its entire abolition submitted to the consideration of the Presidents of the various roads. A uniform classification of freights on all the four great lines has been adopted, and the charges equalized. It was found upon comparison with other freights, that the mail service was performed at a cheaper rate than any other branch of service, and steps are to be taken to obtain a commensurate increase of compensation. The mail compensation was to be estimated to be 25 per cent. cheaper than the lowest grade of freight. The question of reduction of speed and service will be settled between the Central and Erie Roads, not coming legitimately before the Convention.

The action of this Convention must result in a large saving of running expenses to our roads and a considerable increase of gross earnings. The agreements of the Convention, strictly adhered to, would add half a million of dollars to the net earnings of both the Erie and the Central Roads.—*New York Tribune.*

RAILROAD EFFECTS.—No man can long continue a skeptic as to the effect of railroads on the general development and prosperity of the country through which they pass, who will take the trouble to keep his eyes open while passing along the Baltimore and Ohio railroad. At every station almost, a neat and thriving village is springing up, in many places towns, while the entire country wears a new countenance under the vigorous efforts of her husbandman, who now finds a market for his products, a place to furnish for his wants, and in either way calculated to reward his toil. Heretofore he could barely live by consuming what he made, and making all that he consumed; now the market is at his door and he can sell all that he makes and more than buy with his receipts all that he wants. The price of the land is increased cent per cent in many places, while the general tendency of everything is to go ahead. Counties can observe and profit and learn hence that their corporate subscriptions are repaid them with interest, the moment such works are completed, even should the stock not pay one per cent or sell for 20 per cent on first cost.—*Wheeling Intelligencer.*

UTICA & BIRMINGHAM RAILROAD.—At a meeting of the Directors of this road, held at Hamilton, on the 15th ult., A. J. Williams of Utica, was chosen President; Dr. D White of Sherburne, Vice-President, and J. Watson Williams of Utica, Secretary and Treasurer. It has been resolved to put the portion of the road between Utica and Sherburne immediately under contract.

ERIE RAILROAD.—The financial troubles of this road continue to be an exciting topic in New York. Its stock recently sold as low as $35, advancing an ⅛ at the second board. The New York Times says:

The failure of Mr. Henry Sheldon, one of the securities to Messrs. Brown, Brothers & Co., for their actual and promised advances, altogether about $600,000, has led to the abandonment of that arrangement so much talked of at the time. Messrs. Shepherd Knapp and Cornelius Smith, another director, both of whom were also joint securities for the advances in question, became alarmed, and declined any longer to become responsible, so that the Company were in renewed trouble for their floating debts.

Under these circumstances the Directors have applied for assistance to the leading Banks, offering the individual security of Mr. Drew, the Treasurer of the Company, and that of Mr. Nelson Robinson, a leading Director. The application has been partially successful, loans having been granted for six months from date on the acceptances of these gentlemen. The Bank of Commerce loaned $50,000; and the State Bank another $50,000; while Commodore Vanderbilt has consented, it is stated, to loan $100,000 on the same terms. Hopes are entertained that other Banks will supply the remainder of the $600,000. All this, it will be observed, is independent of the pending propositions to arrange for the payment of the income Bonds due in February.

THE PACIFIC RAILROAD.—The Committee charged by the late Southern Convention with the subject of the Pacific railroad, have prepared a memorial with accompanying acts of incorporation, to be presented to the Legislatures of the several Southern and South-Western States at their next session. The memorial urges strongly upon the Legislatures addressed immediate action upon the bills in accordance with the plan which secured the approbation of the Convention. Other drafts are to be presented to the Councils of the Cherokee, Creek, and Choctaw Nations.—The Committee, we are told—

"Entertain the most sanguine hopes that the plan here proposed will be carried into complete and successful operation; and that under it, roads from New Orleans by Opelousas, from Vicksburgh by Shreveport, from Helena, Memphis and Cairo by Fulton, and from St. Louis through the Cherokee, Choctaw and Creek country, will unite and form one great trunk, connecting those several points with the Pacific Ocean. Such a work as that the world never yet saw. Its influence upon the destinies of the South is incalculable. It can be built only by the united energies of the South, and it is worthy to tax those energies to their utmost."

BUFFALO & NEW YORK CITY RAILROAD.—The thirty days grace on the 1st mortgage bonds of the Buffalo and New York City Railroad having expired on the 1st inst., the Trustees have taken legal steps to foreclose the mortgage and sell the property.

SUBMARINE TELEGRAPH ACROSS THE MEDITERRANEAN SEA.—The operation of laying down a submarine wire from Spezzia to the Island of Corsica, part of the line intended to connect Europe with Africa, is described at length in the English Journals. The steamer Persian carried the wire, and she was accompanied by two Sardinian frigates. The distance is seventy-five English miles. A letter, after describing the mode of laying down the wire, says:

"As I conclude this, a gun has been fired on board the Persian by an electric spark passing twice to Santa Croce and back, through the whole length of the cable on board and in the water—that is to say, along 440 miles of wire—awakening the echoes of the Corsican hills with the tidings of their now being joined to the main land by ties which, it may be hoped, will be found productive of the happiest results to all parties."

OHIO AND PENNSYLVANIA RAILROAD.—The travel on this road, says the *Pittsburgh Gazette,* is much larger than in July, and the through freight is nearly twice as large, so that there is good reason to believe that the receipts of August will exceed those of any former month.

The freight cars of about twelve different roads are now running upon the Ohio and Pennsylvania Railroad, and freight is carried through from Pittsburgh to Cincinnati, without transhipment, in thirty-five hours. The coal trade westward has become a considerable item, and is rapidly increasing. Since the opening of the Darlington Cannel Coal Railroad, about sixty tons of cannel coal have been sent from Darlington to Cleveland, and thence to the city of New York, for the use of the gas works, and preparations are making to increase the shipments to several hundred tons per day.

GRADING MACHINE—ITS OPERATION.—On the Galveston, Houston & Henderson road, there is one of these machines at work; it succeeds admirably, and does the work of more than fifty hands. It is worked with ten yoke of oxen, and cuts a furrow of two feet wide, and from two to four inches deep, the whole of which is thrown from the side to the middle of the road as fast as the team moves forward, which is with the ordinary speed of an ox team. With the aid of this machine the work now being done is just about equivalent to what one hundred laborers can do. Additional hands and two more machines are soon expected.

HEAVY VERDICT AGAINST A RAILROAD COMPANY.—The decision of the referees in the case of Myers vs. York, and Cumberland Railroad, was given at Portland, yesterday morning, awarding Myers $159,000, costs and interest.

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

CORRECTED TO WEDNESDAY OF EACH WEEK.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'D.	ASK'D.
Alabama and Tennessee	1st mortgage, convertible till 1872	7	1872		96
Baltimore and Ohio	Transferable. Taxed	6	1885	82	83½
Do do	Coupons. Not Taxed	6	1875	84	85
Do do	" "	6	1880		82
Do do	"	7	1860		87
Do do		6	1885		92
Bellefontaine and Indiana	1st mortgage, convertible	6	1866		
Buffalo and Penn. State Line	1st mortgage, not convertible	7	1866	97½	101
Chicago and Rock Island	1st mortgage, convertible	7	1870	87	92
Chicago and Mississippi	1st " "	7	1862	88	92
Do do	2d " "	7	1874	68	72½
Chicago and Aurora	1st " "	7	1866	90	92½
Cincinnati and Fort Wayne					
Cleveland, Columbus, and Cincinnati	1st mortgage, convertible	7	1859		
Do do do	No mortgage, convertible	7	1855		
Cleveland and Mahoning					
Cleveland, Painesville and Ashtabula	1st mortgage	7	1861	92	95
Do do	2d " not convertible	7	1861	99	100
Cleveland and Pittsburgh	1st " convertible	7	1860		
do do		7	1873		
Cleveland, Zanesville, and Cincinnati					
Cincinnati, Hamilton and Dayton	1st mortgage " till 1855	7	1861		95
do do do	2d mortgage	7	1868		95
do do do	3d mortgage	7	1880		90
Cincinnati, New Castle and Michigan	1st mortgage, real estate, convertible	10	5 & 10 y's	96	100
Cincinnati Western	1st " " " "	10	5 & 10 y's	90	98
Cincinnati, Wilmington and Zanesville	1st "	7	1862		94
Cincinnati, Indianapolis and Chicago					
Columbus and Lake Erie					
Columbus, Piqua and Indiana	1st mortgage, convertible	7	1862	84	86
Do do do	2d "		1852	80	83
Columbus and Xenia	1st mortgage, convertible	7	1859	118	120
Covington and Lexington	1st " " till 1862	7	1863		87½
Do do	2d " "	6	1862		95
Dayton and Michigan	1st " "	7	1867	94	97
Dayton and Western	1st " "	7	1862	90	95
Dayton, Xenia and Belpre	1st "	10	1864	85	95
Eaton and Hamilton	1st mortgage	7	1862	84	87
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.	7	1862	93	96
Evansville and Illinois	1st Mortgage, convertible 1857	7	1862	85	87
Frankfort and Lexington	1st " "	6			
Franklin and Warren					
Galena and Chicago Union	Pledge of 2d section, convertible	10	1853-6	125	130
Do do do	1st mort., 2d " not convertible	7	1862	89	90
Illinois Central	1st mortgage, not convertible	6	1875	67½	75
Illinois and Wisconsin		10			
Indiana Central	1st mortgage, convertible	7	1866		95
Do do	" "	10	1857	99	100
Indianapolis and Bellefontaine	1st " "	7	1860-1	94	98
Indianapolis and Lafayette	" "	7	1861		95
Jeffersonville	1st " not "	7	1861	87	94
Junction (Ohio)	1st " "	7	1867	106	108
Do do	2d " "	7		104	106
Lawrenceburg and Upper Mississippi	1st mortgage, convertible	7	1866		95
Lexington and Big Sandy					
Little Miami	No mortgage, convertible 1852-4	7	1858-61	88	90
Do	" " till 1855	7	1861	117	120
Louisville and Nashville					
Lyons', Iowa, Central	1st mortgage, convertible	7	1873		
Mad River and Lake Erie	1st mortgage, coovertible till 1855	7	1855-6	97½	100
Do do	2d " "	7	1866	66	75
Do do	Dividend	7	1860	78	83
Madison and Indianapolis	1st mortgage, convertible after 1853	6	1861		
Marietta and Cincinnati	1st " convertible	7	1868	88	90
Maysville and Big Sandy					
Maysville and Lexington	1st mortgage, convertible	6	1873	10	
Memphis and Charleston					
Michigan Central	No mortgage, convertible	8	1860	103½	
Do do	" "	8	1855-6	100	102
Do do	" not "	8	1857-8		101
Michigan Southern	1st " " "	7	1860	96¼	100
Milwaukie and Mississippi	1st " " 1857	8	1862	100	101
Mobile and Ohio	1st mortgage 6s. 1884				
Nashville and Chattanooga				83	93
New Albany and Salem	mortgage on 1st section	10	1858-62		101
Do do	1st " on other sections, convert.	8	1864-75	85	87
New Castle and Richmond	1st " convertible	6	1873	87	90
New Orleans and Ohio, Ky	Guar. of McCracken Co			86	93
New York and Erie	1st mortgage, oot convertible	7	1867		
Do do	2d " convertible	7	1859	98	
Do do	Income, not convertible	7	1855	83	90
Do do	Convertible till 1861	7	1871	63½	75
Do do	" " 1862	7	1862	65	70
Northern Indiana	1st mortgage, not convertible	7	1860	95	96
Do do	2d "	7	1863	82	85
Do do	1st mortgage Goshen line			92	95
Do do	Construction Bonds			84	90
Ohio Central	1st mortgage, convertible, west section	7	1861		
Do	1st " " east "	7	1864	93	95
Ohio and Indiana	1st " "	7	1867	97	100
Ohio and Pennsylvania	" "	7	1865-6	103	104
Do do	Income. No mortgage, convertible	7	1872	85	86
Pacific, Mo					
Panama	1st mortgage, convertible	7	1866	93	96
Parkersburgh (or Northwestern Va.)	" Guar. City of Baltimore	7	1873	94	96
Pennsylvania	1st mortgage, convertible till 1860	6	1880		97
Peru and Indianapolis	1st " convertible	7		78	83
Rock River Valley Union	1st " convertible	7	1872	98	100
Sandusky and Mansfield	1st "	7	1860	71	75
Do do	2d "	10	1853-7	102	104
Scioto and Hocking Valley	1st " conv. coupons	7	1861	87	90
Southwestern, Tennessee					
Springfield and Columbus					
Steubenville and Indiana	1st mortgage, convertible	7	1865	84	85
Terre Haute and Alton	1st " convertible		1862-72	87	92
Do do	2d " do	8	1865		90
Terre Haute and Richmond	1st mortgage, convertible	6	1866	100	103
Toledo, Norwalk and Cleveland	1st "	7	1863	84	90
Do do do	2d "			90	95
Do do do	" Guar of C. C. & C.		1863	90	95

TABLES OF RAILROAD SHARES.

☞ The followiog quotations are not PER SHARE, but upon tbo HUNDRED DOLLARS.

	shares.	off'd.	ask'd.
Baltimore and Ohio	100	52	55
Bellefontaine and Delaware	50	40	50
Bellefontaine and Indiana	50	60	65
Belleville and Illinoistown			
Buffalo and Pennsylvania State Line		120	125
Central Military Tract			
Central Ohio	50	75	80
Chicago and Rock Island		90	95
Chicago & Miss., (Alton & Springf'd,)			
Cincinnati, Cambridge and Chicago		25	30
Cincinnati and Fort Wayne			
Cincinnati Hamilton and Dayton	100	87½	90
Cincinnati, Indianapolis and Chicago			
Cincinnati, Logansport and Cbicago	50		90
Cincinnati Western	50	25	35
Cin. Wilmington and Zanesville	50	50	60
Cleveland, Columbus and Cin	100	103	105
Cleveland, Medina and Tuscarawas			
Cleveland, Painesville and Ashtabula	100	100	105
Cleveland and Pittsburgh	50	44	65
Cleveland and Mahoning			
Cleveland and Toledo	50	71	90
Cleveland, Zanesville, and Cincinnatt			
ClintonLine			
Columbus and Lake Erie	50	50	70
Columbus, Piqua and Indiana	50	50	65
Columbus and Xenia	50	93	95
Covington and Lexington	50	50	66
Covington and Ohio, Va			
Dayton and Michigan	50	30	50
Dayton and Western	50	26	50
Dayton Short Line	50		
Dayton, Xenia and Belpre			
Detroit and Pontiac			
Eaton and Hamilton	25	47½	55
Eaton and Piqua			
Erie and Northeast		110	112
Erie and Kalamazoo		90	100
Evansville and Crawfordsvillo			
Fort Wayne and Mississippi	50		
Fort Wayne and Soutbern	25	40	50
Franklin and Warren			
Galena and Chicago Union	100	120	125
Greenville and Miami	50	50	60
Hannibal and St. Joseph			
Hudson River		50	55
Henderson and Nasbville			
Hillsboro' and Cincinnati	50	45	55
Illinois Central 10 per cent	100	104	106
Illinois and Wisconsin			
Indiana Central	50	50	65
Do do 10 per cent	50	60	70
Indianapolis and Bellefontaine	25	60	65
Indianapolis and Cincinnati	50	50	60
Indianapolis and Lafayette	50	76	80
Jeffersonville and Indianapolis	50	72	78
Junction (Ohio)	50	90	95
La Crosse and Milwaukie	100		
Lake Erie, Wabash and St. Lonis			
Lawrenceburg and Upper Mississippi	50	50	60
Lexington and Frankfort			
Lexington and Danville			
Little Miami	50	97½	100
Logansport and Pacific			
Logansport and Marion			
Louisville and Frankfort	50	62	70
Louisville and Nashville	100		
Macon, Georgia	10	100	105
Mad River and Lake Erie	50	62½	70
Madison and Indianapolis	50	40	50
Madison, Indianapolis and Peru	50	30	50
Marietta and Cincinnati	50	40	50
Marion and Mississinewa Volley			
Maysville and Lexington	50	56	60
Maysville and Big Sandy			
Memphis and Charleston			
Michigan Central		86	100
Michigan Southern		93½	100
Milwaukie and Mississippi		77	82
Mobile and Ohio			
Nashville and Chattanooga			
New Albany and Salem	50	40	50
New Orleans and Ohio			
New York Central		87	100
New York and Erie	100	37	50
Northern Indiana		90	95
Ohio and Indiana		76	80
Ohio and Mississippi	50	65	70
Ohio and Pennsylvania	50	84	85
Ohio River and Wabash			
Owl Creek Valley			
Pacific, Mo			
Panama		90	100
Parkersburg, or Northwestern Va			
Peunsylvania	50	88½	87
Peru and Indianapolis	25	38	50
Sandusky and Mansfield	50	55	60
Sandusky, Mansfield, and Nowark	50		
Sangamon & Morgan, or Great West'n,			
Scioto and Hocking Valley	50	50	60
Southwestern Indiana			
Southwestern, Tenn			
Springfiled Mt. Vernon and Pittsb'gh.	50	50	60
Springfield and Columbus			
Steubonville and Indiana			
Terre Haute and Alton			
Terre Haute and Richmond		100	102
Toledo and Illinois			
Toledo, Norwalk and Cleveland	50	78	90

STOCK TABLE.

CORRECTED WEEKLY.

Government Securities.

	INT.	DUE.	OFF'D.	ASK'D.
U. S. Loan	6	1856	103½	105
Do	6	1862	115	115
Do	6	1867	118	119
Do	6	1868	118	119
Do (int. ceased July 1).	5	1853	101½	102
Do Coupons		1862	117½	118
Do "	6	1868	120	123
Do "		1853	100	101

State.

Alabama	5	....	90	95
Do	6	....	102	104
Arkansas	6	....	95	100
Georgia	6	....	107	108
Do	7	....		
Illinois Canal Bonds		1860	96	98
Do do registered		1860	110	110½
Do do		1847	92	95
Do do registered		1847	90	96
Do do Internal Impt.	6	1847	86	89
Do Interest do	6	....	60	64
Indiana	5	....	93	100
Do	2½	....	60	62
Do Canal Loan	6	....	93	94
Do do preferred	5	....	54	55
Do do deferred	5	....	30	32
Do special preferred	5	....	24	25
Do do deferred.	5	....	10	11
Kentucky, 30 years	6	1871	101	102
Do 15 years	6	....	107	108
Do large bonds	6	1869-72	104	105
Do	5	....	92½	93¼
Michigan	6	....	94½	96
Ohio	6	1856	102	103
Do	6	1860	107	110
Do	6	1870	108	110
Do	6	1875	109	110
Do	5	1855	102	105
Do	5	1864	104	106
Pennsylvania	6	....	103	105
Do	5	1870	86	87
Tennessee, new loan	6	1890	105	106
Do Coupons	5	....		85
Virginia Coupons	6	1886	102	105

City Securities.

Albany	6	1867-9	106	107
Allegheny	6	1873	75	76
Baltimore	6	1870-90	100½	101
Do	5	1865	87	89
Boston Bonds	4½	1860	101	102
Chicago	6	1876-7	92	95
Covington	6	1881	93	95
Cincinnati	6	1860	96	100
Do	6	1897	96	100
Do	5	1884	86	87
Do W. W	6	1865	102	103
Jeffersonville, Indiana	7	1872-82	85	88
Lawreuceburgh, Ia	7	....	80	90
Louisville	6	1880	82	85
Memphis	6	1882	90	92
New York	7	1857	101	103
Do	5	1858-60	99½	100
Do	5	1870-5	100¾	103
Do	5	1890	101	
Philadelphia	6	1876-90	90	91
Pittsburgh	6	1869-71	82	83
Do coupons	6	1883		83
Richmond	6	1882	93	94
St. Louis	6	1870	87	90
Wheeling	6	1872	105	106

County Bonds.

Bourbon, Ky	6	1881	89½	90
Darke, O	7	....	92	95
Fairfield, O	7	1862	90	92
Fayette, Ky	6	1881-2	80	84
Guernsey, O	7	1862	97	99
Mason, Ky	6	1881	80	84
McCraken co. Ky., endorsed by New Orleans and Ohio R.R.			86	93
St. Louis	6	1866	83	85
Do	7	1871	107	108

Banks.

OHIO.

Ohio Life Insurance and Trust Co	93	05
Lafayette, Cincinnati, (closing)	113	115
Franklin do		
Commercial do		
Mech. & Traders do		
State Brauchee		

KENTUCKY.

Bank of Kentucky and Brauches	101	103
Northern, and Brauches	108	110
Southern, and Branches	103	106
Bank of Louisville	111	112
Kentucky Trust Co	09	100
Farmers' Bank of Kentucky	107	110
Newport Safety Fund Bank	98	100
Commercial Bank of Kentucky		

INDIANA.

State Bank and Branches		

TENNESSEE.

State Bank and Branches		
Union	94	100
Planters'	97½	100

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g.
On New York	Sight	1½	1¾ prem.
Boston	Sight	1½	1¾ prem.
Philadelphia	Sight	1½	1¾ prem.
Baltimore	Sight	1½	1¾ prem.
New Orleans	Sight	.....	prem.
England		110½	112½.

SPECIE.

GOLD.

California, ℔ oz	$17 50	@	$17 65
Spanish Doubloons	16 50	@	16 60
Patriot Doubloons	15 60	@	15 80
Sovereigns	4 85	@	4 88
Guineas	5 00	@	5 00
American, new	1 00½	@	1 01
American, old	1 04	@	1 06
Portuguese	1 00	@	1 01

SILVER.

American Dollars	1 02	@	1 04
American, halves	1 02	@	1 04
Spanisb Dollars	1 05	@	1 07
Spanish Quarters	1 02	@	1 03
Mexican Dollars	1 03	@	1 04
Five Franc pieces	95	@	96

LAND WARRANTS.

	Off'd.	Ask'd
160 acre warrants	$185	$190
80 acre warrants	95	98
40 acre warrants	46½	47¾

Reported for the Railroad Record.

CINCINNATI STOCK SALES.

AT THE STOCK BOARD,

MERCHANTS' EXCHANGE

And at Private Sale.

BY HEWSON & HOLMES,

For the week ending Wednesday, Sept. 30, 1854.

100	Shares	Cin. Will. & Zane. (inc. int)	Railroad	$44 00
60	"	" " " (and int)	"	40 00
25	"	Farmers' Bank Ky.		106 00
106	"	Cin. and Chicago	"	15 00
120	"	Dayton & Western (and int)	"	14 90
60	"	" " "	"	11 00
80	"	" " "	"	13 00
24	"	Ohio & Miss. (inc int.)	"	57 00
32	"	" " "	"	58 00
40	"	Green & Miami (and int.)	"	27 00
10	"	Cin., Ham. and Dayton,	"	75 00
50	"	Hillsboro' and Cin.	"	35 00
28	"	Cov. & Lex. (and int.)	"	26 00
53	"	Little Miami	"	98 00
50	"	" "	"	97 00
40	"	Dayton and West. (and int)	"	17 00
40	"	" " "	"	18 00
34	"	Ohio & Miss. (inct. int.)	"	63 00
83	"	" " "	"	52 50
10	"	Cin., Ham. & Day.	"	75 00
30	"	" "	"	73 00
20	"	Cov. & Lex. (and int.)	"	50 00

BY ISAAC OSBORN DAVIS.

41	Shares	Ohio & Mississippi	Railroad	65 00
26	"	Covington & Lexington	"	50 00
46	"	Mad Riv. & L. E.	"	64 00
26	"	Little Miami	"	96 00
49	"	Cov. & Lex.	"	50 00
132	"	Cincinnati and Chicago	"	17 50
189	"	Cin. Wil. and Zane.	"	45 00
96	"	Indiana Central	"	52 00
80	"	Col. & Xenia	"	94 25
30	"	Ky. Trust Co. Bank stock		65 50
109	"	Indianapolis & Cin.	"	15 00
15	"	Farmers' Bank ky.		106 70
26	"	Southern Bank Ky.		100 00

MONETARY.

The reports from the East exhibit an increased demand for money and consequently an increased rate per cent. We quote good Commercial paper at 12 to 15 per cent, Railroad, 18 and dull.

The New York Times says:

The demand for money is great. The amount of bills receivable offering for discount is very large, mostly dry goods paper, but they appear the most current security of the time, as the discount of stocks and bonds is very great. The lowest rates, however, are high, being 12 to 15 ℔ cent for good endorsed paper. Railroad paper, with good endorsers, is being offered at 18 ℔ cent without takers. Auctioneers' acceptances are 12 to 15 ℔ cent. Single named paper is 15 ℔ cent. Call loans are easy at 7 ℔ cent, but only to first class borrowers. There appears no stint of money, but very careful use of it.

The Stock Market had presented rather a dull appearance but brightened up in the beginning of the week with prices somewhat better.

The Tribune says the steamer Pacific brought out large orders for Central Stock and Illinois Central Bonds, and the effect of the purchases is seen in the rapid advance of prices for these securities. The orders were very considerable also for other shares and bonds, and the letters state that if we exhibited more confidence ourselves, the orders would be largely increased. The tone of the private letters is very cheerful.

In spite of the difficulties that were around them, the Erie R. R. have succeeded in the arrangements which were immediately necessary.

The Erie Railroad Company have raised the additional $200,000 they were negotiating for, making altogether $600,000. The acceptances for the $200,000 are stated to have the endorsement of Daniel Drew, and those for the $400,000, secured by a chattel mortgage, to have that of Commodore Vanderbuilt. The Banks after much consideration, have been induced to agree to discount the paper which is at five months' date falling due the beginning of February next.

The sales during the week past were as follows:

By A. H. Nicolay, Aug. 28—

$1000	Bonds	N. Y. & Harlem	1st mort. 7s	$84 00
1000	"	" "	" 7s	83 50
3000	"	" "	" 7s	83 00
1000	"	" "	" 7s	82 00
2000	Bonds	G. W. (Ill.)	1st mort,. 10s	75 00
6000	"	" "	" 10s	74 00

All the above with interest.

At the West, we have to note an active and somewhat pressing demand for Money, consequent upon the September payments, and the Bank difficulties with regard to the Small Note Law. There is, however, Money in sufficient supply, but holders are cautious, and the disposition seems to be to prepare for an emergency if it should happen.

The rates are not materially changed. We quote No. 1 Commercial at 10 to 15 per cent.; less known at 15 to 18. Eastern Exchange is at 1¾ to 2 per cent. for Bankers' checks, payable in mixed currency.

RAILROAD FROM JACKSONVILLE TO DALTON.—Just at this time the people along the line between Jacksonville, in Benton county, Ala., to Dalton, Georgia, seem to be alive to the great importance of the connection of a railroad between these two points. Large and enthusiastic meetings have been already held, and notices been given for others to be held, at different points on the route where the matter has already been discussed, and will continue to be discussed. The distance between the two places is 88 miles, and is thought that a survey can be made and a route secured that will reduce it to 80 miles. In this enterprise there cannot be much interest enrertained by the friends of the Alabama and Tennessee River road, for it, when completed, is only an arm of this useful work, and a useful arm too, for it at once connects our road with the East Tennessee and Georgia road, thus filling up the only link in the great National line of Railway between Selma, New York, Boston, Philadelphia and Washington City.

This link between Jacksonville and Dalton it is said has attracted the notice of Northern capitalists, and already a proposition has been made, of a very favorable character, to undertake the graduation and masonry.—*Selma, (Ala.,) Sentinel.*

RAILROAD FROM CHICAGO TO DECATUR.—The track upon the main trunk of the Illinois Central Railroad is already laid from Lasalle southward to within ten miles of Decatur, and there is also a strip of 28 miles south of Decatur, on the way to Cairo, where the track is laid. It is calculated to run the Aurora extension train into Decatur in a very few days.

Miscellaneous.

CASTINGS IN MALLEABLE IRON.

Mr. R. A. Brooman, the patent agent for a correspondent, has specified an improved method of preparing wrought-iron, so that it may be capable of being poured or cast into moulds for the production of malleable castings or articles, which shall have all the strength and qualities due to the wrought-iron. The invention is designed chiefly for the manufacture of railway wheels; but is equally applicable to the production of other articles. The process is as follows:—The metal employed may be either scrap wrought-iron, or bars or plates cut into small pieces, and the melting is to be performed in crucibles, such as are used for melting blistered steel. The operator weighs out the iron in quantity proper for a charge in the crucible according to its size; he then mixes with the iron about one-half of one per cent. of charcoal by weight, or of any other suitable carbonaceous matter which will afford that proportion of carbon; and finally adds one per cent. of manganese, and one per cent. of sal-ammoniac. These materials are to be placed in the crucible, which is then to be covered, as the melting must be performed out of contact with the atmosphere. The crucible is then introduced into a proper furnace, where a fire is raised, and a heat obtained sufficient to reduce the iron to a melted mass, which temperature is about 15,000° Fahr. This degree of heat must be maintained for about three hours, when the material will be in a state fit for pouring into the moulds. Railway carriage wheels, formed of this material, can be cast with a chill, as in the case of common iron castings; and they will moreover be malleable, so as to be capable of being treated under the hammer in the forge, and formed into other shapes. In the making of other articles, not requiring to be chilled, they may be subjected in like manner to alterations in shape, or otherwise be treated as malleable wrought-iron is usually worked. Articles may also be manufactured having part of their shape made in the moulds, and their form completed by forging. Thus, intricate shapes and ornamental work may be accomplished with great facility and in a superior manner; thus forming articles highly ornamental, as well as those of mere utility. The patentee claims the method of treating malleable iron so that it may be capable of being used in the production of malleable castings, as heretofore described.

The New York Central Railroad has purchased one of the wires of Morse's Line of Telegraph between Albany and Buffalo, for the exclusive use of the road. Offices are to be established at the various stations.

Extraordinary Performance of a Locomotive.—We the other day spoke of the remarkable economy in fuel in the running of the locomotives turned out in this city of the Cuyahoga Locomotive Works, which machines are now in use upon the Cleveland, Columbus and Cincinnati, and the Cleveland and Pittsburg roads. Since then further exploits of these locomotives have excited the admiration of railroad men, and mechanics, and the astonishment of even the sanguine builders themselves. As an instance, we can say, and can prove what we say to be true—that the locomotive Nashville, belonging to the Cleveland, Columbus and Cincinnati, and Columbus and Erie Railroad Company Geo. Westfall, engineer, ran from Columbus to Erie, and 40 miles back, or in all 295 miles, with one tender of wood. This feat is unprecedented in the history of locomotives, and we challenge the world to produce a like instance.

This was done on one of the daily trips of the lightning train, with an ordinary train of cars, and subjeet to all the stops, checks and interruptions of every day running. The feat was unknown to the builders of the engine, until after it was accomplished, and they had no knowledge that it was to be attempted.—*Cleveland Herald.*

The same paper says of another of these engines: Engineer Moores, who runs the *Rocket* on the Cleveland and Pittsburgh road, has given us the precise amount of wood consumed on yesterday in running the *Rocket* from Wellsville to Cleveland. The distance is 104 miles, and the wood used was three-fourths of a cord less five feet. This wood was measured by Mr. Moores, and was fed to the engine by Fireman Reed. The amount usually consumed in ordinary engines running the same distance is three cords.

The *Rocket* in performing this feat, hauled the express train, consisting of four cars, made twenty-one stops, and maintained the daily speed allowed that train.

This engine weighs twenty-five tons, and has a six foot driver.

Brownsville & Rio Grande Railroad, Texas.—A meeting of the commissioners of this company was held at the office of Converse & Co., New Orleans, on the 1st day of July, 1854.

The resignation of John R. Butler as President of the Board was received, read and accepted, and Wm. P. Converse was elected to fill the vacancy.

It was resolved, that books of subscription to the capital stock of the Brownsvillle and Rio Grande Railroad Company be opened at the office of Converse & Co., to remain open sixty days under the superintendence of W. P. Converse, and John C. Shannon, Commissioners, from 10, A. M. to 2, P. M., each day.

Resolved, That the sum of eighty thousand dollars be reserved for three months for subscription at Brownsville, and that books be opened there under the supervision of F. Cummings, Esq., for the above named time, unless the same is sooner subscribed.

North-East and South-West Alabama Railroad.—On monday night the City County of Chattanooga met—a full board being present—to consider the question of transpirring the city subscription of $100,000, of the Wills Valley Railroad, to the N. E. & S. W. Alabama Railroad, and have it *bona fide* and available in three years, to date from the time the entire grading, and an additional cash subscription of $600,000 are raised for this line. After a spirited discussion, in which all participated, it was carried, and the Mayor is thus authorized to make that subscription. *How* this money is to be raised is a matter of after consideration—to be determined when the full amount is subscribed along the proposed route. We are decidedly in favor of the construction of this road, for, when terminated at this point, we have such a powerful concentration of railroad interests that the town *must* take a new and more rapid start, and fully achieve that business importance so frequently alluded to and prophesied in the past ten years. Progress is the watchword.—*Chattanooga Adv.*

ACKNOWLEDGEMENTS.

We have received from S. L. Spafford, C. E., Superintendent of the Philadelphia, Wilmington and Baltimore Railroad, a copy of the "Rules and Regulations" for the management of the affairs of that company. It is a bound volume and contains full instructions to every employee of the company. A similar issue is recommended to every company. Mr. Spafford has our thanks for his attention.

We are also indebted to Jno. J. Blackwood, Cashier, of Hamburgh, S. C., for valuable reports, for which he has our best thanks. We shall give extracts from them hereafter.

STOCK EXCHANGE, 38 THIRD STREET. FOR sale—

$20,000 Covington & Lexington 6 per cent. Railroad Bonds, guaranteed by the city of Covington.
5 $1000 first Mortgage Little Miami Railaoad Co. Bonds.
6 $1000 2d Mortgage Eaton and Hamilton Railroad Co., Bonds.
10 $1000 Dayton Xenia and Belpre Railroad Co., 10 per cent. Bonds.
4 $1000 2d Mortgage Ohio and Mississippi Railroad Bonds.
$20,000 1st Mortgage Bonds Scioto and Hocking Valley Railroad Company.
200 shares Mad River and Lake Erie Railroad stock.
160 shares Ohio and Mississippi Railroad stock.
75 shares New Albany and Salem Railroad stock.
78 shares Little Miami Railroad stock.
80 sharos Cincinnati, Hamilton and Dayton Railroad stock.
190 sharos Cincinnati and Chicago Railroad stock
50 shares Ky. Trust Co. Bank stock.
10 shares Southern Bank of Kentucky stock.
40 shares Covington and Lexington Railroad stock.

—ALSO—

For account of whom it may concern—
50 shares Ohio and Mississippi Railroad stock.
200 shares Cincinnati and Chicago Railroad stock.
22 shares Ohio and Mississippi Railroad stock.
20 shares Mad River and Lake Erio Railroad stock.

—WANTED—

50 shares Columbus and Xenia Railroad stock.
Sept. 7—tf. ISAAC OSBORN DAVIS.

Rail Road Printing.

WE ask the attention of Railroad men to our facilities for doing every variety of Printing needed or used by Railroads. We have taken especial pains to fit up our establishment with reference to this branch of business.

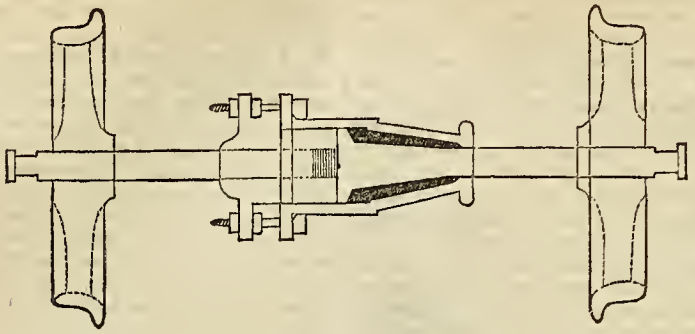
Reports, with or without maps or illustrative engravings, will be gotten up at short notice and in superior style.

Blanks of any description, adapted to the wants of the different departments of Railroad business, and to the wishes and tastes of parties, will be prepared in a style warranted to give satisfaction.

Blank Books, with or without printed headings, ruled to any pattern. Day Books, Ledgers, and every vaaiety of Blank Books, made to order.

T. WRIGHTSON & CO.,
Rail Road Record Office, 167 & 169 Walnut st. Cin.

DENNEY'S DIVIDED CAR AXLE.



PATENTED JANUARY 31ST, 1854.

THE ATTENTION OF RAILROAD COMPANIES is respectfully invited to an examination of the merits of this valuable invention, which offers to add largely to the safety of life and property.

The valuable features of this arrangement of axle are, a saving of full fifty per cent. in motive power on crooked roads: the rails are protected from being destroyed by the flanges of the wheels coming in contact with them on the curves, as is the case with the stiff or rigid axle, which not only destroys the rail but puts a constant strain upon the wheel and axle, causing the wheel on the inner rail to trip or revolve upon the rail under the weight of the car and its load, while the opposite wheel is traversing its greater distance; the tendency of which, is to wear the wheel flat, and cause it, or the axle, to break sooner or later. There is less danger of the car leaving the track from its having become spread.

Axles fitted in this way do not require to be near so large, and yet contain more strength than the common axle, for the reason that the liberty given to the wheels, which allows them to accommodate themselves to the enrvatures of the road, removes wholly the strain thrown upon the ordinary axle; and therefore, it requires no more strength of iron at any point between the wheels, than is contained in the bearings, which in the ordinary axle, is not more than one-third of the strength of the other portions of the axle.

The elongated bearing which forms the connection is so proportioned as not to wedge or become tight in the alley, the wear being almost imperceptible, requiring to be set up not oftener than once in twelve months, by a slight tightning of the screw nuts. If, from long service, the alloy becomes worn out, it can be refilled, making it as perfect as when first filled up, and the gauge of the wheels will never become changed so as to injure the running of the car.

It is after a series of the most careful experiments, conducted through a period of time sufficient to test in the most satisfactory manner, the real merits of divided car axles, and a thorough and practical test in real service of over two years, that we now offer to Railroad Companies one that we are assured will give universal satisfaction in its operations, and both simple and cheap in its construction.

We are now ready to dispose of rights to use the above axle on the following terms: We guarantee full and perfect satisfaction by giving ample time to thoroughly test its merits, and will require no payment to be made until such satisfaction has been given. All applications to be made to

SAMUEL L. DENNEY,
Christiana, Pa.
Or, to **CHRISTIAN UMBLE,**
Gap, Pa.

F jy.10†

Notice of Copartnership.

MR. PETER MARIE. heretofore of the firm of Decoppet & Co., has this day formed a copartnership with Mr. Rudolph Kanz, (for many years with the banking house of Messrs. L. Von Hoffmon & Co.,) under the firm of MARIE & KANZ, at 27 William street. Their attention will be devoted to the purchase and sale on commission of Stocks, Bonds and Foreign Exchanges, and to the negotiation of business paper.

New York, Sept. 1, 1854. [sept. 7-1*

GUNPOWDER,

MANUFACTURED BY

The Hazard Powder Company,

HAZARDVILLE, CONN.

H. G. HAZARD, President.
A. E. DOUGLASS, Secretary.

THE undersigned are always prepared to furnish Mining and Blasting Powder to any extent, delivered at any point on the lines of railroads, or any other places of public improvements in the West or South, at the very lowest rates. Also, SAFETY FUSE of the best Eastern manufacture.

We would respectfully urge all contractors and consumers to call upon or correspond with either of us before arranging for their supplies elsewhere.

To the trade generally we would offer all the brands of Sporting and Rifle Powder manufactured by the above concern.

M. D. W. LOOMIS,
Southeast corner Main and Second Sts.
Cincinnati, Ohio.
S. H. LOOMIS,
Nashville, Tenn.

August 16, 1854. [au.18†

Locomotive for Sale.

ONE 8 wheel, 16 ton Engine, Cylinder 13 by 20, 4½ feet driving wheels, 2 pair drivers connected, and truck. Tender holding about 1400 gallons.

The Engine is in good condition; manufactured by Rogers, Ketchum & Grosvenor, Patterson, N. J.

Address ENOCH JOHNSON,
Sup't C., Z. & C. RR.
Akron, Ohio.

jy.20-tf.

Notice.

THE copartnership heretofore existing between the undersigned, under the firm of Smith & Tyson, is this day dissolved by mutual consent. Either partner is authorized to settle the business of the concern.

J. HOPKINSON SMITH,
RICHARD W. TYSON,

Baltimore, July 1, '54. No. 25 South Charles st.

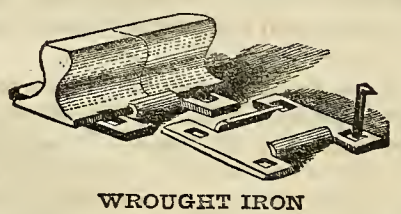
Notice of Copartnership.

THE undersigned have this day formed a copartnership, under the firm of J. Hopkinson Smith, in which Richard W. Tyson is a special partner, and J. Hopkinson Smith is the general partner.

J. HOPKINSON SMITH,
RICHARD W. TYSON.

Baltimore, July 1, 1854. [aug. '54-3*

RAILROAD SPIKES,



WROUGHT IRON

Chairs and Fastenings.

THE undersigned will continue to manufacture with increased facilities, HOOK & FLATHEAD R. R. SPIKES, of all Patterns, WROUGHT and CAST CHAIRS, and FASTENINGS, BOILER RIVETS, BOLTS, SHIP and BOAT SPIKES, &c.. &c.

The best quality of refined iron is used, and all orders filled with despatch. J. HOPKINSON SMITH,
No. 25, South Charles st.

☞ Please direct the name in full.
Baltimore, August 31-†

Pittsburgh, Philadelphia, BALTIMORE AND NEW YORK.

NEW ROUTE OPENED TO NEW YORK, ALL THE WAY BY RAILROAD, VIA **CINCINNATI, HAMILTON & DAYTON RAILROAD.**

The quickest, cheapest and most pleasant route to Pittsburgh, Philadelphia, Baltimore and New York.—Depot in the West end of the city.

Only route via Pittsburgh by which through tickets can be obtained from Cincinnati to New York.

One less change of cars than any other route.

Passengers leaving Cincinnati, on 6 o'clock morning train of Cincinnati, Hamilton & Dayton Railroad, go through to Crestline without change of cars, and, after 30 minutes for dinner, proceed by Ohio & Pennsylvania Railroad, arriving at Pittsburgh at 8 o'clock P. M.: leave Pittsburgh via Pennsylvania Central Railroad, at 9 o'clock, P. M., and arrive in Baltimore and Philadelphia at 12 o'clock and 30 minutes (noon) next day; and from thence via Kensington and Jersey City, or Camden and Amboy Railroads, arriving in New York at 4 P. M.

Second Train:

Leaves Cincinnati, Hamilton and Dayton Railroad at 8 o'clock and 20 minutes every morning: arrives at Crestline at 4:20 P. M., and Pittsburgh at 12 o'clock and 30 minutes, midnight; and after a comfortable night's rest, resume by 7 o'clock A. M. train, arriving in Philadelphia and Baltimore at 12 o'clock and 30 minutes, midnight.

The only offices in Cincinnati at which Through Tickets can be purchased from Cincinnati to New York, via Pittsburgh and Philadelphia, are under the Spencer House, and one door below the Gibson House on Walnut street.

FARE:

From Cincinnati to Pittsburgh, first class.....	$	7 00
" " " front car.....		5 00
" " Philadelphia.....		14 00
" " Baltimore.....		14 00
" " New York, via Pittsburgh and Philadelphia, all the way by railroad		16 00

For through tickets and information, please apply at Cincinnati, Hamilton and Dayton Railroad Office, north west corner of Broadway and Front streets, under the Spencer House, or to J. W. SHIPLEY, at Railroad Office on Walnut street, between Fourth and Fifth streets, one door south of the Gibson House, or at Sixth street Depot.

H. O. AMES, Superintendent.
W. A. LATHAM, Agent.

The Omnibus Line will call for passengers by leaving their orders at the offices.

Sep. 7, tf. WM. H. SMITH, Conductor.

ADRIAN H. MULLER & CO.,

AUCTIONEERS

Of the City of New York.

Hold their regular Auction Sales of Stocks, Bonds and other Securities every Wednesday at 12½ o'clock, at the Merchants' Exchange. They would respectfully tender their services in the negotiation of the same, either at private or public sale.

Office, No. 2, Pine Street, corner of Broadway, Metropolitan Bank Building.

REFERENCES BY PERMISSION:

Moses Taylor, Esq.; W. W. DeForest, Esq.; Geo. S. Robins, Esq.; Dow D. Williamson, Esq., Pres. Farmers' Loan and Trust Co.; Wm. F. Hayemeyer, Esq., Pres. Bank North America; Edward Whitehouse, Esq.; Messrs. Cauman & Co.; Messrs. Carpenter & Vermilye; Messrs. Fisher, Denny & Co.; Messrs. Wm. & Jno. O'Brien; Messrs. Week, & Co. mh9 6*

ALBERT H. NICOLAY,

AUCTIONEER.

HOLDS his regular auction sales of Stocks, Bonds, and other securities, every Monday and Thursday, at 12¾ o'clock, at the Merchants' Exchange. First class Stocks, and Bonds, at private sale.

Office No. 4 Broad street, New York.

OFFICE Cincinnati, Hamilton & Dayton Railroad.—Cincinnati, August 8th, 1854.—The Board of Directors of this Company have this day declared a dividend of five per cent., out of the net earnings of the Company, for the six months ending 31st July, payable in scrip bearing seven per cent. interest, redeemable in three years. The scrip will be delivered on and after 1st September, to the Stockholders registered in Cincinnati, on application at the office of the Company, and to those registered in New York, at the office of the Ohio Life Insurance and Trust Company, in that city. The transfer books will be closed for ten days from this date. FRANK. S. BOND, Sec'y.

au17--1m.

NUGENT'S COLLEGE
OF
ENGINEERS & MECHANICS,

PUBLIC SQUARE, CLEVELAND, OHIO;

C. NUGENT, C. E., Principal.

THE design of this Institution is to afford young men an opportunity of acquiring a knowledge of the profession of Civil Engineering, and to Mechanics and Tradesmen a sound theoretical and practical knowledge of Mathematics, Architectural and Mechanical Drafting, Plain and Ornamental Penmanship, &c. For further particulars address the Principal. au.10.

JAMES W. HOOKER,
Commission Merchant,
AGRICULTURAL WAREHOUSE,
—AND—
MACHINERY DEPOT,
35 Lloyd Street,
BUFFALO, N. Y.

Commission Dealer in Portable and Stationary Engines Iron Planers, Lathes, Universal Checks, Belting, Oils, Rubber Packing and Hose, Scales, Safes, Mill Stones and Machinery generally. Post Paid Letters will receive prompt attention,
je. 1-tf.

ENGINEERING!!
The undersigned is prepared to furnish SPECIFICATIONS, ESTIMATES, AND PLANS, In general or detail of all kinds of
Steam Vessels, Engines, Boilers, Mill Work, &c
Particular attention given to the superintending of LOCOMOTIVES, TENDERS, CARS,
And Railway Machinery of every Description,
While under construction.
AGENT FOR THE PURCHASE of, on commission, all articles required for Railroads, Steam Vessels, Locomotives. Engines, Boilers, Machinery, &c.
General Agent for
ASHCROFT'S STEAM GAUGE, ALLEN AND NOYES' METALIC SELF ADJUSTING CONICAL PACKING, DUDGEON'S HYDRAULIC JACK.
Also, of Water Gauges, Indicators, Steam Whistles, &c., &c. CHAS. W. COPELAND,
Consulting Engineer,
s5-tf 64 Broadway, N. Y

Norris' Locomotive Works,
PHILADELPHIA.

ENGAGED for many years in manufacturing Locomotives, offer to Railroad Companies to construct of any plan or size,
LOCOMOTIVES OF SUPERIOR QUALITY.
Our facilities for doing work have been largely increased this year, and orders can be executed with dispatch.
jy. 27. RICHARD NORRIS & SON.

TO RAILROAD COMPANIES.
THE subscriber, manufacturer and agent for manufacturers of railroad materials, would solicit from railroad managers in the West their orders for
RAILROAD SPIKES, CAR AXLES, RUBBER SPRINGS, RUBBER HOSE, LOCOMOTIVE TIRES, SPRING STEEL, CAST STEEL, NUTS AND WASHERS, LOCOMOTIVE LANTERNS, ETC.
A. S. WINSLOW,
9 and 11 West Second Street,
mr. 24 † Bet. Main and Walnut Sts. Cincinnati.

Locomotive Tires and Car Axles.
THE undersigned is prepared to supply Railroad Companies and Builders with Tires and Axles of superior quality and finish, made from faggotted charcoal iron, formed and finished entirely under the hammer. For the character of the manufacture he refers to builders and compaales who have used them in the West.
A. S. WINSLOW
mr.24-†] 9 and 11 WestSecond St., Cincinnati.

ENGINEERS' MATERIALS.
EGGERS & CO.,
WHOLESALE DEALERS IN
PAPER & STATIONERY,
Since first January,
No. 127 Walnut St., bet. Third and Fourth.
CINCINNATI,
Keep the most complete stock in the West of every thing used by Engineers. On application, a catalogue with prices will be forwarded. [jy.21-†.

ENGINEERS' & SURVEYORS' INSTRUMENTS!
JAMES FOSTER, Jr.,
MATHEMATICAL AND PHILOSOPHICAL
INSTRUMENT MAKER!
HAVING removed from his old stand to south-west corner of Fifth and Race street, and increased his facilities for making instruments, is now ready to supply Levels, Transits, Theodolites, the Dumpy or Gravatt Level, Circular Protractors of Troughton & Simms model, Surveyors Compasses, Pocket Compasses with and without sights, in great variety. All kinds of Land Chains; Ivory and Box wood Scales of all kinds and graduation; Drawing instruments of all kinds, brass and German silver. Measuring tapes of all kinds, Magnets, Magnifyers, Barometers, Spy Glasses, &c., &c. Repairing promptly attended to. ap.6-6*.

MUSKINGUM WORKS,
ZANESVILLE, OHIO.
DOUGLASS, SMITH & CO.
WOULD respectfully call the attention of Railroad Companies to their establishment at Zanesville They are prepared to execute orders, on short notice, for
Passenger Cars of the most superior description,
Second Class Passenger, Mail Express, and Baggage Cars; Freight, Cattle, four or eight wheeled Gravel Cars. We manufacture a superior
CAST WHEEL,
Over 2500 of which are now running on the Central Ohio Railroad, and many of these have been in use on the road over two years, having in that time only three to crack, and two to be renewed in consequence of the wearing of the Chill. We have also commenced the manufacture of the celebrated
WASHBURN WHEEL,
And are prepared to furnish this wheel, with or without axles. Also, castings for Cars fitted to order at the shortest notice.
BOLLMAN'S PATENT IRON & WOOD BRIDGE.
We are also agents and builders of the above celebrated Bridge. Are now placing upon the piers an iron bridge on this plan over the Muskingum river at Zanesville. We are ready to contract with companies for the construction of this Bridge. All orders addressed
DOUGLASS, SMITH & CO.,
au4tf. Muskingum Works, Zanesville, O.

Railroad Car Findings.
BRIDGES & BROTHER,
64 Courtlandt Street, New York.
Wheels & Axles, Jaws, Boxes, and Castings Fitted
Wrought Nuts, Bolts, & Washers,
Engine and Car Screw Bolts, all sizes; Coach Lag and Telegraph Screws,
LOCOMOTIVE ENGINE LANTERNS,
From the best Manufacturers, and at their prices. Car Hand, and Signal Lanterns.
Cotton Duck for Car Covering,
Of any required width to 124 inches.
ENAMELLED HEAD LININGS,
Plush and Curled Hair.
Hand Cars and Baggage Barrows. Passenger, Freight-Car, and Switch Locks, Door Knobs and Butts. Brass and Iron Wood Screws. Brass and Silver Plated Trimmings for Windows and Seats. Varnish, Coach Japan, and Glue; Paints, Varnish and Glue Brushes.
Silver Plated and White Metal Letters. Engine and Signal Bells, anti-friction or Babbitt Metal.
Portable Forges and Jack Screws.
Hemp Packing, American, Russia, and Italian. Conductors' Badges and Baggage Checks. Iron, Bronzed and Brass Hat Hooks. Ventilators and White Metal Rings. And all other Articles pertaining to Cars.
ALBERT BRIDGES,
Late Davenport & Bridges, Car Manufacturers.
Cambridgeport, Mass.
ALFRED BRIDGES,
Late Davenport, Bridges & Co., Fitchburg, Mass.
†oc6

G. ESCOL SELLERS.....C. D. DANA
SELLERS & DANA,
AGENCY FOR THE SALE OF
Railroad Materials and Machinery,
THIRD STREET, (west of Burnet House.)
CINCINNATI, OHIO.
HAVING OPENED a depot for the sale of all articles used by Railroad Companies, we will fill orders promptly at manufacturers' prices, and are now prepared to furnish
Locomotives, Cars, Car-Wheels, and Axles. Ames' Tire and Crank Axles, Chairs and Spikes. Locomotive Head Lights, (of several makers) Car, Conductor's, Signal, Switch, Stoker and other Lanterns. Drawbridge and cross Road signal Lights; Gum Packing and Hose, assorted Car Trimmings, Enameled head and seat Linings, Plated and White Metal Letters.
—ALSO—
Machinists' Tools, particularly adapted to Railroad Work, Mill Work, Shafting and Shop outfits, Punching and Shearing Machines, for Boiler Work; Planers, Lathes, Drills, Portable Forges, etc., etc. Oak-Tanned Belting, of superior quality of all sizes.
y.1†3.

TYLER DAVIDSON & CO.,
Agents for the
BOSTON BELTING COMPANY
India Rubber Machine Belting in any quantity, from 2 to 20 inches.
India Rubber Steam Packing;
Mixed do do 1-32 to ¼ inch thick.
Plain do do 1-32 to 1 inch thick.
Pure do do
Pipe and Manhole Rings, all sizes;
Square or Rope Packing, do.
HOSE.
India Rubber, Hydrant, Conducting, Fire Engine, and Locomotive, of all sizes, manufactured from the best of Vulcanized Rubber, and for sale only by the agents.
Car Springs, and all other kinds of Vulcanized India Rubber used for Mechanical and Manufacturing purposes.
The undersigned, having been appointed Agent of the Boston Belting Company, beg leave to advise Dealers and Consumers that they are now prepared to supply the above goods in any quantities, on the most favorable terms. On hand and for sale,
50,000 Feet Vulcanized India Rubber Machine Beltings, from 2 inch to 20 inches, 3 and 4 ply.
TO STEAMBOATS AND RAILROADS.
India Rubber Hose, for Pavements, Streets, Gardens, Locomotives, Engines, etc.
40,000 feet Hose, 3, 4, 5, 6, and 7 plys, suitable for pavements, streets, gardens, locomotives, fire engines, etc., 1 to 3 inch, warranted extra quality. Also,
THE vulcanized India Rubber Break Springs now in use by all the Eastern Railroads, and posessing decided advantage over the Steel Springs now in use, for the following reasons:
1st, They are much easier put on.
2d, They are a great deal cheaper.
3d, They are much more durable than steel, and no time lost in making them, the weather having no effect on them.
ALSO—Large 6 inch hose for water stations. This is a new and important invention. The coldest weather will have no effect on them whatever. They are warranted to remain as pliable, in the COLDEST of weather, as they are in 150 Fahrenheit heat.
Armitage Anvils,-10 casks, assorted weights now in store.
Allen's Revolvers and Self-Cocking Pistols.—Now in store, a large assortment of the above, 3, 4, and 5 inch Revolvers; 3, 4, 5, and 6 inch Pocket Pistols. Also, Dueling Pistols.
Leland's Superior C. S. Car and Auger Bitts.—All sizes.
Brass Kettles, and Sheet Brass, &c.—Brass Kettles, assorted from 6 to 30; Sheet Brass assorted from No. 0 to 30; Brass Wire, do do do.
Star Breast Chains.—Four casks of those superior double-linked Chains, just received.
Walker's Trace Chains.—70 casks of those superior goods, warranted full length and sizes, 8 to 20 links, straight and twisted, now in store.
American Anvils.—Eagle brand, faced with with cast steel, and warranted by the manufacturers equal to Armitage's Mousehole.
Plated Spoons.—Plain, tipped, and threaded heavy plate, on best quality of German Silver.
Premium Gimlet Screws.—10,000 gross just received.
Mill Saws. Hoe & Co.'s C. S. Wm. Rowland's, and W. H. Rowland's 6, 6½, 7, 7½, and 8 ft
Cross Cut Saws.—Hoe & Co.'s C. S., John ockerell's C. S. and G. S., Wm. Rowland's and W. & H. Rowland's 5, 5½, 6, 6½, 7, 7½, and 8 feet Also, 4 and 4½ feet Tennon Saws.
Axes—1000 doz. Axes, assorted Yankee and Kentucky patterns, first, second, and third quality
Nails.—4000 kegs Shoenberger's and Wheeling Nails, now in store.
For sale by TYLER DAVIDSON & CO.,
mr 3 140 and 142 Main street

Cincin'ti, Logansport & Chicago Railroad.

FOR Eaton, Richmend, New Castle, Indianapoiis, Terre Haute, La Fayette, Michigan City, Chicago, Galena, Reck Island, Alton and St. Louis.

New Arrangements.

On and after Thursday, August 17th, 1854, until further notice, two Passenger Trains daily, (Sundays excepted) will leave Cincinnati, Hamilton and Dayton Depet, foot of Sixth Street, as follews, viz:

Morning U. S. Mail Train, at..... 6:10 A. M.
Evening Accommedatien de., at..... 4:00 P. M.

For New Castle and intermediate stations, both Trains connec,ing at Richmend with Trains of Indiana Central Railroad, arriving at Indianapolis at 12 M. and 10 P. M., and making at that peint, as sure Northern and Western cennections as any other reute frem Cincinnati or elsewhere. Returning,

1st Train leave New Castle at..... 7:00 A. M.
1st " " Richmend at..... 9:00 "
2d " " New Castle at..... 1:15 P. M.
2d " " Richmend at..... 3:20 "

Cennections at Richmond with Trains from Indianapolis, morning and afternoon—arriving at Cincinnati at 11.45 A. M. and 6:00 P. M.

☞ Trains run by Columbus time, seven minutes faster han Cincinnati.

FARE:

From Cincinnati to Richmond.....$1 75
" " New Castle..... 2 50
" " Indianapolis..... 3 00
" " Terre Haute..... 5 00
" " La Fayette..... 5 00
" " Michigan City..... 7 75
" " Chicago..... 9 00
" " Saint Lenis.....15 50

For information and threugh tickets, please apply at the General Railread Ticket Office, No. 169 Walnut st., next doer below the Gibson House, or to W. A. Latham, at the Cincinnati, Hamilton and Dayton Railread office, cerner of Broadway and Frent Streets, under the Spencer Heuse, or at the Sixth street Depot.

S. B. MORSE, Act'g Sup't.

The Omnibus Line will call for passengers in any part of the city, by leaving their orders at the offices.

aug, 24] W. H. SMITH Conducter.

THE SHORTEST ROUTE TO CHICAGO.

Ohio & Mississippi Railroad

THREE regular passenger Trains daily, (except Sundays.) On Monday, April 17th, and until further notice,

Leave Cincinnati at 6.15 A. M., 2.15 P. M., and 4.40 P. M. Cennecting at Lawrenceburg, at 7.30 A. M., and 3.30 P. M. with Train fer Indianapelis, Terre Haute, Lafayette and Chicago.

AND RETURNING,

Loave Aurera at 6.40 A. M., 4.20 P. M., and 8.20 P. M. cennecting at Lawrencehurgh, at 4.30 P. M. and at 8.30 P. M. with the Trains that leave Indianapelis at 12 A. M. and 4 P. M., uniting at that point with all the Trains from the North and West.

☞ Tickets may be procured at the effice on Fourth street, near Vine.

☞ Omnibusses will run to and frem the cars in the customary manner.

S. S. POST,
Chief Engineer and Superintendent.

Cincinnati, April 14, 1854.

PROSSER'S PATENT
Lap-Welded Iron Boiler Tubes.

TUBES screwed together, flush on both sides, for Artesian wells, etc. Free-joint Tubes, for Core Bars, Awning Frames, Leaders, etc.

Brass Boiler Tubes.

Patent Wrought Iron Blacksmiths' Water Tuyeres, Water Backs, etc.

Agents for Krupp's celebrated Cast Steel for Shafts, Railway Axles, Tires, Platers' Rollers, etc.

P. S.—All Tools necessary for the construction or keeping in order of Tubular Boilers.

THOS. PROSSER & SON.
au.17† 28 Platt street, New York.

STEREOTYPE FOUNDRY,
AND AGENCY OF
L. JOHNSON & Co.'s TYPE FOUNDRY.

C. F. O'DRISCOLL, (Successor to A. C. JAMES.) is prepared to execute in the best manner all kinds of

STEREOTYPING,

including Books, Pamphlets, Music, and Jobs of every description. He will keep on hand an assortment of

Card and Job Type, Cuts, Rules, &c. &c.

from the foundry of L. JOHNSON & CO., of Philadelphia, and will furnish to order PRINTING MATERIALS OF EVERY KIND,

AT THE FOUNDRY PRICES.

C. F. O'DRISCOLL,
No. 167 Walnut Street,
Cincinnati, O

Baltimore & Ohio Railroad.

380 MILES BETWEEN WHEELING AND BALTIMORE.

THIS Road was opened to the Ohio River in the spring of 1853, and has already established a high character with the business community of the West. Its facilities for the transportation of freights are already superior to these of any other great threugh line—while the attractions of the country through which it runs, and its many admirable provisions for the expedition, comfort and safety of travelers, it has received such faver as a passenger read, (with its present connections,) as to show that it will become the preferred route for all portions of the West and South-West as seen as its further connections are formed by the completion of the Central Ohio, North-Western Virginia and other Railroads now rapidly finishing.

FOR PASSENGERS BY THIS ROUTE,

Through Tickets from all Parts of the West,

ARE NEW SOLD IN

Cincinnati, Louisville, Madisen, Indianapolis, St. Lenis, Chicage, Toledo, Detroit, Cleveland, Columbus, Zanesville and other Cities.

AT ALL OF WHICH ARRANGEMENTS HAVE BEEN EFFECTED

For Sending Travelers Direct to

WASHINGTON, BALTIMORE, PHILADELPHIA, NEW YORK, and other ATLANTIC CITIES.

FOR FREIGHTS IN EITHER DIRECTION

The fullest accommodatiens are previded. In motive power and Cars, the company has abundant resources, which are being further extended to meet the demands of Western Trade. In the dispatch and regularity of transpart, and in the careful landing of property, this road challenges a comparison with its rivals. At Baltimore, the road cennects directly in the streets and at the wharves with the

PHILADELPHIA AND NEW YORK RAILROADS,

The numerous Steamers of the Parker Vein Line to New York and Besten, the Ericsson Steamers by Canal to Philadelphia and New York,

And various other Lines of Steamers and Sailing Vessels to the Eastern Ports, and te Richmond, Norfelk, Charleston, Savannah, etc.

J. B. FORD is the Company's Receiving Agent at Wheeling.

WM. G. HARRISON, President. *JOHN H. DONE,* Mast. of Transportation,
je. 8† Baltimore.

Covington and Lexington Railroad.

OPEN te Cynthiana, 66 miles. Two Daily Passenger Trains.

On and after Thursday, May 25th, and until further notice, Trains will run as fellows:

Express Train leaves Covingten at 8 o'clock, A. M. stepping at Benton, Demessville, Butler, Falmouth, Callenville, Boyd's, Berry's, Robinsen's and Garnett's enly, and arriving at Cynthiana at 11.50 A. M. Returning, leave Cynthiana, at 1.30 P. M., stepping at the above statiens, and arriving at Covingten at 5.30 P. M.

Passengers for Paris and Lexington, by taking the above train, will take dinner at Cynthiana, and by Messrs. Thurston and Thompsen's line of Omnibusses, will reach Paris at 4 o'clock, P. M. The Evening Train of he Maysville and Lexington Road, leaves Paris at 5 o'clock, P. M., enabling passengers by this route to reach Lexington at 6 o'clock, P. M. Returning, leave Lexington by the 7 A. M. Train of the Maysville and Lexington Road for Paris, leave Paris by Messrs Thurston & Thompson's line of Omnibusses at 8.30 A. M. arriving at Cynthiana in time for dinner, and connect with the train fer Covington at 1.30, P. M., arriving at Covington at 5.30 P. M.

Accommodation Train leaves Cynthiana at 6 o'clock A. M., stopping at all regular and flag stations upon the road, and arriving at Covington at 10 10 A. M. Returning, leave Covington at 3.15 P. M., stopping as above, and arrive at Cynthiana at 7.40 P. M.

Passengers by this train can leave home in the morning, pass five hours in Covington or Cincinnati, and return home before dark.

The Express Train will stop only at the stations named. Passengers for other points must take the Accommodation train.

Freight trains, for the present, will leave Covington Mondays, Wednesdays and Fridays; leave Cynthiana Tuesdays, Thursdays and Saturdays.

Freight will he received at Covington and Cynthiana up to 4 o'clock P. M., for the train of the following morning.

J. M. DOUGHERTY,
jy. 20. Superintendent.

Myers' Patent Cylindrical Car.

NOTICE.—The Subscriber having become proprietor of MYERS' PATENT CYLINDER CAR, for a considerable portion of Western territory, including the State of Ohio, offers the same to Rail Road Companies on favorable terms. The public will be furnished within a short time with complete explanations of its operation, together with the results of actual experiments testing its applicability to all the uses for which it is recommended.

W. CLOUGH,
South-western Car Works.
Madison, Indiana. May 11.

Indianapolis and Cincinnati Railroad, via Lawrenceburgh.

Through to Chicago in 15 Hours!

Shortest line to Indianapolis, Terre Hante, Lafayette, and Chicago.

Through from Cincinnati te Indianapelis in six honrs. and to Chicago in 15 hours!

TWO TRAINS DAILY, Beat or Cars, each way, (Sundays excepted.) Passengers who prefer taking Steamboat for the first twenty miles, will go by the Steamer **Forest Queen,** foot of Main street, at 12 M.

Those who prefer the Cars fer the whole distance, will go by the regular passenger trains of the

OHIO & MISSISSIPPI RAILROAD,

Which leave Cincinnati at 6.30 A. M. and 3.45 P. M.—The train which leaves Cincinnati at 6.30 A. M. connects at Lawrenceburgh with the Indianapolis and Cincinnati Railroad train for Indianapolis, Lafayette, Terre Haute, Michigan City and Chicago.

Baggage checked through and a Baggage Master accompanies the same.

Fare from Cincinnati to Indianapelis.....$3 00
Do do Lafayette..... 5 00
Do do Chicago..... 9 00

At Shelbyville passengers may take the Jeffersen, Rushville, Kingstown or Columbus Cars.

GEO. HAVEN, Sup't.

Through tickets may be precured on board the beat, or at the Office of the Ohio and Mississippi Railroad, Fourth street, near Vine, or of

C. S. RUSSELL, Ag't.
Ind. and Cin. R R. Office, cerner of Main and Water streets, Cincinnati.

☞ Omnibusses will call for passengers, by leaving their names at either of the abeve offices.

Cincinnati, June 1†.

Change of Time on Cincinnati, Hamilton, Eaton & Richmond Railroad.

ON and after TUESDAY, April 4th, 1854, the Morning Train for Richmend and Indianapolis, will leave Depot, feot of Sixth street, at 6.10 o'clock, A. M.

Passengers by this Train connect at Indianapolis with the 1 o'clock, P. M. Train en Lafayette and Indianapolis Railread fer Lafayette and Chicago; arriving at Chicago by 9 o'clock, P. M., of same day, being 9 honrs less time than by any other railread route leaving Cincinnati.

Also, connect at Indianapelis with 1.15 P. M. Train for Terre Haute.

Trains for St. Louis leave Chicage at 11 o'clock P. M., after the arrival of 1 P. M. Train from Indianapolis in the morning, making this the quickest route by far between Cincinnati and St. Lenis.

Evening Train will leave as usual, at 3.30 P. M. cennecting at Richmond with 7 P. M. Train for Indianapolis; arriving at Indianapolis at 10.30 P. M.

FARE—Cincinnati to Richmond.....$1 75
Cincinnati te Indianapolis..... 3 00
Cincinnati to Chicago..... 9 00

ap. 6 D. M. MORROW, Sup't.

Marietta & Cincinnati Railroad.

OPEN between CHILLICOTHE and GREENFIELD, Connected by Stage at Hillsborough, with Hillsborough and Cincinnati, and Little Miami Railroad Trains, forming a through daily line each way.

On and after Monday, the 8th of May, passenger trains will run as follows, viz:

Leave Chillicothe at 9 00 A. M.
Returning do Greenfield at 5 30 P. M.

Passengers from Cincinnati leave by Little Miami Railroad, at 7 40 A. M., dine at Hillsborough and reach Chillicothe the same Evening.

Fare from Cincinnati to Chillicothe, $3 45.

J. W. STOWELL,
Chillicothe, May 6th, '54— Sup't.

J. DAVENPORT.... M. D. WELLMAN.... C. M. RUSSELL

DAVENPORT, RUSSEL & CO.,
Railway Car Manufacturers
MASSILON, OHIO.

THE subscriber, late of the firm of Davenport, Bridges & Co., Fitchburgh, Mass., having associated himself with Messrs. Wellman and Russell, under the above name, would respectfully solicit calls for any kind of Passenger, Baggage, Post Office, Freight, Coal, Gravel or Hand Cars.

Having had fifteen years experience in the business and having secured the best of workmen from the Car Factory in Cambridge, Mass., I feel confident that perfect satisfaction can be given in all work entrusted to our care.

We have now on hand the best of dry White-Oak with which we think we can build Cars as cheap and as well as any other establishment in the States.

Feb. 16†* JOSEPH DAVENPORT.

Railroad Line.



Cincinnati, Hamilton & Dayton Railroad.

Summer Arrangement.

COMMENCING WEDNESDAY, JUNE 20th, 1854.

TRAINS will run by standard time, which is seven minutes faster than that of Cincinnati.

First Train

At 6 o'clock, A. M., Lightning Express for Dayton, Crestline, Pittsburgh, Philadelphia and Baltimore.

Second Train

At 6.10 A. M., for Hamilton, Richmond, Indianapolis, Terre Haute, Lafayette and Chicago, direct.

Third Train

At 8.20 A. M., for Dayton, Sandusky, Toledo, Detroit, Chicago, Cleveland, Buffalo, New York, Boston, Pittsburgh, Philadelphia, Baltimore and Washington.

Fourth Train

At 2 P. M. for Dayton, Greenville and Union.

Fifth Train

At 3.30 P. M., for Hamilton, Richmond, Indianapolis, Terre Haute, Lafayette and Chicago.

Sixth Train

At 5 P. M., for Dayton, Troy and Piqua, and intermediate stations.

Seventh Train

At 6.30 P. M., for Hamilton and intermediate stations.

The 1st Train, Express,

Will stop only at Hamilton and Middletown.

2d, 3d, 4th, 5th and 6th Trains,

Will stop at all regular stations.

The Seventh Train

Will stop at all way and flag stations.

The 1st Train

Will connect at Crestline at 12.30 P. M., with the Ohio & Pennsylvania Train for Pittsburgh, Philadelphia, Baltimore, etc., forming a direct and continuous line for each of these cities. Cars run through to Crestline without change. Baggage checked to Pittsburgh.

2d Train

Will connect at Richmond at 9.05 A. M., with Train of Indiana Central Road for Indianapolis; arrive at that place at 12 M., thence to Terre Haute, Lafayette, or Chicago without detention. Time as short as by any other route.

3d Train

Will connect at Dayton at 10.45 A. M., with Mad River Train, and arrive at Sandusky at 4 P. M., and go immediately on board the splendid steamers **St. Lawrence** and **Mississippi**, to Buffalo; thence at 7.30 A. M., with Buffalo and N. Y. City Road, to New York; arriving at that place at 10 P. M., also at Crestline 4.20 P. M., with Ohio and Penna. Train for Pittsburgh, Philadelphia, Baltimore and Washington.

The Same Train

Will also connect at Clyde with Cleveland and Toledo Train to Toledo, Chicago and intermediate points; and at Sandusky at 5 P. M., with steamer **Bay City**, for Detroit. Also, with Dayton and Michigan Railroad to Troy and Piqua, and at Piqua with Doyle & Co's Canal Packet Line to all points on Wabash and Miami Canals.

Fourth Train

Will connect at Dayton with Dayton and Greenville Railroad to Greenville, Union, and all points on Bellefontaine and Indianapolis Railroad.

Fifth Train

Will connect at Richmond at 6.40 P. M., with Indiana Central Train for Indianapolis, Terre Haute, Lafayette.

Passengers will bear in mind that the following rates of fare, via Lake Steamers, include both Meals and Staterooms, and that the fare to Philadelphia and Baltimore is One Dollar cheaper, and one less change of cars than by the Columbus route.

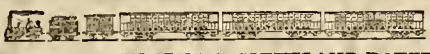
FARE:

From Cincinnati	to	Hamilton	$ 60
Do	do	Eaton	1 35
Do	do	Richmond	1 75
Do	do	Indianapolis	3 00
Do	do	Terre Haute	5 00
Do	do	Lafayette	5 00
Do	do	Chicago	9 00
Do	do	Dayton	1 50
Do	do	Troy	2 10
Do	do	Piqua	2 35
Do	do	Springfield	2 10
Do	do	Sandusky	5 00
Do	do	Toledo	5 75
Do	do	Cleveland	6 00
Do	do	Buffalo, via Lake steamers	4 00
Do	do	New York, RR. from Buffalo	11 50
Do	do	New York, via steamers	10 50
Do	do	Montreal, via Lake Ontario	14 00
Do	do	Boston	14 00
Do	do	Pittsburgh, first class	7 00
Do	do	do front car	6 00
Do	do	Philadelphia	14 00
Do	do	Baltimore	14 00
Do	do	New York, via Pittsburgh and Philadelphia, (Railroad all the way)	16 00

For further information or tickets apply to W. A. LATHAM, General Agent, at the office, corner Broadway and Front streets, under Spencer House, or at the Office on Walnut street, next door to the Gibson House, or at the Sixth street Depot.

HENRY O. AMES,
Cincinnati, June 1 4.—jo8† Sup't.

Railroad Line.



CINCIN'I, COLUMBUS & CLEVELAND ROUTE.

To New York, via Railway, in	30	hours.
To N. Y., by Lake Steamers via Cleveland	39	"
To Pittsburgh in	14	"
To Boston in	34½	"
To Philadelphia in	38	"
To Baltimore in	38	"
To Wheeling in	18	"

VIA LITTLE MIAMI RAILWAY.

FOUR DAILY TRAINS.

First Train—Lightning Express—at ...6 o'clock, A. M.
Second Train—Accommodation Ex....7.45 " "
Third Train—Hillsborough Train.....3.10 " P. M
Fourth Train—Even'g Accommoda...5 " "

The roads of this route are laid throughout with heavy T rail.

New York, Boston, and Montreal.

First Train—Lightning Express leaves Cincinnati at 6 o'clock A. M., connecting at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo; connecting at Dunkirk with New York and Erie Railroad, and at Buffalo with Buffalo and Albany Railroad to New York and Boston.

Second Train—Accommodation Express, at 7.45 o'clock, A. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad, at Buffalo with Buffalo and Albany and New York City Railroads, and at Buffalo with Niagara Falls Railroad, to New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

—ALSO—

Connects at Cleveland with the new and magnificent low pressure steamers QUEEN OF THE WEST, Capt. McBride; CRESCENT CITY, Capt. Pease; connecting at Buffalo with the Buffalo and Albany, New York City, and Niagara Falls Railroads, for New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

Fourth Train—Evening Express, at 5 o'clock P. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad; connecting at Buffalo with New York City, Buffalo and Albany, and Niagara Falls Railroads, to New York, Boston, and Niagara Falls.

Pittsburgh, Philadelphia, and Baltimore.

First Train—Lightning Express, leaves Cincinnati at 6 o'clock A. M., connecting at Crestline with Ohio and Pennsylvania Railroad to Pittsburgh, connecting with Pennsylvania Railroad to Philadelphia and Baltimore.

Through from Cincinnati to Philadelphia and Baltimore direct.

Zanesville, Wheeling, Baltimore, &c.

First Train—Lightning Express, at 6 o'clock A. M., and second Train, Accommodation Express, at 7.45 o'clock A. M., connect at Columbus with Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Lines, via National road, to Wheeling, connecting with Baltimore and Ohio Railroad to Baltimore, Philadelphia, Washington, etc.

Fourth Train—Evening Express, at 5 o'clock P. M. Passengers by this Train sleep at Columbus and resume by Morning Train, via Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Line to Wheeling.

Hillsborough.

Third Train—Leaves Cincinnati at 3 P. M., connecting at Hillsborough with Ohio Stage Co.'s Lines to Chilicothe, Pikoton, etc.

FARE.

From Cincinnati to New York via Railroad, either route	$16 00
From Cincinnati to New York via Railroad to Albany, and Hudson river steamer	15 00
From Cincinnati to New York via Lake Steamers to Buffalo, and Railroad to New York	15 00
From Cincinnati to New York via Lake Steamers to Buffalo, Railroad to Albany, and Hudson river steamer to New York	14 00
From Cincinnati to Boston via Lake Shore, New York and Erie, and New York City Roads	20 00
From Cincinnati to Boston via Lake Steamers and New York City and Erie Roads	19 00
From Cincinnati to Boston via Lake Shore, Buffalo, Albany and Western Roads	19 00
From Cincinnati to Boston via Lake Steamer, Buffalo, Albany, and Western Roads	18 00
An additional charge of fifty cents via Niagara Falls and above routes.	
From Cincinnati to Montreal via Lake Shore Road,	18 00
From Cincinnati to Montreal via Lake steamer	17 00
From Cincinnati to Boston via Lake Shore Road and Ogdensburg	18 00
From Cincinnati to Boston via Lake Steamer and Ogdensburg	17 00
From Cincinnati to New York via Lake Shore Road and Ogdensburg	16 75
From Cincinnati to New York via Lake Steamer and Ogdensburg	15 75
From Cincinnati to Buffalo via Lake Shore Road,	9 00
From Cincinnati to Buffalo via Lake Steamer	8 00
From Cincinnati to Philadelphia or Baltimore via Crestline and Pittsburgh	15 00
From Cincinnati to Philadelphia or Baltimore via Cleveland and Pittsburgh	15 50
From Cincinnati to Pittsburgh via Crestline	7 00
From Cincinnati to Pittsburgh via Cleveland	9 00
From Cincinnati to Baltimore via Wheeling	14 00
From Cincinnati to Washington via Wheeling	15 00
From Cincinnati to Philadelphia via Wheeling	15 00
From Cincinnati to Wheeling	7 00
From Cincinnati to Cleveland	6 00
From Cincinnati to Zanesville	4 00
From Cincinnati to Columbus	3 00
From Cincinnati to Springfield	2 00

☞ For all information and Through Tickets, please apply at office, southeast corner of Broadway and Front sts., Cincinnati.

au25 P. W. STRADER, Gen'l Agent.

Cincinnati, Wilmington and Zanesville Railroad.



OPEN TO LANCASTER.—Two daily Trains, (Sundays excepted) between Lancaster and Cincinnati. On and after Monday, June 26th, 1854, until further notice, trains will run as follows:

The morning Train leaves Lancaster at 5.10 A. M., and arrives at Cincinnati at 11 15. Returning leaves Cincinnati at 3.05 P. M. and arrives at Lancaster at 9.30 P. M.

The downward accommodation train leaves Lancaster at 10.05 A. M., and arrives at Cincinnati at 5.40 P. M.

The upward accommodation train leaves Cincinnati at 7.30 A. M., and arrives at Lancaster at 4.00 P. M.

Trains will stop for passengers as follows: At Amanda, Stout's, Circleville, Williamsport, Four Corners, New Holland, Washington, Rattle Snake, Sabina, Cross Roads, Wilmington, Sligo, Clarksville and Morrow; and on the Little Miami Road at Deerfield, Butterworth's, Water Station, Loveland, Miamiville, Milford and Plainville, and on proper signal by flag, or to the Conductor, at Branch Hill and Linwood, at Turnpike.

The downward Trains connect at Morrow with the Trains on the Little Miami Road for Columbus.

Lines of Omnibusses and Packets will run between Circleville and Chillicothe, and Stages and Packets between Lancaster, Logan, Nelsonville, Athens and Pomery; and Stages between Lancaster, Somerset and Zanesville connecting with the morning train from, and evening train to, Cincinnati.

Fare from Cincinnati	to	Washington	$2 50
" "	"	Circleville	3 00
" "	"	Lancaster	3 60
" "	"	Chillicothe	4 00

For other information and Tickets, apply at Ticket office, corner of Broadway and Front sts, and at the Little Miami Depot, or to the Station Agents on the line.

E. W. WOODWARD,
Engineer and Superintendent.

☞ The Omnibus Line will call for and deliver passengers to and from the trains to any part of the City.

J. HOWELL, Conductor.

☞ The Company will not be responsible for baggage exceeding $50 in value, unless the same be returned to the Conductor or Agent, and freight paid at the rate of a passage for every $500 in value above that amount.

je. 29

COLUMBUS PIQUA, AND INDIANA RAILROAD.



New route from Columbus, West and from Urbana, East.

On and after Monday September 19, 1853, two trains per day, (Sunday excepted) each way, will run on this Road, between COLUMBUS and URBANA. Will leave Columbus at 4.50 a.m., and 3.30 p.m.—arriving at Urbana at 8.12 a.m., and 6.14 p.m. Returning—will leave Urbana, for Columbus, at 9.15 a.m., and 3.00 p.m.—arriving at 12.05 and 6.55 p.m.

The 4.50 a.m. train, from Columbus, will connect with the night Express train from Cleveland and arrive at Urbana in time for the morning train north for Sandusky and intermediate points. Persons arriving by the morning Cleveland and Zanesville trains can have a few hours at Columbus and leave by the 3.30 p.m. train—arriving at Urbana in time to get supper and take the 5.35 p.m. train for Dayton and Cincinnati.

The 9.15 a.m. train from Urbana connects with the morning train from Cincinnati and Dayton that arrives at Urbana 8.40 a.m.—arriving at Columbus at 12.05 p.m in time for the 1 p.m. train for Cleveland, connecting with the Buffalo and Dunkirk boats. The 3.00 p.m. train will leave Urbana on the arrival of the Sandusky train—reaching Urbana at 2.45 p.m.—and arrive in Columbus in time for the various night trains.

A line of Omnibuses will connect with the trains at Urbana for the conveyence of passengers to and from Piqua and Greenville over a good Macadamized road.

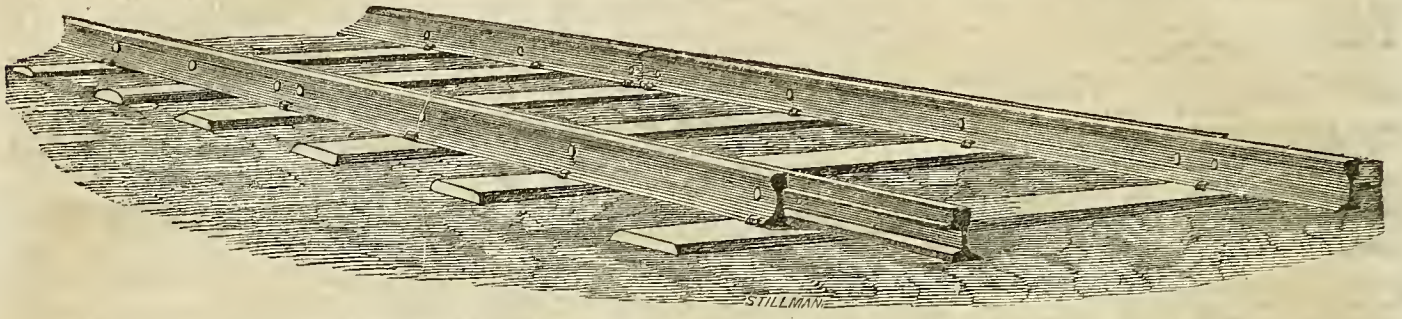
A. G CONOVER, Sup

Piqua, Sept. 13, 1853. s29-tf.

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470 TONS, 47 lbs. per yard, good quality and pattern, now lying at New Orleans. For terms apply to VOSE, PERKINS & CO.,
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PATENT COMPOUND RAIL.



THIS RAIL, which is represented by the above, has now been in use on several Roads for upwards of three years; during which time it has become established among Railroad Managers as realizing the advantages of a

THEORETICALLY PERFECT RAIL.

Its advantages over the common form of "T" Rail are—a saving in the wear and tear of Machinery—it saves, to a great extent, in the repairs of track—it secures a high rate of speed with the same power, and what is certainly of equal importance, complete protection against some of the accidents to which roads are liable Being practically a continuous Rail for the entire length of the road, without break at the ends of bars, the jarring motion communicated thereby in passing over the common "T" Rail is avoided, as is also its effects upon Cars and Machinery. The comfort of travelers must of course be greatly increased.

This Rail is now manufactured at Hanging Rock Iron Works, upon the Ohio River, and at Mt. Savage Iron Works, Maryland. Specimens of the Rail and patterns of the same will be gladly shown, as well as information in relation thereto, given by application to

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ON hand, Wheelbarrows, of my own manufactur suitable for Railroad, Turnpike, Canaling, etc., in ots to suit purchasers. Orders filled for any reasonable amount.

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E. THRESHER & CO., having enlarged their shops, are prepared to contract on favorable terms, for building every variety of railroad Cars, in any quantity and on short notice, made of the best materials, and of the most approved workmanship.

They are prepared also to furnish jaws and boxes; the Washburn Wheel, 30 and 33 inch, adapted to inside or outside bearing; cast iron frogs, steel plated; and switches of the most approved patterns.

They also manufacture blacksmith tuyeres, Harris' Patent; portable bolt forges: bolt heading and bolt cutting machines; upright drills, wheel presses; wood planers; tenoning and mortising machines, etc.

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Dayton, Jan. 24th, 1853. jan.25-†

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Locomotives, Passenger, Baggage, Freight, Gravel and Hand Cars,

Of every style and pattern, as well as all kinds of Steam Machinery required for railroads.

Particular attention will be paid to repairing, which they have every facility.

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Car Wheels of any pattern can be furnished on short notice. Double and single plate and Spoke Wheels of all sizes constantly on hand.

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Lightner's Patent Axle Boxes for Railroad Cars.

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The first cost and "fitting up" of those boxes is 20 to 25 per cent below that of most boxes in use. They will save about 75 per cent in consumption of oil. The construction is simple; they are not liable to become loose, nor "heated" by severe service. The Reservoir is held close to the shaft, and the oil journals, are secure from dust yet easy of access; the brasses may be removed from the journals, while under the car, in a few minutes. Cars furnished with these boxes run from 4 to 5 weeks without replenishing the oil, and are not detained from the road for repairs ONE TENTH part of the time which is necessary when other boxes are used.

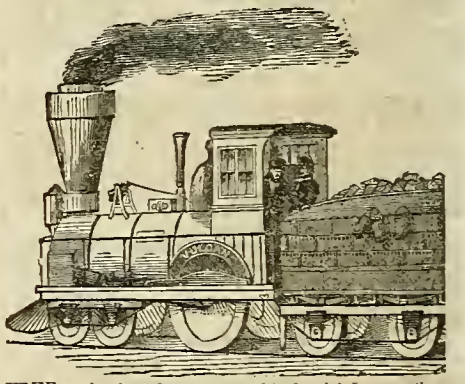
The business of a railroad can be done with a much less number of cars, with these boxes than if any other kind are used.

The first railroad men in the country have certified that Lightner's improvements in AXLE BOXES are among the first of the times.

Models and Testimony of the above Boxes, may be examined, and arrangements may be made for the right to use the same, with the subscriber.

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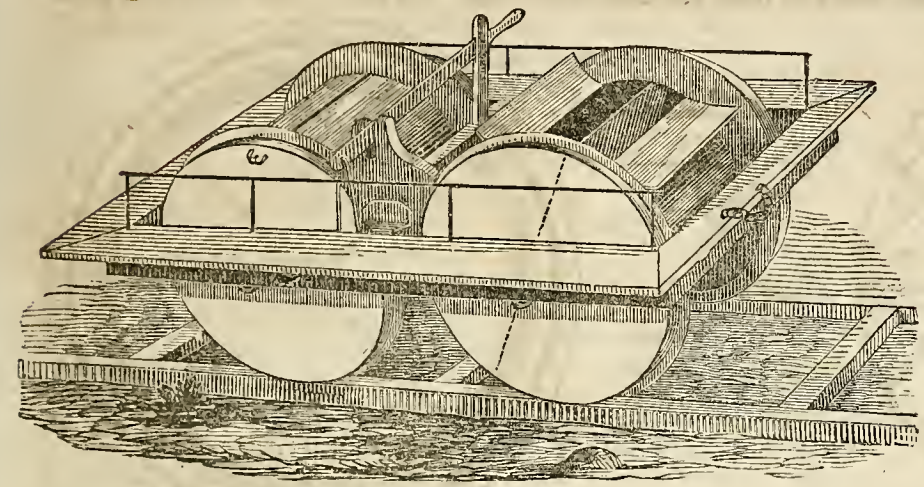
Of the best quality in all respects, style, workmanship, and material, made to order with promptness.

Orders respectfully solicited, with the assurance that no pains will be spared to give entire satisfaction in all cases.

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All Springs ordered from a distance will be delivered on shipboard at *Philadelphia* free of charge

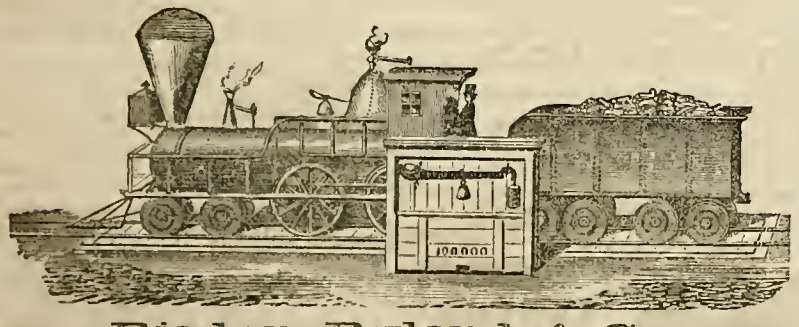
References.

NORRIS BROTHERS, Locomotive Builders, Philad.
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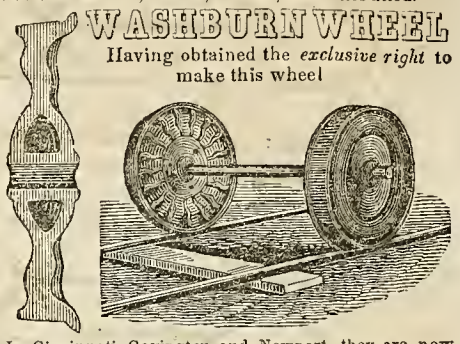
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NEW YORK REFERENCES.

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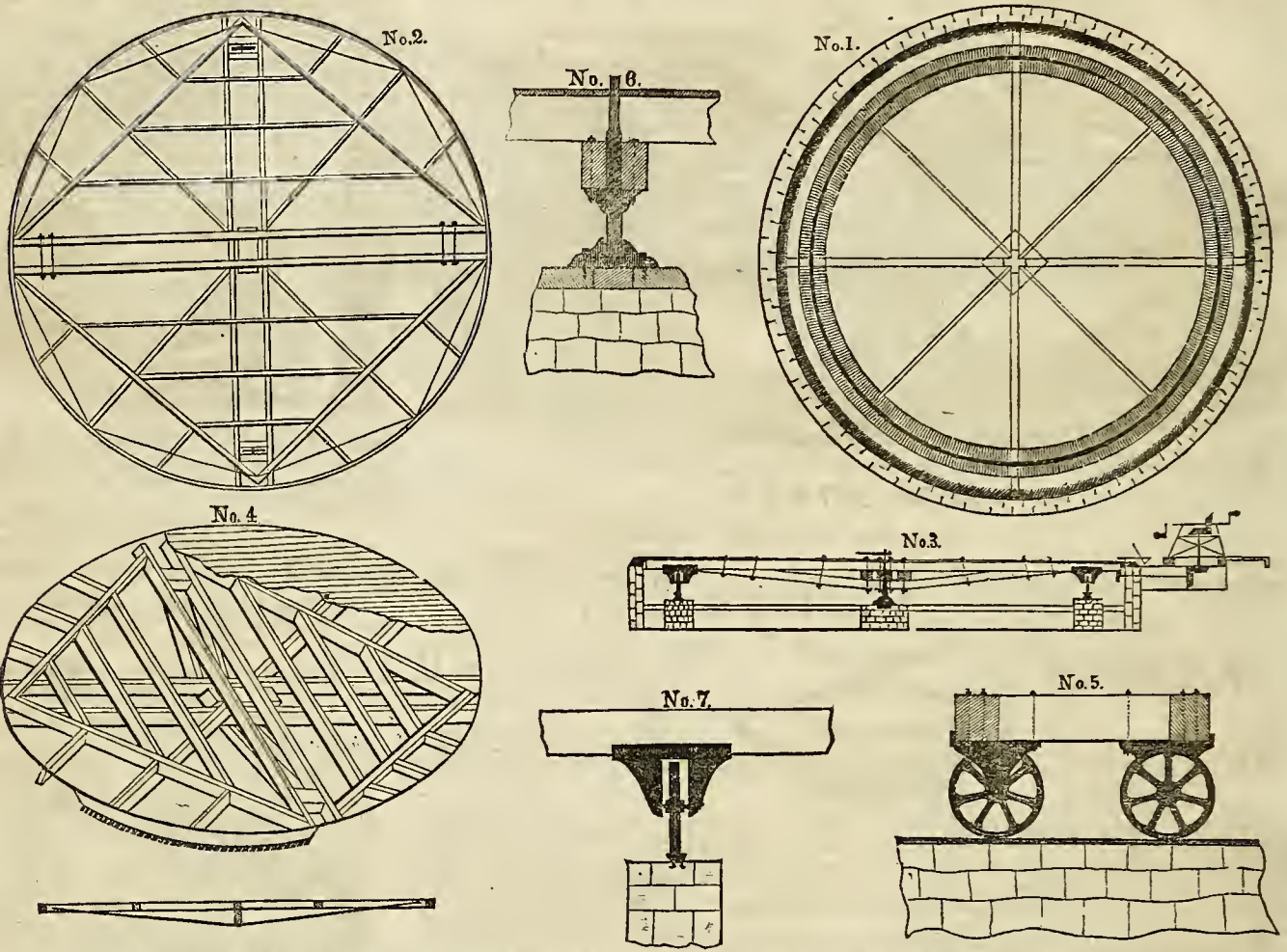
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Hudson River Railroad Co.
Ohio & Pennsylvania Railroad, J. Edgar Thomson, President, S. W. Roberts, Sup't and Engineer, Pittsburgh, Pa.
Pennsylvania Central Railroad, O. W. Barnes, Resident Engineer, Pittsburgh.
Toledo & Cleveland Railroad, Wm. Ferguson, Chief Engineer, Cleveland Ohio.
Columbus, Piqua & Indiana Railroad, A. J. Conover, Chief Engineer, Piqua, Ohio.
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Wilmington & Raleigh Railroad, North Carolina.
Central North Carolina Railroad.
Cincinnati & Indianapolis Railroad, Indiana.
New Albany & Salem Railroad, Indiana.
Michigan Central Railroad, Michigan.
Dayton, Xenia & Belpre Railroad, Ohio.
Pomeroy Railroad, Engineer at Cincinnati.
Springfield, Mount Vernon & Pittsburgh Railroad, Ohio, Charles Anthony, President.

DESCRIPTION OF PLAN.

Fig. 1, of the above cut, represents the foundations, consisting of *Bank* and *Track Walls*, the latter made of cut, the former of hammer-dressed stone, with cut stone coping. The Track is bent of the ordinary T rail, spiked and leaded to the stone track walls. The Center Pier is made of cut stone, with a step for screw and pivot bolted to the same.

Fig. 2, shows the framing.

Fig. 3, is a side view of Main Truss, with the mode of gearing, including the mitre-wheels, iron crank frame, rack and pinion, foundations, pivot wheels and pedestals.

Fig. 4, gives a perspective view of rim, segments, decking, etc.

Fig. 5, is an end view of the main trucks, with pedestals and wheels.

Fig. 6, is a screw for pivot, 6 inches in diameter, working in a steel step through a nut for adjustment.

Fig. 7, shows a cross section of track wall, well, and pedestal.

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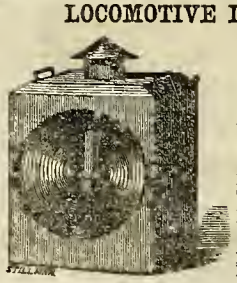
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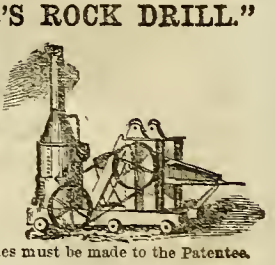
of the most approved form, with true Parabolic Silver-plated Reflectors, Copper Cases, and in every way equal to the best manufactured in the country.

Orders from Railroad Companies in the West are solicited.

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DESIGNED for Mining, Tunneling, Quarrying Use, and Rock Excavations of all descriptions, by the use of which a saving of 50 to 75 per cent. is made. This drill can be operated by hand, horse, or steam power. A Machine is now in operation at the Crystal Palace.

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Railroad Record.

E. D. MANSFIELD, - - - - - - Editor.
J. A. JAMES, - - - - - - Associate Editor.

CINCINNATI:
THURSDAY MORNING.....SEPT. 14, 1854.

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FORT WAYNE, LACON & PLATTE VALLEY AIRLINE RAILROAD.—The application to Congress for a donation of lands in aid of this great national work failed, owing to the impossibility of getting the bill acted upon at this session. The road was quite a favorite work with the members, and all who examined the proposed route were satisfied that it presented favorable claims for national aid. If the bill could have been reached, it would undoubtedly have passed. This failure, coupled with the stringency of the money market, and the impossibility of raising funds on any description of railroad securities, has delayed the prosecution of the work; but the directors feel sanguine that ere long they will be able to make a vigorous commencement of the work of construction. The money market is becoming more easy, and there can be no doubt that capitalists will, as soon as public confidence can be restored eagarly avail themselves of the opportunity of investing in the securities of this company.

A joint meeting of the several boards of directors will shortly be held at Lacon, Illinois, to take into consideration the prospects of the road, and devise measures for its early construction.—*Fort Wayne Sentinel, Sept. 2.*

RAILROAD MEETING.—We learn from the Zanesville *Aurora* that the Stockholders of the Central Ohio Railroad, on Monday last, elected the following gentlemen as Directors of said Company for the ensuing year:

John H. Sullivan, Chancy Brooks, N. L. Whittimore, N. Wright, John Davenport, J. W. Hall, George James, S. R. Hosmer, William Galligher, Samuel Clark, George B. Wright, D. W. Dreshler, Samuel Brush.

There was no opposition to the ticket elected with the exception of George James, Esq., of Zanesville. He was elected over Mr. Sarchet, of Cambridge, by a close vote, the foreign vote generally having been cast against Mr. James.

CONSTITUTIONALITY OF THE SMALL NOTE LAW.

Tinkering with the Currency, is one of the habitual vices of American Legislation.—Scarcely a session of the Legislature has been held in Ohio, (and it is the same in other states), where some law is not passed to make, mend, corrupt, or destroy the currency. This is not only bad in itself, but it is most deplorable when done by men, nine tenths of whom are ignorant of the first elements of political economy. Next to quack medicine for the body, quack legislation for commerce is one of the worst of evils. The *small note law* of Ohio is one of these quackeries. What was it enacted for? To drive out paper, and substitute coin under ten dollars? Not at all: for the sixty banks of Ohio may issue as many small notes as they please; coin will not be increased one dollar. Was it to drive out *foreign* small notes? The states of Kentucky, Virginia, and Connecticut, are not *foreign* states. They are members of the same great community, from whom we cannot separate in any particle of commerce, society, or interest. But, it is *not* to exclude *foreign* notes. If that were the object, *all* should be excluded. It is difficult to discern what was the object; but, in its misty obscurity, one thing is quite obvious, it was intended to give as much trouble to persons engaged in banking as possible, and in that will accomplish its end.

So far as this effects the free banks of Indiana and Illinois, its operation may be salutary; for these banks have in a *twelvemonth* put out *ten millions of notes*, based entirely upon State Stocks, which are in turn nothing but credit. If this system be not arrested, it must in another year be inflated to such a degree, as to burst and destroy the whole system, to the great injury of community. So far, the small note law may claim some merit; but even here it fails. The *ten* dollar notes, and all above, of the *same* banks, still have immunity untouched by law. Not only that, but the law drives out the small notes of the best banks of the American Union. There is no point of view, in which the small note law has either sense, principle or consistent object. It is incongruous, inconsistent, and impolitic. A more important question, however, is whether this law is really *constitutional?* If it be, then it is very clear the constitution permits a very palpable oppression on particular classes of the community. In the last number of the RECORD, we published the opinion of Messrs *Corwin, Hayes and Rogers*, attornies. We do not agree with that opinion, so far as it lays stress on the idea of comity between the states. It is a very unwise thing to do a discourteous act; but, it is not, therefore, an illegal one. A state has a right to make what laws it pleases, in relation to its financial or commercial policy, and though its law be unwise, it cannot be called in question for its policy.

But Messrs. Corwin & Co., have made one point, which cannot be blinked. Is a law, drawing *palpable and oppressive distinctions*, against particular classes of men, *uniform in its operations?* We do not think a candid man, can for a moment doubt that *it is not.* The 26th Section, 1st Article of the Constitution of Ohio, declares, that *all laws of a general nature shall have a uniform operation throughout the State.* Common justice requires this. If a general tax law then, shall make the tax, or the penalty for non-payment, fourfold as great on merchants, as on any other class of men,—it is clearly unconstitutional.

It will hardly be said, that this principle is to apply to *territory* and not to persons; for this is to assume that the constitution followed the shadow and not the substance. If the Legislature can fix a penalty on bankers ten times greater than on individuals, then no law need be made *uniform.* Thus opening the door to every species of oppressioon.

But if the law be unconstitutional, will the Supreme Court declare it so? We cannot guess. There was a time, when courts were governed by principle; but, what they will do now we might know, if we knew where the wind will blow next. Our courts like our laws, present a scene of confusion unparalleled. The volumes of reports, like those of the statutes have ceased to embody any permanent principle. It is the people who must decide this question, by upsetting if possible all political quackery.

THE REMISSION OF DUTIES ON RAILWAY IRON.

We have published, as our readers know, a series of articles on the remission of duties on railway iron. This *remission*, however, was expressly confined to *rail bars*, and intended only to be temporary, for the purpose of aiding railways now partly completed, and struggling for existence. Ardently and always in favor of American Manufactures—and as we thought, pretty thoroughly acquainted with the subject—this temporary and practical remission of duties appeared to us a proper and an important end, to be urged upon statesmen mindful of their country's best interests. It was urged upon no other ground. Yet the *American Railway Times*, a paper which receives its support, we imagine, from railroad men, attacks the object, the men engaged in it, and their motives. Its first objection is the stale and obsolete cry of injury to American manufactures. In what part of the United States is the iron manufacturer to be injured? If in any, only in a narrow strip on the coast. In the interior, the iron manufacturer is protected to a large extent, by its freight alone. In Ohio, Kentucky and Tennessee, the iron manufacture is being rapidly developed, with-

out the slightest aid from the duties. The price fell when the duty was high, and it has risen when the duty was reduced. In the last five years the furnaces of Ohio have been nearly doubled, and it will puzzle any one to show that the taxes on iron have been of any benefit to them. Our readers know that we *demonstrated* that the duties on railway iron had no effect on the American manufacturer of bar iron. The railways, in consequence of buying for credit, bought abroad almost entirely; and if they had not they could not have been made.

But, we *demonstrated* another thing, that the stoppage of the unfinished railways, at this time, would *displace* and arrest a large portion of American industry. Now, in the name of common sense, is it more important to *protect* 25,000 men, engaged in manufacturing bar iron, than it is to protect 150,000, engaged in making railways? This idea of *protection* is a two-edged sword, and in this case it cuts much deeper *against* the iron manufacturer than for him.

The *Railway Times*, however, is not satisfied with crying for protection; but assails the motives of those who think differently.—It says that as articles in favor of the *remission*, appeared simultaneously in the RECORD and the *Railroad Journal*, that *somebody* must be very active and busy, and whether successful or not, will hardly discontinue the effort, because a dozen makers of iron don't like it.

But the *Times* goes much further than this, and assails the *motives* of the writer—of the Hon. S. F. VINTON, MR. ASHMUN, and others, because they have done as all other attornies do, attended to the interests of their districts, with whatever ability they could. It charges, that they are to receive 5 per cent. on the duties for this. If they are, we know nothing of it, nor never heard of it. The *Times* should know that such men as VINTON and ASHMUN, cannot be assailed in this way, without more injury to the assailant than themselves. And it ought to know another thing, that protection to American manufactures is not to be maintained by such disregard of great Western interests, and such vain parade of importance to a half a dozen iron establishments on the Atlantic side.

THE BLACK-BAND IRON.

The ore from which the Scotch Pig is made is called *Black-band*, and is deemed very superior. We see a newspaper notice that it has been found in Mahoning county, Ohio.—If it is found in Mahoning, it will certainly be found in other counties; and Ohio will have another variety added to the great number of her mineral resources.

"The identity of what was hitherto deemed a worthless bituminous slate, with the famous Black-band, has been but recently ascertained. Very intelligent Iron Masters, and experienced English, Cornish, Welsh and American miners, have walked, worked, and bored over and through this ore for years past, unconscious of the wealth that lay neglected beneath their feet. A Scotch miner temporarily attached to a blast furnace, recognized his old friend, as flung out from an ore heap by a filler as worthless slate, and speedily had it elevated to the consequence that belongs to this distinguished ore. We congratulate the state of Ohio, and our old friends of Mahoning County, upon the discovery of this source of wealth. It is a richer deposit than the gold in the bosom of California."

Railroads.

CLEVELAND AND ST. LOUIS RAILROAD.

STRAIGHT LINE.

We have before us a copy of "*Facts and Statements*," concerning this road, from which we gather the following:

This undertaking embraces a line of railway extending from Cleveland, in Ohio, to Paris, Illinois, a distance of 342 1-3 miles, being only three miles more than an air line, making the distance between Cleveland and St. Louis, over this line, and Terre Haute and Alton road, 500 miles.

It is formed of two companies, one in Indiana, organized on the 29th day of March, 1853, and one in Ohio, organized July 22d, 1853.

The officers of the respective lines are as follows: In Indiana,

President, Erastus Hopkins, Cleveland, O.; Vice President, W. H. Harding, Indianapolis; Treasurer, O. Brown, Indianapolis; Civil Engineer, E. G. Goddard, Cleveland, Ohio.

Directors: E. Hopkins, Hon. J. A. Wright, W. H. Harding, Hon. W. G. Coffin, John Nulligan, Jesse H. Fordyce, Hon. A. J. Borne, J. W. Dodd, Geo. T. Bateham.

Principal office in Indianapolis.

In Ohio the officers are,

Hon. Israel Dill, President, Newark, Ohio; H. B. Spellman, Secretary and Treasurer, Cleveland, O.; E. Hopkins, General Agent, E. G. Goddard, Chief Engineer, Cleveland, Ohio.

Directors: Hon. Israel Dill, Hon. H. Griswold, Hon. E. A. Andrews, Thos. Hamilton, H. W. Day, H. H. Dodd, F. W. Binkley.

Principal office at Cleveland, Ohio.

The ten miles of the line in Illinois, will be made by a company under the general railroad law of that State; or as a branch of the Terre Haute and Alton Road.

The two principal companies are united in interests, and have had the preliminary surveys made, with the following results:

Total distance to Paris, Illinois	342¼	miles
Straight Line	330¼	"
Contiguous Straight Line	244	"
Continuous " "	188	"
Curvature, maximum	1,432.5	feet.
" minimum	2,865	"
Gradients, maximum. per mile	39½	"
" Level	75.86	miles.

In its course the road will pass through, or within two miles of upwards of 50 towns, cities or villages, and intersect 10 lines of railways in Ohio, and 3 in Indiana.

The amount of stock authorized is $6,500,000. The resources are:

Stock subscriptions	$3,200,000
Future "	1,300,000
First mort. Conv. Bonds	4,500,000
	$9,000,000

Arrangements have been made to commence the work on independent sections, in both Ohio and Indiana, keeping closely within the means of the company. By building thus in sections, having productive connections, the road will be available as fast as completed.

Accompanying the pamphlet is a fine map, showing the location of the road. We commend these "Facts and Statements" to the perusal of railroad men.

MEETING OF THE SOUTH-WESTERN GA., RAILROAD COMPANY.

The regular semi-annual meeting of the President and Directors of the South-western Railroad Company, was held at Macon, on Thursday, 10th August, when a dividend of four per cent., for the last six months, was declared, payable on the 15th inst.

Total earnings of this road for the year ending 1st August, were		$220,251 34
Viz: from Freight	$139,202 10	
From Passengers	75,649 24	
From Mails	6,000 00	
The current expenses for the year		$99,246 13
Net earnings		$121,605 21

From which have been declared dividends as follows:

February, 1854	4 per cent.
August, 1854	4 per cent.

The increase of business over the preceding year. is:

Gross	$80,843 09
Net	44,797 62
The number of bales of Cotton transported from 1st August, 1852, to 1st August 1853, was	38,834
From 1st August, 1853, to 1st August, 1854	105,083

Average number of passengers during the year ending 1st instant, 171 per day, against 106 per day for the previous year.

It thus appears that the business of this most successful road is rapidly increasing, and gives promise of great results in the future.

The passenger trains run now to within ten and a half miles of Americus, and will run into Americus by the 1st day of October next. On the 12th October, the President and Directors of the Company are to meet the people of South-western Georgia at Americus, to consult upon the further extension of the road. In view of the immense advantages to result from an extension into the heart of the great cotton region of the State, and considering that this city has contributed so great a sum to the establishment of the existing railroad line in this direction, we do earnestly hope that the Agriculturists of the South West will appear at Americus at the contemplated meeting in great numbers, with a determination to subscribe with marked liberality. If our fellow citizens below Americus, in the respective valleys of the Flint and Chattahoochee will agree on a line to suit all parties, there cannot be a doubt that the State will extend its aid in such manner as to secure the speedy and full development of a region to which none other in the whole South is superior. We think the planters will come up to the work, for they see that this

great road can pay eight per cent. per annum. Capitalists can no where find a better investment than in the stock of this company. We are proud of its complete success, and gladly acknowledge the obligation of this city to L. O. Reynolds, Esq., President, and the Board of Directors and officers generally, for their good management.—*Savannah Republican.*

MISSISSIPPI & TENNESSEE RAILROAD.

We have before us the first Report of the President, Treasurer and Chief Engineer of this road. The facts embraced in it exhibit a very satisfactory state of affairs of the Company, and furnish a solid ground of confidence in its vigorous prosecution and early completion. Familiar as we were with the zeal and energy of its projectors and friends, and the ability and willingness of the population along its line to make its construction a practical reality, we have been agreeably taken by surprise by finding the enterprise in a greater state of forwardness than we had supposed it to be previous to reading this exposition.

The line of this road, as located, is thus designated by Mr. Meriwether, the Chief Engineer:

"Commencing at a point selected for your depot, on Main street, the location pursues with slight variation, the course of the preliminary survey to the town of Hernando—a distance of 22 miles; where, turning eastwardly, it approaches the head of Nip-and-Tuck creek, where it descends to Cold Water river. Crossing this, and bearing slightly west to avoid the high ridge between Cold Water and Hickahalee creek, it crosses the latter, and pursues a southeasterly course on an almost unbroken line of 18 miles over the elevated plateaus of Panola county to the head of Lofton's creek, four miles south of Sledgeville. Descending Lofton's creek to the Tallahatchie river, a favorable point is found for bridging the latter at Sue's Bluff.—From this point the location ascends Duke's creek to the summit of the highlands dividing the waters of Long creek and Tallahatchie, and crossing this summit in what is generally known as the 'Robinson Plantation,' it descends Bradford's creek, a tributary of Long creek, to the valley of the latter, passing about a half a mile west of General Rayburn's. It has not yet been extended beyond this point.

"Of the entire line, there will be 9¾ miles in Tennessee, and almost 87¼ miles in Mississippi, of which 31½ miles are in DeSoto county, 28½ miles in Panola, and the balance 27¼ miles, in Yallabusha county."

The country throughout the entire route, is one of the most fertile character, furnishing already, an immense agricultural product, and susceptible of the highest degree of development and increase. The eight counties tributary to it had, in 1850, of white population, 60,584, negroes, 50,906, with a product of 89,533 bales cotton, 4,490,899 bushels corn, besides peas, potatoes, oats, rice, etc. This, too, when the season was very unfavorable and there was a "short" crop. The entire length of line of the road between Memphis and Grenada will not exceed 97 miles.

The grades of the road are exceedingly easy, the maximum being 47½, and the curves long and flat, giving capabilities to it not only of cheap heavy freights, but high speed, with entire safety. On the 62 miles already located there are 52 miles 2111 feet of straight line, and 9 miles 3809 feet of curves. The total rise overcome is 822 feet, and the number of miles on which the grade reaches from 45 to the maximum of 47½, is 28. With the improvements which have been made in locomotives, the road, in all practical points of view may be considered almost as on a level. The lateral variations from a right, or an "air-line," do not exceed 1¼ miles.

The estimated cost of constructing the road, with the very best of iron, and in every respect as a first class road, is as follows:

Grading, Bridging and Masonry, including depot grounds, side tracks, crossings of public highways, cattle-guards, etc., 100 miles, at $7,200 per mile	$720,000
Superstructure, including cross ties, rails, chairs and spikes, (105 tons per mile,) and laying track, turn-tables, track-scales, switch machines, etc., for 100 miles of main line and turn outs at $8,500 per mile	850,000
Construction of freight, passenger, and engine houses; machine shop, machinery and tools at Memphis; way depots, water stations, wood sheds, division houses; depot and engine house at Grenada, 97 miles at $1620 per mile	160,000
Equipment, consisting of 10 locomotives and tenders, 4 passenger and baggage cars, freight and gravel cars—97 miles at $1720	167,000
Depot grounds and right of way	23,000
Engineering and contingencies	80,000
Total	$2,000,000

Should iron go down to $60 per ton, this estimate would be less by $100,000. A partial curtailment in equipment, and the temporary substitution of wooden structures for brick work would put the road in operation for $1,700,000. The resources of the Company are as follows:

Individual cash subscription	$534,725
Memphis city subscription—bonds payable in 30 years, bearing interest at 6 per cent., payable semi-annually, for which the city provides a special tax—the proceeds pledged to the purchase of iron	250,000
Tennessee State loan—bonds payable in 30 years, bearing interest at 6 per cent., payable semiannually; principal and interest to be paid by the company, and a first mortgage given to the State on 2 1-3 miles of the road as security for their payment—this also pledged to the purchase of iron	97,000
Total	$882,225

leaving the amount to be supplied from additional subscriptions of cash stock, stock taken to be paid in work, and by a sale of the company's bonds, $717,775. That this sum can be easily raised from these sources, there can be no kind of doubt. The company having voluntarily surrendered the county subscription of $400,000 voted in Panola and DeSoto counties, the validity of which subscription has since been affirmed by legal tribunals, there can be no question but that those counties would, were it necessary, renew these subscriptions, rather than see the road fail, or even lag for the want of means. Memphis, too, we doubt not, would increase her subscription, should the necessity for it become apparent. But we do not apprehend any such necessity for either. From the spirit manifested among the planters along the line, we doubt not a very considerable increase of stock can be obtained, to be paid in work.

But it is more than likely that the success of the work will not depend even upon these means. Contractors of the very first character for solvency and respectability, are understood to be willing to undertake the work, taking one-half this deficiency in stock, and the balance in bonds of the company.

The Mississippi and Tennessee road is destined to form a link in the great North and South road, leading from St. Louis on the one hand, and the Lakes on the other, to New Orleans. A line drawn between these two places, passes by the Iron Mountain, through Memphis, and very nearly covers Grenada and Jackson, Miss. The distance, by this connection, between these two points, would not exceed 530 miles, of which 400 is already under contract. That it will be the *first* great North and South road opened up entirely through, is not doubtful, throwing upon the Memphis and Tennessee road an immense amount of traffic and travel over and above the large local business which has demanded its construction.

Contracts have been closed for the entire work for the first fifty miles out from Memphis. The grading has been let with the exception of thirteen miles, to Pope & Crandal, of Atlanta, Ga., and four miles nearest town, to Col. W. D. Ferguson, in short sections to wealthy planters on the line. The bridging, trestle-work, masonry, bridging Tallahatchie, cross-ties, and laying track, has been let out to Mr. Crandal, an experienced contractor of Chattanooga. An additional ten miles, making the first sixty miles out from Memphis, will soon be let out, and every energy of the company will be exerted to have it completed at the earliest possible period.—*Memphis Eagle.*

FRENCH'S RAILROAD BETWEEN WASHINGTON AND ALEXANDRIA.

We subjoin the following from the Washington Correspondent of the New York Herald. Too much credit cannot be awarded to Mr. French for the restless energy and untiring perseverance which he has displayed in this enterprise, and to which alone is to be attributed its success. We trust that it may yield him an ample return for his labors.

"Among the important bills passed by Congress at its session, just closed, was authorizing an extension of the Alexandria and Washington Railroad into the District of Columbia, to connect with the Baltimore depot.—This gives a continuous line of railroad between the North and South. The projector of this road is Jas. S. French, Esq., a popular and influential Virginian, who, by the the most indomitable perseverence and energy, has now the control of this improvement. The various rival interests which have been contending for it is proof of its value and utility. Not a bill before Congress has been fought with more unceasing opposition, from its incipient step to its final passage, than this. We wish all success to its enterprising and talented projector.

The directors of the new road are among the most respected and influential citizens of Washington, including ex-Mayor Maury, Robert W. Latham, Esq., the banker, and others of like character. They have published a card inviting subscriptions to the stock of the company, under the charter granted by the state of Virginia at its late session. The time is limited for the construction of this road to two years, I believe; but the remarkable go-aheaditiveness of the projector warrants the opinion that it will be "put through" in a much shorter time.

ANNUAL REPORT OF THE INDIANAPOLIS & CINCINNATI RAILROAD COMPANY.

The undersigned submits to the stockholders of the Company a full exhibit of its condition and affairs, embracing its operations since first of December last, when the running of cars had well commenced, to the first of July last. This exhibit is the result of a very careful and thorough examination and review of all the affairs of the Company since its organization, and the results compare accurately with the books of the Company; and give a reliable and full view of its concerns.

Dr. Indianapolis & Cincinnati Railroad.

To amount of Stock in Road paid for	$1,213,723 38	
To 1st Mortgage 7 per cent. Bonds	500,000 00	
To 2d Mortgage 7 per cent. Bonds	400,000 00	
To Income 7 per cent. Bonds	8,000 00	
To Real Estate 10 per cent. Bonds	200,000 00	
To Income 10 per cent. B'ds	200,000 00	
To Bills payable	253,440 28	
To receipts for transportation, 7 months from December 1st, 1853, to July 1st, 1854	145,947 80	
To profits on Real Estate sold since December 1st	16,307 00	
		$2,937,418 51
Cr.		
By amount paid for construction of road	$1,739,204 17	
By cost of land reserved for use of Company	63,275 00	
By cost of Equipments for road	342,325 21	
By interest on stock to 1st January, 1854, in stock	106,194 69	
By amount paid for taxes and repairs on Real Estate	8,293 73	
By amount paid for taxes on Capital Stock of Company	9,160 60	
By bills receivable	151,599 30	
By cost of running road 7 months, from December 1st, 1853	70,868 56	
By 2d Mortgage 7 per cent. Bonds unsold	50,000 00	
By 10 per cent. Income Bonds unsold	36,500 00	
By interest paid on Bonds since December 1st	49,320 00	
By Real Estate on hand	304,066 90	
By 5,208 Cords Wood on hand; cost $1 25	6,510 00	
		$2,937,418 51
Cost of Road and Equipments	$2,081,629 28	
Cost of Land used for Company	63,275 00	
Cost of Road and Equipments, and Land in use		$2,144,904 00
Cost per mile	23,832 20	
Floating debt of Company, 1st July 1854,		253,440 33
Means of payment—		
Bills receivable — chiefly for Land sold	$151,399 30	
Real Estate on hand for sale	304,066 00	
2d Mortgage Bonds unsold	50,000 00	
10 per cent. Income Bonds unsold	36,500 00	
		542,165 30
Deduct proceeds of Lands pledged for payment of Real Estate Bonds		200,000 00
Leaving applicable to Floating Debt		$342,165 30

The required increase of equipment, and expenditures for ballasting Road, and building Depots, etc., have added beyond our expectations to the debt of the Company; an experience which seems to have been usual in our country, where our roads are pressed into use, as soon as the track is laid down, and along the route of which new villages and business stations are springing up constantly, requiring accommodations.

As will be seen above, the gross receipts for seven months, including the Summer, the most unproductive months, and a month in the Winter, in which (an unusual occurrence) the river was frozen, were $145,947 80, or nearly $21,000 00 per month. Had the uniform tariff of Freight, recently established by all the railroads centering at Indianapolis, been then in operation, the receipts on the same amount of business would have been about $24,000 00 a month, without increased expenses; so that the receipts for the ensuing year, which will include the Fall, the most productive months, ought to average much larger, while the expenses, from the greatly improved state of the road, the experience of officers and hands, and better Depot accommodations, may be expected to be largely diminished.

The expenses for transportation during the seven months, has been $70,868 56, or about 48 per cent. of the gross receipts.

Although the net earnings of the road, after paying the interest on all except the Real Estate Bonds, which is a charge on the lands, have been $41,809 24—about 3½ per cent. on the capital stock—still as they have been used for the road, and payment of debts, it has been thought best to make no dividend until January next.

The result of the first few months operations, commenced in the winter, when the road was but partially ballasted, along a route to which the business of the country to be affected by it, had to be gradually conformed, affords very satisfactory evidence of the reliable character of the estimated productiveness of our road. The number of promising villages and business stations, and of saw and grist mills, and other manufacturing improvements already erected, proves that the expectations formed of the value of the local business of our line, are so abundantly realized.

T. A. MORRIS, Pres.

Office Indianapolis & Cincinnati Railroad,
Lawrenceburgh, August 21, 1854.

HENDERSON AND NASHVILLE RAILROAD—OFFICIAL REPORT.

We gladly give place to the following, from the *Green River Whig*, contradicting, as it does, the report in circulation that this road was about to suspend operation.

We have been furnished a printed copy of the joint report of the Presidents of the Henderson and Nashville, and the Edgefield and Kentucky Railroad Companies, showing the present condition and future prospects of the work on the line. We condense a statement of the principal facts presented. The work of construction is carried on upon these two roads under separate charters. When completed, the two roads, meeting at the Kentucky State line, will, by virtue of a contract entered into between them, become one road, under the name of the Henderson and Nashville Railroad. The total length of the road as located from Henderson to Nashville, through Hopkinsville, Trenton, and Springfield, is 143½ miles. The present resources of the companies are put down as follows—from Henderson to the State line;

Individual subscription	$325,000 00
Already earned—contractors' stock	30,000 00
Right of way secured throughout, including depots, mostly additional stock	35,000 00
Todd County bonds relied upon	100,000 00
Christian	150,000 00
State line to Nashville, individual stock	250,000 00
Davidson county bonds	200,000 00
State aid $10,000	480,000 00
Total resources	$1,550,000 00
Cost of road, including equipment, as shown by Engineer's report	4,183,966 00
Balance required	$2,633,966 00

There are upwards of $100,000 expended on the Kentucky portion of the road. A contract has been entered into with Van Bergen, Ward & Co., to construct the entire road, upon the following payments: one-third, cash and county bonds; one-third, bonds of the companies. It appears from the above statement of their resources, that the companies have provided means to fulfill their part of the contract. The contractors will require the bonds of the companies to the amount of about $1,394,655. The security offered to capitalists for the payment of them is $1,650,000, secured in various ways along the line, and the right of way and depot grounds, secured through, in addition to the paying capacity of the enterprise.—[*Nashville Whig.*

In the above statement, we are sorry to say, the sum of two hundred and fifty thousand dollars must be subtracted—Todd and Christian having failed to come up to the mark. But, we confidently believe the work will go on, and that sufficient capital is already invested to secure the completion of the road.—Stock-holders must be punctual, and meet their instalments as they fall due. If they will do this, with the increase of stock, which can be procured by a proper effort, it will "keep the ball rolling," and in the course of a reasonable period, the road will be in operation. Falter not—fail not! stand up to the rack, and show yourselves TRUE Kentuckians. Our friends in Tennessee, have commenced work, as we are informed, and will give us a close race for the State line. Then, onward! onward!!

TUSCARAWAS BRANCH RAILROAD.—The Tuscarawas Branch Railroad from Bayard to New Philadelphia is completed to within a couple of miles of Canal Dover, and within four miles of its terminus. The track-layers are spiking down about two thousand feet per day. The passenger train runs only as far as Waynesburgh, but in the course of a week will run to Canal Dover. The whole road will be in running order before the first of September. The road is built in the most substantial manner, and can be run with speed and safety. The bridge over Tuscarawas river, at Dover, will be thrown across very soon, as we learn from the builder. The abutments and masonry have been completed some time since.

The first eighteen miles of the road is down the midst of a wide and delightful valley, passing a village at every two or three miles, then comes a couple of miles as grand and picturesque as the scenery on the New York and Erie road. Hills are cut down, valleys filled up, a high ridge penetrated by one thousand feet of tunnel, graceful curves avoiding obstructions, and then the road sweeps out of the hill country into the valley of the Tuscarawas, skirting along between the river and high bluffs, for a few miles into the New Philadelphia plains. The road-way cuts through coal-banks, ore-banks and stone quarries. In one place is a deep cut of some 60 feet where a 4 foot vein of coal can be seen cropping out of the cut on either side, 20 feet above the roof of the cars. Iron ore abounds along the track of the road, for at least ten miles, and stone coal a greater distance. Considerable transportation will come from these sources. One of the finest sandstone quarries in the state looms above the road-bed.—The stone can be rolled from the quarry on the cars at a rod's distance.

Were it not for a partial failure of the crops, a heavy produce transportation would pour over the Tuscarawas Branch Road this fall. Considerable freight and travel, however, will be done upon it this season.—[*Cleveland Leader.*

REGISTRY OF SHARES.

The late astounding disclosures of frauds by transfer agents, have aroused the attention of railroad companies, and it is a serious question, amid regrets for the past, to determine the proper course for the future. It is plain that the system heretofore adopted, as it has been pursued, is defective in the extreme, and additional checks and safeguards must be placed around the transfer of stocks. It is also a gratifying fact that the confidence reposed in the officers and managers of our prominent companies, is still unshaken. Had it not been for this unswerving trust, the circumstances that we have to regret could never have transpired, and it is more a desire to protect against future abuses than the fear of present danger, that is leading to the surest basis of confidence —an unerring system of checks and safeguards. The Cleveland, Columbus & Cincinnati Railroad Company have appointed a new officer connected with the transfer of their stock.— Soon after the publicity of the late frauds, the Transfer Agents of this company, in New York, requested an examination, and accordingly the Board appointed a person in whose integrity and ability they could rely. After a most patient and thorough investigation in which every certificate was traced from its issue to its return or present owner, it was satisfactorily ascertained that in this company there had been no abuse of power. Hereafter the certificates will have the signature of a registrar as well as that of the agents. The book of certificates is first signed in blank by the President, it is then entrusted to the registrar. Whenever then, it is desired to obtain a new certificate, the old one is presented to the Transfer Agent, who satisfies himself that it is genuine and in due form, and after subscribing his name and the date, appends to it the name in which the new one is to be made out; it is then presented to the registrar who also examines, and if found correct cancels it and makes out the new certificate in due form and passes it to the Transfer Agent. It is then countersigned and delivered to the proper party.

Each office records its transaction and makes its report to the Company at stated periods, accompanied with the cancelled certificates.

If this system is carried out, or some other equally efficient, it will tend greatly toward restoring that healthy tone of feeling in our trans-Atlantic neighbors which has hitherto aided so efficiently in the construction of our roads.

Subterraneous Rivers in Florida.—A writer in the Floridian and Journal says the upper stratum of Florida rests on one vast network of irregular arches of stupendous magnitude, through which inumerable rivers, creeks, and mineral waters, in silent darkness perpetually flow. Wakulla, Ocilla, Warcissa, Crystal, Homosassa, Chesiouitdska, Wickawatch, and Silver Spring are the principal rivers. The creeks of this denomination are too numerous to mention; most of them afford fine mill-sites.

They are too, partly or wholly navigable for the smaller class of steam and sail vessels through out the entire distance of their subterraneous courses. Those that are not, can be made so, with comparatively small trouble and little expense.

In view of the gloomy prospect of having railroads to any great extent in Florida during this generation, the writer thinks it wise to clear out these subterraneous passages, connecting them by canal-cuttings with the open or navigable parts of the rivers.

They are numerous, and can be made efficient for one hundredth part of the expense and trouble that would be required to build rail and plank roads to effect the same amount of service.

OPERATING LOCOMOTIVES BY CONTRACT.

At first view this would seem a novel and almost impossible task, attended with many unnecessary intricacies and upon the whole a subject of so much trouble and inconvenience as not to be worth even the risk of an experiment. Yet such is not altogether the case, as the following extract from the American Railroad *Times*, relative to the success of the scheme in Great Britain would seem to indicate:

"So far as has been tried the result is extremely favorable, particularly is that the case with regard to the experiment made by the manager of the London and Northwestern line, one of the wealthiest corporations in England. Their contracts are such that all their employees are beneficially interested in the results of their own labors and their actual wages, if they can be called such, are dependent to a great extent upon the success attendant upon their own endeavors. For instance, the company has entered formally into contracts with their engineers for running the locomotives. They pay them so much per mile for the train, sell them the fuel, oil, grease, etc., at prime cost, in sufficient quantities for the distance run and the time employed in running it, and allow them as profits all that they can save by economy and skill. The engineer pays a fine for every moment of time lost through his own fault, and thus is interested in getting his train in, in season and safety. It is said that the plan works well, the engineer being anxious to be frugal in the management of his materials while he is punctual in time. The engines are kept in better repair and much more apt to be ready for service. A writer in the London *Times* thinks that companies in England would save seven hundred thousand pounds sterling a year by the universal adoption of this plan. It is likewise thought that a better guard would be kept against accidents, where a man's own profits will be diminished by the results of his own carelessness."

The Tuscarawas Extension of the Cleveland and Pittsburgh Railroad is now being run over as far as Canal Dover, whence stages run to New Philadelphia.

Blue Ridge Railroad.—We are glad to hear that the affairs of the Blue Ridge Railroad are in a prosperous condition, for we regard this road as the most important enterprise extant. Its completion will not only develope a large section of country unsurpassed for its wealth, and the extent of its resources, but it will give to the mighty West an outlet for its multiplying productions.— Not only this, but it will give the business of the whole country an impetus, and therefore we feel a deep interest in all that pertains to this enterprise. Southern States have heretofore been exceedingly backward in all matters pertaining to internal improvements, but they are now awakening to the great importance of the system. We recollect commending the annual message of Gov. Manning, of South Carolina, as being fully equal to the spirit of the age, and we hope that the interests of that state will not suffer from laxity or indifference on the part of its government, South Carolina, by its locality and natural advantages, is fully entitled to an immense Western trade. If she does not provide the facilities for cultivating such trade, it will of course be diverted elsewhere. But the Blue Ridge Railroad will secure to the State the tribute which justly belongs to it. A road has been surveyed, and we believe contracted for, commencing at Knoxville, Tennessee, which is to be the Western terminus of the Blue Ridge Railroad, and terminating at Paris in Kentucky. From the last named place to Cincinnati a road is already completed. This will bring Cincinnati in immediate connection with Charleston, and by a route one hundred miles shorter than any other. The importance of this connection is not the subject for speculation; it is an absolute necessity.—*Wall St. Journal.*

VERMONT CENTRAL RAILROAD COMPANY.

The report of the investigating committee of the Vermont Central Railroad Company, gives the losses of that unfortunate and abused corporation as follows:—By fire, $98,553.98; by freshet, $32,803.06; by S. F. Belknap, $500,000; by forfeited stock, $369,858.67; by loss on bonds, $528,556.18; by interest, $763,957,68; by Vermont and Canada road, $252,583.44; by Josiah Quincy, Jr., $295,205.46—total, $2,841,517.17. It is supposed that when all the floating debt is paid and the small issue of bonds taken up, the corporation will stand with stock of $5,000,000, and bonds $3,500,000. Mr. Parrott's appraisment of the road and equipment gives a value of $5,265,000. In other words, the road, instead of costing $8,500,000, should have cost but $5.265,000. During the year ending July 1, 1854, the gross earnings of the Central and Canada together were 16 per cent. on what should have been the cost of the former, and more than 12 per cent. upon what should have been the true cost of both. With honest and capable management, therefore, the Central can earn its interest on $3,500,000, and a fair dividend on the stock, reckoned at $20 to $25 per share.

☞ The Connellsville Railroad is said to be progressing rapidly in grading

NEW AND CHEAP ILLUMINATING GAS.

The following discovery of a new process in procuring Gas, will, if finally proved practicable, be of great importance. Cheap light and cheap power are among the things most useful in the arts. It is thus noticed in the *Mining Journal:*

"This machine for the production of hydrogen gas by means of electricity, with which experiments were recently made in the presence of the Emperor and and Empress, is the invention of a Mr. Sheppard of London. It consists of a number of magnets in connection with reels of copper wire, one end of which is inserted in vessels of water into which is introduced a composition for rendering the gasses non-explosive. Upon the turning of a wheel, so as to give a flow of magnetism through the wires, the gas is quickly evolved and gathered in a gasometer, which is so constructed as to enable persons to see the gas rising within it. The gas procured is peculiarly pure and of good illuminating power, and much less expensive than the present coal gas. But cheap light is not the only advantage expected to be derived from this invention, as it is proposed to drive locomotives by it, and arrangements have already been entered into in England with several railway companies for a trial of its capabilities on their respective lines.

IMPROVEMENTS IN BLASTING MINES.—Capt. Norton (England) has lately invented a cartridge for the purpose of blasting in mines without danger, by frictional appliances. The exploding cartridge is the same which he has projected for danger signals on railways. In that case it was to be thrown in the air by a strong arm or propeller; for the purpose of mining, a common wine-bottle, charged with blasting powder, can be used. The cork, with the frictional twisted wire passing lengthways through its center, having four of Bell's gas-congreves tied firmly round the twisted wire, with their heads towards the inner end of the cork, and the cork being pressed by the instrument for that purpose, makes it enter easily into the neck of the bottle, which then, by swelling out, holds fast, and is perfectly water-proof. Experiments have been practically demonstrated at Spike Island, with the permission of the Board of Ordnance, and lately at Hill Barracks, in the presence of Colonel Swyny, and the officers and privates of the 63d regiment. Captain Norton is likewise favorably known, owing to several improvements he has made with rifle-cannon and other fire-arms.

ELECTION OF PRESIDENT OF THE CLEVELAND & TOLEDO RAILROAD.—At a meeting of the Board of Directors of the Cleveland & Toledo Railroad Company, held on the 6th inst., Henry Martin, Esq., of Buffalo, was elected a Director and the President of said company, in place of Hon. S. F. Vinton, who gave notice of his resignation some months since.

Railroad Items.

☞ Mr. I. Newton Perkins has been elected President *pro tem.*, of the Illinois Central Railroad Company. Mr. Perkins is a valuable accession to the management of this Company.

☞ Mr. Nicholas Dean was, on Friday, elected a Director of the Harlem Railroad Company, and will probably, during the week, be elected President, vice Mr. Wetmore, who will resign.

AGAINST THE RAILROAD.—The people of Copiah county, Miss., by a vote of 326 to 417, have refused to make a county subscription to the New Orleans and Jackson Railroad.—*Memphis Eagle, Aug.* 10.

☞ The Bastrop (Texas) Advertiser says that there were 230 laborers at work on the Pacific Railroad, at last accounts from Marshall, and fresh arrivals were constantly increasing that number At the present time the number of laborers must be about 400.

☞ The citizens of Deca'ur Co., Iowa, have held a meeting to devise means to further their claim to an extension of the Fort Madison & Bloomfield Railroad, through the southern counties to some point on the Missouri.

☞ We learn from the Selma Reporter that the occasion of the first trip on the Alabama & Mississippi River Railroad, afforded a very pleasant and agreeable excursion, and was participated in by many of the prominent citizens.

MISSISSIPPI, OUACHITA & RED RIVER RAILROAD.—This road was inaugurated at Camden, on the 4th inst., with the usual ceremonies, public addresses, breaking ground, etc. Though local in its character, this work will be one of immense benefit to Western Arkansas and Eastern Texas, and we trust its friends will find the means necessary to its speedy accomplishment.

BUFFALO & GODERICH RAILROAD.—We understand that the final arrangements were made a few days ago by the Contractors, to complete and have in running order, within the course of the year, the whole distance to Stratford. This announcement will be hailed with much satisfaction by every one interested in this important work. Its extension to Goderich will be accomplished next season.

CHICAGO & ROCK ISLAND RAILROAD.—We learn from the Chicago Democratic Press that there has been a serious strike among the Engineers of this road, arising from a determination of the workmen to uphold one of their number in a breach of orders. But through the energy of the Superintendent and the courtesy of the neighboring road, the business of the road was not interrupted.

OHIO & MISSISSIPPI RAILROAD.—H. D. Bacon, Esq., of St. Louis, has been elected President of the Western Branch of the Ohio & Mississippi Railroad. Of the Eastern Branch, Jas. C. Hall, Esq., of this city, is President. With so good a team at the two ends, the union must soon be formed at the center, and St. Louis and Cincinnati meet together in local and commercial harmony on the "Broad Gauge" principle.

CLEVELAND, COLUMBUS & CINCINNATI RAILROAD.—This is considered one of the most prosperous railroads in the country. Its earnings for July, as given in the Cleveland Herald, are as follows:

Earnings for July, 1854	$93,608 14
" " " 1853	88,006 31
Increase	$5,601 83

COVINGTON & LEXINGTON RAILROAD.—This road is now opened to Keiser's Mill, in Bourbon county, a distance of 74 miles from Covington, and the work is progressing steadily to completion.

Passengers now leave Lexington at 7 A. M., leave Keiser's at 11:20 A. M., and arrive in Covington at 3:15 P. M., in time to take the 5 o'clock P. M. train for the East.

NORFOLK & PETERSBURG RAILROAD.—In addition to the connection between tide-water and the West canal, Norfolk is to have a railroad intercourse. The commissioners to lay damages for land on the above named road are about to report. The South Side Railroad, from Petersburg to Lynchburg, is nearly completed to the latter place, and this connects with the South western Road to the Tennessee line, at which point other roads are stretching to the West and South.

QUEBEC & RICHMOND RAILROAD.—We have authority to announce that the entire line of railroad from Quebec to Richmond will be opened for traffic and travel on the 2d of October; on and after which day regular trains will traverse the road, between Montreal, Richmond, Quebec and Portland. Trains already run over the entire line, but some portions of the work remain to be done, to put the line in permanent working order. The distance from Montreal to Quebec by this line is 172 miles. The distance from Quebec to Portland via Richmond, is 320 miles.—*Montreal Pilot.*

SURVEY OF THE CAIRO & FULTON RAILROAD.—We are gratified to be able to inform the public, on the authority of Capt. Williams, Chief Engineer, that the surveys of the Cairo and Fulton Railroad are completed, and that they will be reported so soon as the estimates, plans, maps and profiles can be made.

We learn also that the route of this road runs through a country remarkably well adapted to railroad construction, that it will be very direct with light grades, and that the cost of construction will not exceed, and may fall below, the average of Western roads.—*Little Rock Democrat.*

THE AIR LINE RAILROAD BETWEEN BOSTON AND NEW YORK.—At the Stockholders' meeting last week, a report was presented from the directors showing that the whole line between New Haven has been consolidated. The late Legislature of Connecticut, almost unanimously passed a resolve authorizing the Company to accept the offer of the British capitalists to take $1,500,000 of the stock and $2,000,000 of the bonds of the road. The grading and work on the road has been done for a double track, and is of the most substantial and permanent character. The amount of capital stock subscribed is $525,250, and $237,821 29 have been expended on the road

MISSISSIPPI CENTRAL & TENNESSEE RAILROAD.—The celebration at Bolivar on breaking ground on the Mississippi Central and Tennessee Railroad, connecting that place with Jackson, came off on Tuesday of last week. About three thousand persons were said to be present. Speeches were made by Judge Milroo Brown, Dr. A. Jackson, John V. Wright, and Mr. McCrary, after which the large assembly partook of a sumptuous barbecue.

The depot at Jackson has also been located, in the western portion of the city, not far from the residence of Mr. James Caruthers, and on his land—which event was celebrated there by a brilliant illumination.

EXCURSION TO PORTLAND.—The Managers of the Grand Trunk Railway have matured a plan for an excursion to Portland during the week of the great Industrial Exhibition, which will certainly prove one of the most interesting excursions of the season, and a creditable wind-up to the highly successful excursion season of 1854. Trains will leave Montreal on Monday, the 18th September, and tickets will frank the holder to Portland and back again, any day on or before Monday, 25th of September. Excursionists will then have the opportunity of visiting the White Mountains, to which crowds of people go from the sea-board cities of the United States, and the Portland Exhibition, with the advantage of a week's sojourn in these agreeable places.—*Montreal Pilot.*

OHIO & INDIANA RAILROAD.—This road is now finished to Van Wert, and passenger trains running every day to that place. The first trip was made on Friday the 25th ult., on which occasion there was a number of invited guests, who were received by the good people of Van Wert, in a kind and hospitable manner. At night the people of that flourishing little town had a general "good time" in manifesting their rejoicing at this new and important epoch in her history, in the way of music, bonfires, etc. In the morning, when about to return, the ladies of Van Wert presented the Engineer with a beautiful flag in honor of the Locomotive "Van Wert," in a neat address, which was happily replied to by the Engineer.

This road is said to be doing a fine business, and when finished to Fort Wayne, which will be in a few weeks, will be a great thoroughfare.—*Richland Shield & Banner.*

ONTARIO AND HURON DOUBLED IN ONE DAY BY WAY OF THE NORTHERN RAILWAY.—Until yesterday, Aug. 25th, the journey from Lake Ontario to Lake Huron and back was never performed by any individual in one day—although in a few weeks, when the railway will be completed, the feat may easily be accomplished by any one in about six or seven hours. Mr. Fleming, Resident Engineer, started with the usual morning train at 7 o'clock, for Barrie, connected with the iron train running from thence as far as the rails are now laid, thence on horse-back along the graded road, and on foot through swamps of Collingwood Harbour—and returned in a similar manner, after spending an hour on the water, examining the Harbour works, arriving in Toronto at half-past nine the same evening.

Distance traveled by rail	170 miles.
On horseback and foot	23 "
Total	193 "

GRAND TRUNK RAILWAY STATEMENT.—Return of traffic for the week ending Saturday the 19th of August 1854:—

6,422	Passengers, First Class	$ 7,300 57½
524	" 2d "	394 08½
3,619	Tons Merchandise	8,644 79
401,851	Feet of Lumber	2,031 27
1,352	Cords of Firewood	1,912 21
	Mails, etc	779 27
		$ 20,062 90
	Total currency	£ 4,015 14s 6d
	Miles open	202

Total receipts for current half year commencing July 1st, up to

week ending Aug. 19th, 1854	£31,192 5s. 11d.
week ending Aug. 19th, 1854	5,015 14s. 6d.
week ending Aug. 20th, 1853	2,809 4s. 11d.
Increase	2,208 8s. 7d.

JAMES HARDMAN,
Auditor.

—*Montreal Com. Adv.*

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

CORRECTED TO WEDNESDAY OF EACH WEEK.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'D.	ASK'D.
Alabama and Tennessee	1st mortgage, convertible till 1872	7	1872		96
Baltimore and Ohio	Transferable. Taxed	6	1885	80	81
Do do	Coupons. Not Taxed	6	1875	84	85
Do do	" "	6	1880		82
Do do	"	7	1860		87
Do do		6	1885		92
Bellefontaine and Indiana	1st mortgage, convertible	6	1866		
Buffalo and Penn. State Line	1st mortgage, not convertible	7	1866	97½	101
Chicago and Rock Island	1st mortgage, convertible	7	1870	85	90
Chicago and Mississippi	1st " "	7	1862	88	92
Do do	2d " "	7	1874	68	72½
Chicago and Aurora	1st " "	7	1866	90	92½
Cincinnati and Fort Wayne					
Cleveland, Columbus, and Cincinnati	1st mortgage, convertible	7	1859		
Do do do	No mortgage, convertible	7	1855		
Cleveland and Mahoning					
Cleveland, Painesville and Asbtabula	1st mortgage	7	1861	90	95
Do do	2d " not convertible	7	1861	99	100
Cleveland and Pittsburgh	1st " convertible	7	1860	92	97
do do		7	1873		85
Cleveland, Zanesville, and Cincinnati					
Cincinnati, Hamiltou and Dayton	1st mortgage " till 1855	7	1861		95
do do do	2d mortgage	7	1868		95
do do do	3d mortgage	7	1880		87
Cincinnati, New Castle and Michigan	1st mortgage, real estate, convertible	10	5 & 10 y's	96	100
Cincinnati Western	1st " " " "	10	5 & 10 y's	90	98
Cincinnati, Wilmington and Zanesville	1st "	7	1862	92	94
Cincinnati, Indianapolis and Chicago					
Columbus and Lake Erie					
Columbus, Piqua and Indiana	1st mortgage, convertible	7	1862	84	86
Do do do	2d "		1852	80	83
Columbus and Xenia	1st mortgage, convertible	7	1859	118	120
Covington and Lexington	1st " " till 1862	7	1883	82	85
Do do	2d " "	6	1862		
Dayton and Michigan	1st " "	7	1867	94	97
Dayton and Western	1st " "	7	1862	90	95
Dayton, Xenia and Belpro	1st "	10	1864	85	95
Eaton and Hamilton	1st mortgage	7	1862	84	87
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.	7	1862	93	96
Evansville and Illinois	1st Mortgage, convertible 1857	7	1862	85	87
Frankfort aad Lexington	1st " "	6			
Franklin and Warren					
Galena and Chicago Union	Pledge of 2d section, convertible	10	1853-6	125	130
Do do do	1st mort., 2d " not convertible	7	1862	89	90
Illinois Central	1st mortgage, not convertible	6	1875	67½	75
Illinois and Wisconsin		10			
Indiana Central	1st mnrtgage, convertible	7	1866		95
Do do	" "	10	1857	99	100
Indianapolis and Bellefontaine	1st " "	7	1860-1		95
Indianapolis and Lafayette	" "	7	1861		95
Jeffersonville	1st " not "	7	1861	87	94
Junction (Ohio)	1st " "	7	1867	106	108
Do do	2d " "	7		104	106
Lawrenceburg and Upper Mississippi	1st mortgage, convertible	7	1866		95
Lexington and Big Sandy					
Little Miami	No mortgage, convertible 1852-4	7	1858-61	84	90
Do	" " till 1855	7	1861	117	120
Louisville and Nashville					
Lyons', Iowa, Central	1st mortgage, convertible	7	1873		
Mad River and Lake Erie	1st mortgage, convertible till 1855	7	1855-6	97½	100
Do do	2d " "	7	1866	66	75
Do do	Dividend	7	1860	78	83
Madison and Indianapolis	1st mortgage, convertible after 1853	6	1861		
Marietta and Cincinnati	1st " convertible	7	1868	88	90
Maysville and Big Sandy					
Maysville and Lexington	1st mortgage, convertible	6	1873	10	
Memphis and Charleston					
Michigan Central	No mortgage, convertible	8	1860	103½	
Do do	" "	8	1855-6	100	102
Do do	" not "	8	1857-8		101
Michigan Southern	1st " " "	7	1860	96	100
Milwaukie and Mississippi	1st " " 1857	8	1862	100	101
Mobile and Ohio	1st mortgage 6s. 1884				
Nashville and Chattanooga				83	93
New Albany and Salem	mortgage on 1st section	10	1858-62		101
Do do	1st " on other sections, convert.	8	1864-75	87	88
New Castle and Richmond	1st " convertible	6	1873	87	90
New Orleans and Ohio, Ky	Guar. of McCracken Co			86	93
New York and Erie	1st mortgage, not convertible	7	1867		
Do do	2d " convertible	7	1859	94	
Do do	Income, not convertible	7	1855	71	90
Do do	Convertible till 1861	7	1871	60	75
Do do	" " 1862	7	1862	57	60
Northern Indiana	1st mortgage, not convertible	7	1860	95	96
Do do	2d "	7	1863	82	85
Do do	1st mortgage Goshen line			92	95
Do do	Construction Bonds			84	90
Ohio Central	1st mortgage, convertible, west section	7	1861		
Do	1st " " east "	7	1864	93	95
Ohio and Indiana	1st " "	7	1867	100	101
Ohio and Pennsylvania	" "	7	1865-6	100	104
Do do	Income. No mortgage, convertible	7	1872	85	86
Pacific, Mo					
Panama	1st mortgage, convertible	7	1866	90	96
Parkersburgh (or Northwestern Va.)	" Guar. City of Baltimore	7	1873	94	96
Pennsylvania	1st mortgage, convertible till 1860	6	1880		97
Peru and Indianapolis	1st " convertible	7		78	83
Rock River Valley Union	1st " convertible	7	1872	98	100
Sandusky and Mansfield	1st "	7	1860	71	75
two do	2d "	10	1853-7	102	104
Scioto and Hocking Valley	1st " conv. coupons	7	1861	87	90
Sout western, Tennessee					
Springfield and Columbus					
Steubenville and Indiana	1st mortgage, convertible	7	1865	84	85
Terre Haute and Alton	1st " convertible		1862-72	87	92
Do do	2d " do	8	1865		90
Terre Haute and Richmond	1st mortgage, convertible	6	1866	100	103
Toledo, Norwalk and Cloveland	1st "	7	1863	80	90
Do do do	2d "			90	95
Do do do	" Guar of C. C. & C.		1883	90	95

TABLES OF RAILROAD SHARES.

☞ The following quotations are not PER SHARE, but upon the HUNDRED DOLLARS.

	shares.	off'd.	ask'd.
Baltimore and Ohio	100	52	55
Bellefontaino and Delaware	50	40	50
Bellefontaine and Indiana	50	60	65
Bellevillo and Illinoistown			
Buffalo and Pennsylvania State Line		120	125
Central Military Tract			
Central Ohio	50	75	80
Chicago and Rock Island		90	95
Chicago & Miss., (Alton & Springf'd.)			
Cincinnati, Cambridge and Chicago		25	30
Cincinnati and Fort Wayne			
Cincinnati Hamilton and Dayton	100	87½	90
Cincinnati, Indianapolis and Chicago			
Cincinnati, Logansport and Chicago	50		90
Cincinnati Western	50	25	35
Cin. Wilmington and Zanesville	50	50	60
Cleveland, Columbus and Cin	100	103	105
Cleveland, Medina and Tuscarawas			
Cleveland, Painesville and Ashtabula	100	100	105
Cleveland and Pittsburgh	50	44	65
Cleveland and Mahoning			
Cleveland and Toledo	50	69	90
Cleveland, Zanesville, and Cincinnati			
Clinton Line			
Columbus and Lake Erie	50	50	70
Columbus, Piqua and Indiana	50	50	65
Columbus and Xenia	50	93	95
Covington and Lexington	50	50	66
Covington and Ohio, Va			
Dayton and Michigan	50	30	50
Dayton and Western	50	26	50
Dayton Short Line	50		
Dayton, Xenia and Belpre			
Detroit and Pontiac			
Eaton and Hamilton	25	47½	55
Eaton and Piqua			
Erie and Northeast		110	112
Erie and Kalamazoo		90	100
Evansville and Crawfordsville			
Fort Wayne and Mississippi	50		
Fort Wayne and Southern	25	40	50
Franklin and Warren			
Galena and Chicago Union	100	90	92
Greenville and Miami	50	50	60
Hannibal and St. Joseph			
Hudson River		40	42
Henderson and Nasbville			
Hillsboro' and Cincinnati	50	45	55
Illinois Central 10 per cent	100	99	101
Illinois and Wisconsin			
Indiana Central	50	50	65
Do do 10 per cent	50	60	70
Indianapolis and Bellefontaine	25	60	65
Indianapolis and Cincinnati	50	50	60
Indianapolis and Lafayette	50	76	80
Jeffersonville and Indianapolis	50	72	78
Junction (Ohio)	50	90	95
La Crosse and Milwaukie	100		
Lake Erie, Wabash and St. Louis			
Lawrenceburg and Upper Mississippi	50	50	60
Lexington and Frankfort			
Lexington and Danville			
Little Miami	50	99	100
Logansport and Pacific			
Logansport and Marion			
Louisville and Frankfort	50	62	70
Louisville and Nashville	100		
Macon, Georgia	10	95	100
Mad River and Lake Erie	50	68½	70
Madison and Indianapolis	50	40	50
Madison, Indianapolis and Peru	50	30	50
Marietta and Cincinnati	50	40	50
Marion and Mississinewa Valley			
Maysville and Lexington	50	56	60
Maysville and Big Sandy			
Memphis and Charleston			
Michigan Central		84	100
Michigan Southern		90	100
Milwaukie and Mississippi		77	82
Mobile and Ohio			
Nashville and Chattanooga			
New Albany and Salem	50	40	50
New Orleans and Ohio			
New York Central		90	100
New York and Erie	100	33	50
Northern Indiana		90	95
Ohio and Indiana		76	80
Ohio and Mississippi	50	65	70
Ohio and Pennsylvania	50	84	85
Ohio River and Wabash			
Owl Creek Valley			
Pacific, Mo			
Panama		84	90
Parkersburg, or Northwestern Va			
Pennsylvania	50	88½	87
Peru and Indianapolis	25	38	50
Sandusky and Mansfield	50	50	60
Sandusky, Mansfield, and Newark	50		
Sangamon & Morgan, or Great West'n,			
Scioto and Hocking Valley	50	50	60
Southwestern Indiana			
Southwestern, Tenn			
Springfied Mt. Vernon and Pittsb'gh	50	50	60
Springfield and Columbus			
Steubenville and Indiana			
Terre Haute and Alton			
Terre Haute and Richmond		100	102
Toledo and Illinois			
Toledo, Norwalk and Clovoland	50	78	90

STOCK TABLE.

CORRECTED WEEKLY.

Government Securities.

	INT.	DUE.	OFF'D.	ASK'D.
U. S. Loan	6	1850	103½	105
Do	6	1862	115	116
Do	6	1867	115	116
Do	6	1868	115	116
Do (int. ceased July 1).	5	1853	101½	102
Do Coupons		1862	117½	118
Do "	6	1868	116	117
Do "		1853	100	101

State.

Alabama	5	....	00	95
Do	6	....	102	104
Arkansas	6	....	95	100
Georgia	6	....	107	108
Do	7	....		
Illinois Canal Bonds		1860	96	08
Do do registered		1860	110	110½
Do do		1847	92	95
Do do registered		1847	90	96
Do do Internal Impt.	6	1847	83	85
Do Interest do	6	....	58	62
Indiana	5	....	95	96
Do	2½	....	60	62
Do Canal Loan	6	....	93	94
Do do preferred	5	....	54	55
Do do deferred	5	....	30	32
Do special preferred	5	....	24	25
Do do deferred.	5	....	10	11
Kentucky, 30 years	6	1871	101	102
Do 15 years	6	....	107	108
Do large bonds	6	1869-72	104	105
Do	5	....	92½	93½
Michigan	6	....	94½	96
Ohio	6	1856	102	103
Do	6	1860	105	106
Do	6	1870	111	112
Do	6	1875	109	110
Do	5	1855	102	105
Do	5	1864	104	106
Pennsylvania	6	....	103	105
Do	5	1870	86	87
Tennessee, new loan	6	1890	100	101
Do Coupons	5	....	80	85
Virginia Coupons	6	1886	100	101

City Securities.

Albany	6	1867-9	106	107
Allegheny	6	1873	75	76
Baltimore	6	1870-90	100½	101
Do	5	1865	87	89
Boston Bonds	4½	1860	101	102
Chicago	6	1876-7	92	95
Covington	6	1881	93	95
Cincinnati	6	1860	94	100
Do	6	1897	94	100
Do	5	1884	86	87
Do W. W	6	1865	102	103
Jeffersonville, Indiana	7	1872-82	85	88
Lawrenceburgh, Ia	7	....	80	90
Louisville	6	1880	82	85
Memphis	6	1882	90	92
New York	7	1857	101	103
Do	5	1858-60	99½	100
Do	5	1870-5	100¾	103
Do	5	1890	101	
Philadelphia	6	1876-90	90	91
Pittsburgh	6	1869-71	82	83
Do coupons	6	1883		83
Richmond	6	1882	93	94
St. Louis	6	1870	85	90
Wheeling	6	1872	105	106

County Bonds.

Bourbon, Ky	6	1881	78	80
Darke, O	7	....	92	95
Fairfield, O	7	1862	90	92
Fayette, Ky	6	1881-2	75	80
Guernsey, O	7	1862	97	99
Mason, Ky	6	1881		78
McCraken co. Ky., endorsed by New Orleans and Ohio R.R.			75	80
St. Louis	6	1866	83	85
Do	7	1871	107	108

Banks.

OHIO.

Ohio Life Insurance and Trust Co	93	95
Lafayette, Ciucinnati, (closing)	113	115
Franklin do		
Commercial do		
Mech. & Traders do		
State Branches		

KENTUCKY.

Bank of Kentucky and Branches	101	103
Northern, and Branches	108	110
Southern, and Branches	103	106
Bank of Louisville	111	112
Kentucky Trust Co	99	100
Farmers' Bank of Kentucky	107	110
Newport Safety Fund Bank	98	100
Commercial Bank of Kentucky		

INDIANA.

State Bank and Branches		

TENNESSEE.

State Bank and Branches		
Union	94	100
Planters'	97⅛	100

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g.
On New York	Sight	1	1½ prem.
Boston	Sight	1	1½ prem.
Philadelphia	Sight	1	1½ prem.
Baltimore	Sight	1	1½ prem.
New Orleans	Sight		prem.
England		110½	112½.

SPECIE.

GOLD.

California, ℔ oz	$17 50	@	$17 65
Spanish Doubloons	16 50	@	16 60
Patriot Doubloons	15 60	@	15 80
Sovereigns	4 85	@	4 88
Guineas	5 00	@	5 00
American, new	1 00½	@	1 01
American, old	1 04	@	1 06
Portuguese	1 00	@	1 01

SILVER.

American Dollars	1 02	@	1 04
American, halves	1 02	@	1 04
Spanish Dollars	1 05	@	1 07
Spanish Quarters	1 02	@	1 03
Mexican Dollars	1 03	@	1 04
Five Franc pieces	95	@	96

LAND WARRANTS.

	Off'd.	Ask'd
160 acre warrants	$180	$190
80 acre warrants	90	98
40 acre warrants	45½	47¾

Reported for the Railroad Record.

CINCINNATI STOCK SALES.

AT THE STOCK BOARD,

MERCHANTS' EXCHANGE

And at Private Sale.

BY HEWSON & HOLMES,

For the week ending Wednesday, Sept. 13, 1854.

40	Shares	Cin. Wil. & Zane.	Railroad	$43 50
80	"	Dayton and West. (and int.)	"	14 50
62	"	Ohio & Miss.	"	52 50
97	"	" "	"	52 00
50	"	Little Miami	"	98 00
36	"	Cov. & Lex. (and int.)	"	50 00
80	"	New Albany and Salem	"	35 00
20	"	Col. and Xenia	"	95 00
80	"	Dayton & Western (and int)	"	16 00
34	"	Ohio & Miss. (with int.)	"	52 00
33	"	Ohio and Miss. "	"	52 33⅓
$500	Bonds	Louis. & Port. 6 per cent Rail Road Bond redeemable in 1873		20 00

BY ISAAC OSBORN DAVIS.

30	Shares	Ohio & Miss (hypothecated)	Railroad	50 00
35	"	Little Miami	"	98 00
60	"	Mad Riv. & L. E. (hypotheca.)	"	60 00
84	"	N. Albany & Salem (hyp.)	"	33 00
80	"	Indianapolis & Cin.	"	50 00
84	"	Ohio & Miss. (hypothecated)	"	50 00
27	"	Little Miami	"	98 12½
70	"	Indiana Central	"	60 00
39	"	Cin., Ham. and Dayton,	"	78 50
110	"	Cincinnati and Chicago	"	17 50
50	"	Hillshoro' and Cin. (hyp.)	"	39 00
57	"	Ohio & Miss. (buyer 60 days),	"	55 00
90	"	Eaton & Ham. (to close concern)	"	50 00
10	"	Ky. Trust Co. Bank		64 50
80	"	Cin. and Chicago	"	16 00
60	"	Cov. & Lex.	"	50 00
8	$1000	Second Mortgage Bonds, Ohio & Miss. R. R. Co. (taken on eastern acct.)		60 00

MONETARY.

In New York there is a growing stringency in Money affairs, though the supply of capital is undoubtedly large; yet the unsettled condition of finaucial affairs renders capitalists very cautious in their investments. We find quotations about as follows: On call, 6@7 ℔ cent.; short business paper 10@12 ℔ cent.; longer number one paper, 12@15 ℔ cent.; railroad securities, 15@24 ℔ cent.

In the Stock Market there has been a decided improvement, but how long it will continue is a matter of uncertainty. The fluctuations which have characterized the market for some time past, will doubtless continue for some time. The low figures which some of our rail road stocks have reached have induced many purchasers; but stability in the market must result from a feeling of entire confidence. State loans are in less demand.—The recent loan of the state of New York was taken at 112½@116¼. Sales of the same have since been made at 114½.

Foreign Exchange is active at 109@109½.

The sales of Stock at auction have been as follows:

By A H Nicolay, Sept. 4—

$5,000	Bonds	Ohio & Miss. 2d mor. 7s. conv. '80		$56 50
5,000	"	" " " " "		54 00
9,000	"	N. Y. & Harlem, 7s. '73		02 56
5,000	"	" " "		82 00
1,000	"	Tol., Nor. & Cleve., 7s. '73		82 50
5,000	"	N. Y. & N. Haven, 7s. '66		79 50
3,000	"	Flushing Railroad, 7s. '68		61 00
5,000	"	" " "		60 25
150	Shares	Galena & Chicago Union RR		87 60

The above bonds were all with interest.

By A. H. Nicolay, Sept. 7th—

$1,000	Bonds	Ills. & Wis. 7s., conv. '73	$35 00
2,000	"	" " " "	30 00
4,000	"	" " " "	26 00
5,000	"	Gal. & C. Union, 7s. const. '68	88 25
5,000	"	" " " "	87 75
10,000	"	Ohio & Miss., 2d mor., 7s. conv. '80	60 00
5,000	"	" " " "	59 75
2,000	"	N. Y. & Harlem, 7s. '73	82 00
1,000	"	" " "	81 87½
2,000	"	" " "	81 75
5,000	"	" " '66	80 00
5,000	"	Scioto & Hock. Val. 7s. '65, conv.	51 00

All the above with interest.

At the West we have to note an increase in the rate of interest. Prime paper having been done at 1¼ ℔ ct. ℔ month. This stringency acts against second rate paper, and makes such difficult of negotiation.

The rule adopted by our bankers relative to foreign issues has been generally enforced, which has tended to increase the amount of Ohio and Kentucky funds in circulation. Virginia funds, though refused by the bankers, in less denominations than $10, still pass current at a very small discount. After the 20th inst., the issues of Indiana will be uncurrent under $10's. What we shall then do for currency is difficult to say, though we have little doubt that all foreign issues will pass as readily as now, because the business of the community will require it, as our legislators, wise as they were, were not sapine enough to see the necessity of supplying a circulating medium to fill the place of that legislated out of existence. As to specie currency, the present rate of Exchange will prevent any remaining in this section.—Business generally is dull, though had we a river communication we might expect a heavy business at this time.

Miscellaneous.

THE DEEPEST ARTESIAN WELL IN THE WORLD, AT BELCHER'S SUGAR REFINERY.

ITS MYSTERIES EXPLAINED.

We were fortunate enough to direct our steps towards Belcher's immense Sugar Refinery on Saturday last, (says the St. Louis *Democrat*,) for the purpose of making some observations of the great artesian well, which is now being bored at that place. Fortunate, we say, for we never spent an hour more to our interest and profit than the one employed in witnessing the operation of the digging, and learning the history and progress of the work.

This well was commenced about six years ago by Mr. Belcher, his object being to secure for the purpose of his large Refinery a supply of pure water. For six months the operations were continued by hand, and reached a depth of some two hundred feet below the surface, when it was found necessary to employ the agency of steam with suitable machinery.

Since the application of steam the work has progressed steadily and persevereingly until the present time, when the incredible depth of *twenty-two hundred feet* has been reached.—This is said to be the deepest artesian well in

the world. One of the most important that we now remember of, is that of Grenelle, near Paris, in which operations were continued for eight years, and which was sunk to a depth of *nineteen hundred and sixty-one feet* below the ground. And we believe there is another somewhere in France which numbers about twenty-one hundred and fifty feet; but none have yet reached the distance into the bowels of the earth that this of Mr. Belcher's has.

We do not know that this wonderful enterprise was commenced with any anticipation that so much time and expense would be consumed in its completion ; nor are we advised that it was originally proposed upon any geological theory, leading to the belief that the stream of water desired would be found at any particular depth or between any supposed strata of rocks ; yet having undertaken the work, the subsequent energy and persistence of labor, reflects the highest credit upon him for whose benefit it is designed. Success in the boring of artesian wells must always be of a problematical kind—even where there is the most accurate knowledge of the geological character of the region of country in which the enterprise may be undertaken, for however certain theory may be regarded,there are yet certain unknown conditions in the formation of the different underground strata which may render success impossible.

In the present instance the most formidable impediments have met the operation.—From the surface to the extremest depth, the drill has met with a constant succession of the most stubborn rocky formations, with the single exception, however, of a strata of soft slate stone, about 100 feet in width, at a depth of about 1000 feet below the surface. The last formation penetrated by the drill is a yellow sandstone.

What further conditions or impediments are yet to be encountered we are not enough of a geologist to theorize upon, yet whatever they be, the steady perseverence in the work for a period of six years would seem to warrant the belief that the enterprise will not be abandoned until absolute impossibility meets its operations.

The work first begun with hands, was carried on by means of a spring pole, with the drilling rods and the drill attached to one end, and working up and down.

Since the application of a steam engine of about twenty-five horse power, the rods and drills are made to work in a vertical direction, the same as with hands, from the end of a large beam, which has a two or three foot stroke.—The width of the bore is five inches. The kinds of drills used are various, some being adapted for pulverizing the rock, others for hooking up soft substances, and then there is an instrument called a rimmer, used for cutting the sides of the bore to make it round and smooth. Tubes are also used, containing valves, which catch the loose particles of rock and carry them to the top of the well. The drilling rods are made of stout oak wood, are about two inches in diameter and about thirty-two feet long, having iron screws and fastenings at the ends, by which a continued rod may be formed of any length.

The presence of one or more persons is constantly required for the purpose of turning the drill around in the bore, as its vertical motion continues. At present the operators are engaged in enlarging the cavity at the point where the soft slate stone occurs, for the purpose of introducing a copper tube to prevent the continual caving in of soft particles which are constantly sloughing from the sides. We are told that this falling in of the blue slate stone had left a cavity as large perhaps as a good sized house. We believe it is the intention to introduce copper pipes from the top to the bottom of the well, as soon as it is finished, although the hard, rocky sides would seem to make it unnecessary. The object to be gained by this is to shut out the various kinds of waters from the sides,so that the pure stream from the bottom may reach the top without any mixture.

At the depth of 700 feet a vein of salt water was struck, and at 1,500 feet an immense vein of sulphur water burst forth, which has been running ever since its discovery in a large stream from the mouth of the well. This water is the same as that of the Blue Lick Springs, in Kentucky, and possesses a purity and freshness of taste quite superior to that which reaches us in barrels and casks. It is carried off by a large sewer, leading to the river. It seems too wasteful that such profuse quantities of this celebrated water should be permitted to flow away, but the Refinery needs the clear, unadulterated element, and it must have it and nothing else. Other medicinal waters have been discovered, we believe, but they have been of little consequeuce.

We are indebted for all our information in regard to this well, to the exceeding kindness of Mr. John M. Brown, who has superintended its boring for a long time. Mr. Brown, we believe, has a large experience in this business, having assisted at the boring of several wells in the state of Virginia. He is very satisfactory in all the information he imparts.

This well is indeed a great wonder, and must, in time, as the deepest in the world, become famous. There is no calculating when the desired vein of water may be reached, but when it shall be tapped there is every reason to believe that the force of the stream upward will be immense.

Suppose that the vein may have its foundation head, (and there is no extravagance in the hypothesis,) somewhere in the peaks of the Rocky Mountains at the altitude of 1000 feet and by a dip of the strata of rocks between which it is contained, it lies 2500 feet below the surface of the ground at this point of the earth's surface—then on the principle that water must find its level, or that the stream will rise as high as the foundation, the water will burst forth with a force sufficient to carry it to the height of a thousand feet, excepting of course the diminished force that would be induced by the friction of the stream against the sides of the bore—though still the great pressure of the earth at the depth of 2500 feet would equal or perhaps more than counterbalance the impediment of the friction.

We are anxious that the enterprise may soon be consummated, and yet our curiosity induces to an expression of the wish that the drill may still penetrate many, many feet more toward the unknown regions below.

POPULATION OF GREAT BRITAIN.—The number of the effective population of Great Britain, between the ages of 20 and 60, is 10,-082,296, and the number of persons engaged in agriculture is 1,877,960. In France the whole population is stated at 35,783,970, of which 20,351,678 are agriculturists.

RAILBOAD STOCKS, AND OTHER SECURITIES.
The subscriber offers for sale—
$20,000 Sciota and Hocking Valley Railroad Company, 7 per cent. first mortgage, Convertible Bonds. Interest payable semi-annually in New York.
$5,000 Little Miami Railroad Company, first Mortgage Bonds.
$10,000 Dayton, Xenia and Belpre Railroad Co., first Mortgage 10 per cent. Interest payable semi-annually in New York.
$18,000 Covington and Lexington Railroad Co., 6 per cent. second Mortgage Bond, guaranted by the City of Covington.
$10,000 City of Cincinnati, 7 per cent. bonds.
$6,000 Eaton and Hamilton Railroad Co., second Mortgage Bonds.
$5,000 Ohio and Mississippi Railroad Co., second Mortgage Convertible 7 per cent. Bonds. Interest payable semi-annually in New York.

RAILROAD STOCKS-

120 Shares Ohio and Mississippi Railroad Stock.
40 Shares Covington and Lexington Railroad Stock.
80 Shares Cincinnati, Hamilton and Dayton Railroad Stock.
100 Shares Cincinnati and Chicago Railroad Stock.
30 Shares Indianapolis and Cincinnati Railroad Stock.
160 Shares Mad River and Lake Erie Railroad Stock.
80 Shares New Albany and Salem Railroad Stock.
30 Shares Little Miami Railroad Stock.
60 Shares Ohio and Mississippi Railroad Stock.
40 Shares Mad River and Lake Erie Railroad Stock.

WANTED.

Covington and Lexington Railroad Stock.
Cincinnati and Chicago Stock.
$60,000 on the best of Securities.

Rail Road Printing.

WE ask the attention of Railroad men to our facilities for doing every variety of Printing needed or used by Railroads. We have taken especial pains to fit up our establishment with reference to this branch of business.

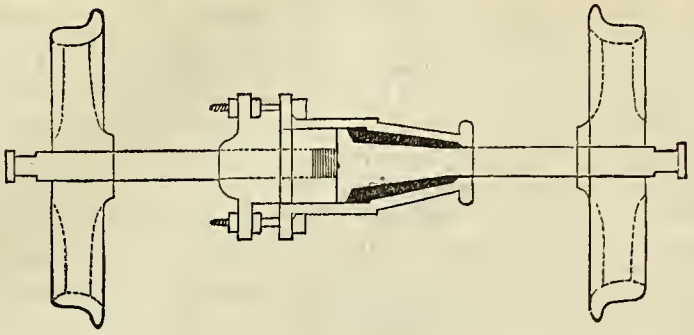
Reports, with or without maps or illustrative engravings, will be gotten up at short notice and in superior style.

Blanks of any description, adapted to the wants of the different departments of Railroad business, and to the wishes and tastes of parties, will be prepared in a style warranted to give satisfaction.

Blank Books, with or without printed headings, ruled to any pattern. Day Books, Ledgers, and every vaaiety of Blank Books, made to order.

T. WRIGHTSON & CO.,
Rail Road Record Office, 167 & 169 Walnut st. Cin.

DENNEY'S DIVIDED CAR AXLE.



PATENTED JANUARY 31ST, 1854.

THE ATTENTION OF RAILROAD COMPANIES is respectfully invited to an examination of the merits of this valuable invention, which offers to add largely to the safety of life and property.

The valuable features of this arrangement of axle are, a saving of full fifty per cent. in motive power on crooked roads: the rails are protected from being destroyed by the flanges of the wheels coming in contact with them on the curves, as is the case with the stiff or rigid axle, which not only destroys the rail but puts a constant strain upon the wheel and axle, causing the wheel on the inner rail to trip or revolve upon the rail under the weight of the car and its load, while the opposite wheel is traversing its greater distance; the tendency of which, is to wear the wheel flat, and cause it, or the axle, to break sooner or later. There is less danger of the car leaving the track from its having become spread.

Axles fitted in this way do not require to be near so large, and yet contain more strength than the common axle, for the reason that the liberty given to the wheels, which allows them to accommodate themselves to the curvatures of the road, removes wholly the strain thrown upon the ordinary axle; and therefore, it requires no more strength of iron at any point between the wheels, than is contained in the bearings, which in the ordinary axle, is not more than one-third of the strength of the other portions of the axle.

The elongated bearing which forms the connection is so proportioned as not to wedge or become tight in the alloy, the wear being almost imperceptible, requiring to be set up not oftener than once in twelve months, by a slight tightning of the screw nuts. If, from long service, the alloy becomes worn out, it can be refilled, making it as perfect as when first filled up, and the gauge of the wheels will never become changed so as to injure the running of the car.

It is after a series of the most careful experiments, conducted through a period of time sufficient to test in the most satisfactory manner, the real merits of divided car axles, and a thorough and practical test in real service of over two years, that we now offer to Railroad Companies one that we are assured will give universal satisfaction in its operations, and both simple and cheap in its construction.

We are now ready to dispose of rights to use the above axle on the following terms: We guarantee full and perfect satisfaction by giving ample time to thoroughly test its merits, and will require no payment to be made until such satisfaction has been given. All applications to be made to

SAMUEL L. DENNEY,
Christiana, Pa.
Or, to **CHRISTIAN UMBLE,**
Gap, Pa.

jy.10†

Notice of Copartnership.

MR. PETER MARIE. heretofore of the firm of Decoppet & Co., has this day formed a copartnership with Mr. Rudolph Kanz, (for many years with the banking house of Messrs. L. Von Hoffmon & Co.,) under the firm of MARIE & KANZ, at 27 William street. Their attention will be devoted to the purchase and sale on commission of Stocks, Bonds and Foreign Exchanges, and to the negotiation of business paper.

New York, Sept. 1, 1854. [sept. 7-1*

GUNPOWDER,

MANUFACTURED BY

The Hazard Powder Company,

HAZARDVILLE, CONN.

H. G. HAZARD, President.
A. E. DOUGLASS, Secretary.

THE undersigned are always prepared to furnish Mining and Blasting Powder to any extent, delivered at any point on the lines of railroads, or any other places of public improvements in the West or South, at the very lowest rates. Also, SAFETY FUSE of the best Eastern manufacture.

We would respectfully urge all contractors and consumers to call upon or correspond with either of us before arranging for their supplies elsewhere.

To the trade generally we would offer all the brands of Sporting and Rifle Powder manufactured by the above concern. M. D. W. LOOMIS,
Southeast corner Main and Second Sts.
Cincinnati, Ohio.
S. H. LOOMIS,
Nashville, Tenn.

August 16, 1854. [au.18†

Locomotive for Sale.

ONE 8 wheel, 16 ton Engine, Cylinder 13 by 20, 4½ feet driving wheels, 2 pair drivers connected, and truck. Tender holding about 1400 gallons.

The Engine is in good condition; manufactured by Rogers, Ketchum & Grosvenor, Patterson, N. J.

Address ENOCH JOHNSON,
Sup't C., Z. & C. RR.
Akron, Ohio.

jy.20-tf.

Notice.

THE copartnership heretofore existing between the undersigned, under the firm of Smith & Tyson, is this day dissolved by mutual consent. Either partner is authorized to settle the business of the concern.

J. HOPKINSON SMITH,
RICHARD W. TYSON,

Baltimore, July 1, '54. No. 25 South Charles st.

Notice of Copartnership.

THE undersigned have this day formed a copartnership, under the firm of J Hopkinson Smith, in which Richard W. Tyson is a special partner, and J. Hopkinson Smith is the general partner.

J. HOPKINSON SMITH,
RICHARD W. TYSON.

Baltimore, July 1, 1854. [aug. '54-3*

RAILROAD SPIKES,



WROUGHT IRON

Chairs and Fastenings.

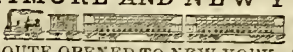
THE undersigned will continue to manufacture with increased facilities, HOOK & FLATHEAD R. R. SPIKES, of all Patterns, WROUGHT and CAST CHAIRS, and FASTENINGS, BOILER RIVETS, BOLTS, SHIP and BOAT SPIKES, &c., &c.

The best quality of refined iron is used, and all orders filled with despatch. J. HOPKINSON SMITH,
No. 25, South Charles st.

☞ Please direct the name in full.

Baltimore, August 31-†

Pittsburgh, Philadelphia, BALTIMORE AND NEW YORK.



NEW ROUTE OPENED TO NEW YORK, ALL THE WAY BY RAILROAD, VIA **CINCINNATI, HAMILTON & DAYTON RAILROAD.**

The quickest, cheapest and most pleasant route to Pittsburgh, Philadelphia, Baltimore and New York.—Depot in the West end of the city.

Only route via Pittsburgh by which through tickets can be obtained from Cincinnati to New York.

One less change of cars than any other route.

Passengers leaving Cincinnati, on 6 o'clock morning train of Cincinnati, Hamilton & Dayton Railroad, go through to Crestline without change of cars, and, after 30 minutes for dinner, proceed by Ohio & Pennsylvania Railroad, arriving at Pittsburgh at 8 o'clock P. M.: leave Pittsburgh via Pennsylvania Central Railroad, at 9 o'clock, P. M., and arrive in Baltimore and Philadelphia at 12 o'clock and 30 minutes (noon) next day; and from thence via Kensington and Jersey City, or Camden and Amboy Railroads, arriving in New York at 4 P. M.

Second Train:

Leaves Cincinnati, Hamilton and Dayton Railroad at 8 o'clock and 20 minutes every morning; arrives at Crestline at 4:20 P. M., and Pittsburgh at 12 o'clock and 30 minutes, midnight; and after a comfortable night's rest, resume by 7 o'clock A. M. Train, arriving in Philadelphia and Baltimore at 12 o'clock and 30 minutes, midnight.

The only offices in Cincinnati at which Through Tickets can be purchased from Cincinnati to New York, via Pittsburgh and Philadelphia, are under the Spencer House, and one door below the Gibson House on Walnut street.

FARE:

From Cincinnati to Pittsburgh, first class.....			$ 7 00
"	"	" front car.....	5 00
"	"	Philadelphia.....	14 00
"	"	Baltimore.....	14 00
"	"	New York, via Pittsburgh and Philadelphia, all the way by railroad	16 00

For through tickets and information, please apply at Cincinnati, Hamilton and Dayton Railroad Office, north west corner of Broadway and Front streets, under the Spencer House, or to J. W. SHIPLEY, at Railroad Office on Walnut street, between Fourth and Fifth streets, one door south of the Gibson House, or at Sixth street Depot.

H. O. AMES, Superintendent.
W. A. LATHAM, Agent.

The Omnibus Line will call for passengers by leaving their orders at the offices.

Sep. 7,-tf. WM. H. SMITH, Conductor.

ADRIAN H. MULLER & CO.,

AUCTIONEERS

Of the City of New York.

Hold their regular Auction Sales of Stocks, Bonds and other Securities every Wednesday at 12½ o'clock, at the Merchants' Exchange. They would respectfully tender their services in the negotiation of the same, either at private or public sale.

Office, No. 2, Pine Street, corner of Broadway, Metropolitan Bank Building.

REFERENCES BY PERMISSION:

Moses Taylor, Esq.; W. W. DeForest, Esq.; Geo. S. Robins, Esq.; Dow D. Williamson, Esq., Pres. Farmers' Loan and Trust Co.; Wm. F. Hayemeyer, Esq., Pres. Bank North America; Edward Whitehouse, Esq.; Messrs. Camman & Co.; Messrs. Carpenter & Vermilye; Messrs. Fisher, Denny & Co.; Messrs. Wm. & Jno. O'Brien; Messrs Week, & Co. mh9 6*

ALBERT H. NICOLAY,

AUCTIONEER.

HOLDS his regular auction sales of Stocks, Bonds, and other securities, every Monday and Thursday, at 12½ o'clock, at the Merchants' Exchange. First class Stocks, and Bonds, at private sale.

Office No. 4 Broad street, New York.

OFFICE Cincinnati, Hamilton & Dayton Railroad.—Cincinnati, August 8th, 1854.—The Board of Directors of this Company have this day declared a dividend of five per cent., out of the net earnings of the Company, for the six months ending 31st July, payable in scrip bearing seven per cent. interest, redeemable in three years. The scrip will be delivered on and after 1st September, to the Stockholders registered in Cincinnati, on application at the office of the Company, and to those registered in New York, at the office of the Ohio Life Insurance and Trust Company, in that city. The transfer books will be closed for ten days from this date. FRANK. S. BOND, Sec'y.

au17-1m.

NUGENT'S COLLEGE

OF

ENGINEERS & MECHANICS,

PUBLIC SQUARE, CLEVELAND, OHIO;

C. NUGENT, C. E., Principal.

THE design of this Institution is to afford young men an opportunity of acquiring a knowledge of the profession of Civil Engineering, and to Mechanics and Tradesmen a sound theoretical and practical knowledge of Mathematics, Architectural and Mechanical Drafting, Plain and Ornamental Penmanship, &c. For further particulars address the Principal. au.10.

JAMES W. HOOKER,
Commission Merchant,
AGRICULTURAL WAREHOUSE,
—AND—
MACHINERY DEPOT,
35 Lloyd Street,
BUFFALO, N. Y.

Commission Dealer in Portable and Stationary Engines Iron Planers, Lathes, Universal Checks, Belting, Oils, Rubber Packing and Hose, Scales, Safes, Mill Stones and Machinery generally. Post Paid Letters will receive prompt attention,
je. 1-tf.

ENGINEERING!!
The undersigned is prepared to furnish SPECIFICATIONS, ESTIMATES, AND PLANS, In general or detail of all kinds of
Steam Vessels, Engines, Boilers, Mill Work, &c
Particular attention given to the superintending of LOCOMOTIVES, TENDERS, CARS,
And Railway Machinery of every Description,
While under construction.
AGENT FOR THE PURCHASE of, on commission, all articles required for Railroads, Steam Vessels, Locomotives. Engines, Boilers, Machinery, &c.
Genoral Agent for
ASHCROFT'S STEAM GAUGE, ALLEN AND NOYES' METALIC SELF ADJUSTING CONICAL PACKING, DUDGEON'S HYDRAULIC JACK.
Also, of Water Gauges, Indicators, Steam Whistles, &c., &c. CHAS. W. COPELAND,
Consulting Engineer,
x5-tf 64 Broadway, N. Y

Norris' Locomotive Works,
PHILADELPHIA.
ENGAGED for many years in manufacturing Locomotives, offer to Railroad Companies to construct of any plan or size,
LOCOMOTIVES OF SUPERIOR QUALITY.
Our facilities for doing work have been largely increased this year, and orders can be executed with dispatch.
jy. 27. RICHARD NORRIS & SON.

TO RAILROAD COMPANIES.
THE subscriber, manufacturer and agent for manufacturers of railroad materials, would solicit from railroad managers in the West their orders for
RAILROAD SPIKES, CAR AXLES, RUBBER SPRINGS, RUBBER HOSE, LOCOMOTIVE TIRES, SPRING STEEL, CAST STEEL, NUTS AND WASHERS, LOCOMOTIVE LANTERNS, ETC.
A. S. WINSLOW,
9 and 11 West Second Street,
mr. 24 † Bet. Main and Walnut Sts. Cincinnati.

Locomotive Tires and Car Axles.
THE undersigned is prepared to supply Railroad Companies and Builders with Tires and Axles of superior quality and finish, made from faggotted charcoal iron, formed and finished entirely under the hammer. For the character of the manufacture he refers to builders and companies who have used them in the West.
A. S. WINSLOW
mr.24-†] 9 and 11 WestSecond St., Cincinnati.

ENGINEERS' MATERIALS.
EGGERS & CO.,
WHOLESALE DEALERS IN
PAPER & STATIONERY,
Since first January,
No. 127 Walnut St., bet. Third and Fourth.
CINCINNATI,
Keep the most complete stock in the West of every thing used by Engineers. On application, a catalogue with prices will be forwarded. [jy.21-†.

ENGINEERS' & SURVEYORS' INSTRUMENTS!
JAMES FOSTER, Jr.,
MATHEMATICAL AND PHILOSOPHICAL
INSTRUMENT MAKER!
HAVING removed from his old stand to south-west corner of Fifth and Race street, and increased his facilities for making instruments, is now ready to supply Levels, Transits, Theodolites, the Dumpy or Gravatt Level, Circular Protractors of Troughton & Simms model, Surveyors Compasses, Pocket Compasses with and without sights, in great variety. All kinds of Land Chains; Ivory and Box wood Scales of all kinds and graduation; Drawing instruments of all kinds, brass and German silver. Measuring tapes of all kinds, Magnets, Magnifyers, Barometers, Spy Glasses, &c., &c. Repairing promptly attended to. ap.6-6*.

MUSKINGUM WORKS,
ZANESVILLE, OHIO.
DOUGLASS, SMITH & CO.
WOULD respectfully call the attention of Railroad Companies to their establishment at Zanesville They are prepared to execute orders, on short notice, for
Passenger Cars of the most superior description,
Second Class Passenger, Mail Express, and Baggage Cars; Freight, Cattle, four or eight wheeled Gravel Cars.
We manufacture a superior
CAR WHEEL,
Over 2500 of which are now running on the Central Ohio Railroad, and many of these have been in use on the road over two years, having in that time only three to crack, and two to be renewed in consequence of the wearing of the Chill. We have also commenced the manufacture of the celebrated
WASHBURN WHEEL,
And are prepared to furnish this wheel, with or without axles. Also, castings for Cars fitted to order at the shortest notice.
BOLLMAN'S PATENT IRON & WOOD BRIDGE.
We are also agents and builders of the above celebrated Bridge. Are now placing upon the piers an iron bridge on this plan over the Muskingum river at Zanesville. We are ready to contract with companies for the construction of this Bridge. All orders addressed
DOUGLASS, SMITH & CO.,
au4tf. Muskingum Works, Zanesville, O.

Railroad Car Findings.
BRIDGES & BROTHER,
64 Courtlandt Street, New York.
Wheels & Axles, Jaws, Boxes, and Castings Fitted
Wrought Nuts, Bolts, & Washers,
Engine and Car Screw Bolts, all sizes; Coach Lag and Telegraph Screws,
LOCOMOTIVE ENGINE LANTERNS,
From the best Manufacturers, and at their prices. Car Hand, and Signal Lanterns.
Cotton Duck for Car Covering,
Of any required width to 124 inches.
ENAMELLED HEAD LININGS,
Plush and Curled Hair.
Hand Cars and Baggage Barrows. Passenger, Freight-Car, and Switch Locks, Door Knobs and Butts. Brass and Iron Wood Screws. Brass and Silver Plated Trimmings for Windows and Seats. Varnish, Coach Japan, and Glue; Paints, Varnish and Glue Brushes.
Silver Plated and White Metal Letters. Engine and Signal Bells, anti-friction or Babbitt Metal.
Portable Forges and Jack Screws.
Hemp Packing,, American, Russia, and Italian. Conductors' Badges and Baggage Checks. Iron, Brouzed and Brass Hat Hooks. Ventilators and White Metal Rings. And all other Articles pertaining to Cars.
ALBERT BRIDGES,
Late Davenport & Bridges, Car Manufacturers,
Cambridgeport, Mass.
ALFRED BRIDGES,
Late Davenport, Bridges & Co., Fitchburg, Mass.
†oc6

G. ESCOL SELLERS.....C. D. DANA
SELLERS & DANA,
AGENCY FOR THE SALE OF
Railroad Materials and Machinery,
THIRD STREET, (west of Burnet House.)
CINCINNATI, OHIO.
HAVING OPENED a depot for the sale of all articles used by Railroad Companies, we will fill orders promptly at manufacturers' prices, and are now prepared to furnish
Locomotives, Cars, Car-Wheels, and Axles. Ames' Tire and Crank Axles, Chairs and Spikes. Locomotive Head Lights, (of several makers) Car, Conductor's, Signal, Switch, Stoker and other Lanterns. Drawbridge and cross Road signal Lights; Gum Packing and Hose, assorted Car Trimmings, Enameled head and seat Linings, Plated and White Metal Letters.
—ALSO—
Machinists' Tools, particularly adapted to Railroad Work, Mill Work, Shafting and Shop outfits, Punching and Shearing Machines, for Boiler Work; Planers, Lathes, Drills, Portable Forges, etc., etc. Oak-Tanned Belting, of superior quality of all sizes.
y.1†3.

TYLER DAVIDSON & CO.,
Agents for the
BOSTON BELTING COMPANY
India Rubber Machine Belting in any quantity, from 2 to 20 inches.
India Rubber Steam Packing;
Mixed do do 1-32 to ¼ inch thick.
Plain do do 1-32 to 1 inch thick.
Pure do do
Pipe and Manhole Rings, all sizes;
Square or Rope Packing, do.
HOSE.
India Rubber, Hydrant, Conducting, Fire Engine, and Locomotive, of all sizes, manufactured from the best of Vulcanized Rubber, and for sale only by the agents.
Car Springs, and all other kinds of Vulcanized India Rubber used for Mechanical and Manufacturing purposes.
The undersigned, having been appointed Agen of the Boston Belting Company, beg leave to advise Dealers and Consumers that they are now prepared to supply the above goods in any quantities, on the most favorable terms. On hand and for sale,
50,000 Feet Vulcanized India Rubber Machine Beltings, from 2 inch to 20 inches, 3 and 4 ply.
TO STEAMBOATS AND RAILROADS.
India Rubber Hose, for Pavements, Streets, Gardens, Locomotives, Engines, etc.
40,000 feet Hose, 3, 4, 5, 6, and 7 plys, suitable for pavements, streets, gardens, locomotives, fire engines, etc., 1 to 3 inch, warranted extra quality.
Also,
THE vulcanized India Rubber Break Springs now in use by all the Eastern Railroads, and posessing decided advantage over the Steel Springs now in use, for the following reasons:
1st, They are much easier put on.
2d, They are a great deal cheaper.
3d, They are much more durable than steel, and no time lost in making them, the weather having no effect on them.
ALSO—Large 6 inch hose for water stations. This is a new and important invention. The coldest weather will have no effect on them whatever They are warranted to remain as pliable, in the COLDEST of weather, as they are in 150 Fahrenheit heat.
Armitage Anvils, 10 casks, assorted weights n w in store.
Allen's Revolvers and Self-Cocking Pistols.—Now in store, a large assortment of the above, 3, 4, and 5 inch Revolvers; 3, 4, 5, and 6 inch Pocket Pistols. Also, Dueling Pistols.
Leland's Superior C. S. Car and Auger Bitts.—All sizes.
Brass Kettles, and Sheet Brass, &c.—Brass Kettles, assorted from 6 to 30; Sheet Brass assorted from No. 0 to 30; Brass Wire, do do do.
Star Breast Chains.—Four casks of those superior double-linked Chains, just received.
Walker's Trace Chains.—70 casks of those superior goods, warranted full length and sizes, 8 to 20 links, straight and twisted, now in store.
American Anvils.—Eagle brand, faced with with cast steel, and warranted by the manufacturers equal to Armitage's Mousehole.
Plated Spoons.—Plain, tipped, and threaded heavy plate, on best quality of German Silver.
Premium Gimlet Screws.—10,000 gross just received.
Mill Saws. Hoe & Co.'s C. S. Wm. Rowland's, and W. H. Rowland's 6, 6½, 7, 7½, and 8 ft
Cross Cut Saws.—Hoe & Co.'s C. S., John ockerell's C. S. and G. S., Wm. Rowland's and W. & H. Rowland's 5, 5½, 6, 6½, 7, 7½, and 8 feet Also, 4 and 4½ feet Tennon Saws.
Axes—1000 doz. Axes, assorted Yankee and Kentucky patterns, first, second, and third quality.
Nails.—4000 kegs Shoenberger's and Wheeling Nails, now in store.
For sale by TYLER DAVIDSON & CO.,
mr 3 140 and 142 Main street

Cincin'ti, Logansport & Chicago Railroad.

FOR Eaton, Richmond, New Castle, Indianapolis, Terre Haute, La Fayette, Michigan City, Chicago, Galena, Rock Island, Alton and St. Louis.

New Arrangements.

On and after Thursday, August 17th, 1854, until further notice, two Passenger Trains daily, (Sundays excepted) will leave Cincinnati, Hamilton and Dayton Depot, foot of Sixth Street, as follows, viz:

Morning U. S. Mail Train, at..... 6:10 A. M.
Evening Accommodation do., at..... 4:00 P. M.

For New Castle and intermediate stations, both Trains connecting at Richmond with Trains of Indiana Central Railroad, arriving at Indianapolis at 12 M. and 10 P. M., ☞ and making at that point, as sure Northern and Western connections as any other route from Cincinnati or elsewhere. Returning,

1st Train leave New Castle at..... 7:00 A. M.
1st " " Richmond at..... 9:00 "
2d " " New Castle at..... 1:15 P. M.
2d " " Richmond at..... 3:20 "

Connections at Richmond with Trains from Indianapolis, morning and afternoon—arriving at Cincinnati at 11.45 A. M. and 6:00 P. M.

☞ Trains run by Columbus time, seven minutes faster than Cincinnati.

FARE:

From Cincinnati to Richmond.....$1 75
" " New Castle..... 2 50
" " Indianapolis..... 3 00
" " Terre Haute..... 5 00
" " La Fayette..... 5 00
" " Michigan City..... 7 75
" " Chicago..... 9 00
" " Saint Louis..... 15 50

For information and through tickets, please apply at the General Railroad Ticket Office, No. 169 Walnut st, next door below the Gibson House, or to W. A. Latham, at the Cincinnati, Hamilton and Dayton Railroad office, corner of Broadway and Front Streets, under the Spencer House, or at the Sixth street Depot.

S. B. MORSE, Act'g Sup't.

The Omnibus Line will call for passengers in any part of the city, by leaving their orders at the offices.

aug, 24] W. H. SMITH Conductor.

THE SHORTEST ROUTE TO CHICAGO.

Ohio & Mississippi Railroad

THREE regular passenger Trains daily, (except Sundays.) On Monday, April 17th, and until further notice,

Leave Cincinnati at 6.15 A. M., 2.15 P. M., and 4.40 P. M. Connecting at Lawrenceburg, at 7.30 A. M., and 3.30 P. M. with Train for Indianapolis, Terro Haute, Lafayette and Chicago.

AND RETURNING,

Leave Aurora at 6.40 A. M., 4.20 P. M., and 8.20 P. M. connecting at Lawrenceburgh, at 4.30 P. M. and at 8.30 P. M. with the Trains that leave Indianapolis at 12 A. M. and 4 P. M., uniting at that point with all the Trains from the North and West.

☞ Tickets may be procured at the office on Fourth street, near Vine.

☞ Omnibusses will run to and from the cars in the customary manner.

S. S. POST,
Chief Engineer and Superintendent.

Cincinnati, April 14, 1854.

PROSSER'S PATENT
Lap-Welded Iron Boiler Tubes.

TUBES screwed together, flush on both sides, for Artesian wells, etc. Free-joint Tubes, for Coro Bars, Awning Frames, Loaders, etc.

Brass Boiler Tubes.

Patent Wrought Iron Blacksmiths' Water Tuyeres, Water Backs, etc.

Agents for Krupp's celebrated Cast Steel for Shafts, Railway Axles, Tires, Platers' Rollers, etc.

P. S.—All Tools necessary for the construction or keeping in order of Tubular Boilers.

THOS. PROSSER & SON.
au.17† 28 Platt street, New York.

STEREOTYPE FOUNDRY,
AND AGENCY OF
L. JOHNSON & Co.'s TYPE FOUNDRY.

C. F. O'DRISCOLL, (Successor to A. C. JAMES.) is prepared to execute in the best manner all kinds of

STEREOTYPING,

including Books, Pamphlets, Music, and Jobs of every description. He will keep on hand an assortment of

Card and Job Type, Cuts, Rules, &c. &c.

from the foundry of L. JOHNSON & CO., of Philadelphia, and will furnish to order PRINTING MATERIALS OF EVERY KIND,

AT THE FOUNDRY PRICES.

C. F. O'DRISCOLL,
No. 167 Walnut Street,
Cincinnati, O

Baltimore & Ohio Railroad.

380 MILES BETWEEN WHEELING AND BALTIMORE.

THIS Road was opened to the Ohio River in the spring of 1853, and has already established a high character with the business community of the West. Its facilities for the transportation of freights are already superior to those of any other great through line—while the attractions of the country through which it runs, and its many admirable provisions for the expedition, comfort and safety of travelers, it has received such favor as a passenger road, (with its present connections,) as to show that it will become the preferred route for all portions of the West and South-West as soon as its further connections are formed by the completion of the Central Ohio, North-Western Virginia and other Railroads now rapidly finishing.

FOR PASSENGERS BY THIS ROUTE,

Through Tickets from all Parts of the West,

ARE NOW SOLD IN

Cincinnati, Louisville, Madison, Indianapolis, St. Louis, Chicago, Toledo, Detroit, Cleveland, Columbus, Zanesville and other Cities.

AT ALL OF WHICH ARRANGEMENTS HAVE BEEN EFFECTED

For Sending Travelers Direct to

WASHINGTON, BALTIMORE, PHILADELPHIA, NEW YORK, and other ATLANTIC CITIES.

FOR FREIGHTS IN EITHER DIRECTION

The fullest accommodations are provided. In motive power and Cars, the company has abundant resources, which are being further extended to meet the demands of Western Trade. In the dispatch and regularity of transpart, and in the careful landing of property, this road challenges a comparison with its rivals. At Baltimore, the road connects directly to the streets and at the wharves with the

PHILADELPHIA AND NEW YORK RAILROADS,

The numerous Steamers of the Parker Vein Line to New York and Boston, the Ericsson Steamers by Canal to Philadelphia and New York, And various other Lines of Steamers and Sailing Vessels to the Eastern Ports, and to Richmond, Norfolk, Charleston, Savannah, etc.

J. B. FORD is the Company's Receiving Agent at Wheeling.

WM. G. HARRISON, President. *JOHN H. DONE*, Mast. of Transportation, Baltimore.

je. 8†

Covington and Lexington Railroad.

OPEN to Cynthiana, 66 miles. Two Daily Passenger Trains.

On and after Thursday, May 25th, and until further notice, Trains will run as follows:

Express Train leaves Covington at 8 o'clock, A. M. stopping at Benton, Demossville, Butler, Falmouth, Callenville, Boyd's, Berry's, Robinson's and Garnett's only, and arriving at Cynthiana at 11.50 A. M. Returning, leave Cynthiana, at 1.30 P. M., stopping at the above stations, and arriving at Covington at 5.30 P. M.

Passengers for Paris and Lexington, by taking the above train, will take dinner at Cynthiana, and by Messrs. Thurston and Thompson's line of Omnibusses, will reach Paris at 4 o'clock, P. M. The Evening Train of he Maysville and Lexington Road, leaves Paris at 5 o'clock, P. M., enabling passengers by this route to reach Lexington at 6 o'clock, P. M. Returning, leave Lexington by the 7 A. M. Train of the Maysville and Lexington Road for Paris, leave Paris by Messrs Thurston & Thompson's line of Omnibusses at 8.30 A. M. arriving at Cynthiana in time for dinner, and connect with the train for Covington at 1.30, P. M., arriving at Covington at 5.30 P. M.

Accommodation Train leaves Cynthiana at 6 o'clock A. M., stopping at all regular and flag stations upon the road, and arriving at Covington at 10.10 A. M. Returning, leave Covington at 3.15 P. M., stopping as above, and arrive at Cynthiana at 7.40 P. M.

Passengers by this train can leave home in the morning, pass five hours in Covington or Cincinnati, and return home before dark.

The Express Train will stop only at the stations named. Passengers for other points must take the Accommodation train.

Freight trains, for the present, will leave Covington Mondays, Wednesdays and Fridays; leave Cynthiana Tuesdays, Thursdays and Saturdays.

Freight will be received at Covington and Cynthiana up to 4 o'clock P. M., for the train of the following morning.

J. M. DOUGHERTY,
jy. 20. Superintendent.

Myers' Patent Cylindrical Car.

NOTICE.—The Subscriber having become proprietor of MYERS' PATENT CYLINDER CAR, for a considerable portion of Western territory, including the State of Ohio, offers the same to Rail Road Companies on favorable terms. The public will be furnished within a short time with complete explanations of its operation, together with the results of actual experiments testing its applicability to all the uses for which it is recommended.

W. CLOUGH,
South-western Car Works.

Madison, Indiana, May 11.

Indianapolis and Cincinnati Railroad, via Lawrenceburgh.

Through to Chicago in 15 Hours!

Shortest line to Indianapolis, Terre Haute, Lafayette, and Chicago.

Through from Cincinnati to Indianapolis in six hours, and to Chicago in 15 hours!

TWO TRAINS DAILY, Boat or Cars, each way, (Sundays excepted,) Passengers who prefer taking Steamboat for the first twenty miles, will go by the Steamer **Forest Queen**, foot of Main street, at 12 M.

Those who prefer the Cars for the whole distance, will go by the regular passenger trains of the

OHIO & MISSISSIPPI RAILROAD,

Which leave Cincinnati at 6.30 A. M. and 3:45 P. M.—The train which leaves Cincinnati at 6.30 A. M. coonects at Lawrenceburgh with the Indianapolis and Cincinnati Railroad train for Indianapolis, Lafayette, Terre Haute, Michigan City and Chicago.

Baggage checked through and a Baggage Master accompanies the same.

Fare from Cincinnati to Indianapolis.....$3 00
Do do Lafayette..... 5 00
Do do Chicago..... 9 00

At Shelbyville passengers may take the Jeffersou, Rushville, Kingstown or Columbus Cars.

GEO. HAVEN, Sup't.

Through tickets may be procured on board the boat, or at the Office of the Ohio and Mississippi Railroad, Fourth street, near Vine, or of

C. S. RUSSELL, Ag't.
Ind. and Cin. R R. Office, corner of Main and Water streets, Cincinnati.

☞ Omnibusses will call for passengers, by leaving their names at either of the above offices.

Cincinnati, June 1†.

Change of Time on Cincinnati, Hamilton, Eaton & Richmond Railroad.

ON and after TUESDAY, April 4th, 1854, the Morning Train for Richmond and Indianapolis, will leave Depot, foot of Sixth street, at 6.10 o'clock, A. M.

Passengers by this Train connect at Indianapolis with the 1 o'clock, P. M. Train on Lafayette and Indianapolis Railroad for Lafayette and Chicago; arriving at Chicago by 9 o'clock, P. M., of same day, being 9 hours less time than by any other railroad route leaving Cincinnati.

Also, connect at Indianapolis with 1.15 P. M. Train for Terre Haute.

Trains for St. Louis leave Chicago at 11 o'clock P. M., after the arrival of 1 P. M. Train from Indianapolis in the morning, making this the quickest route by far between Cincinnati and St. Louis.

Evening Train will leave as usual, at 3.30 P. M. connecting at Richmond with 7 P. M. Train for Indianapolis; arriving at Indianapolis at 10.30 P. M.

FARE—Cincinnati to Richmond.....$1 75
Cincinnati to Indianapolis..... 3 00
Cincinnati to Chicago..... 9 00

ap. 6 D. M. MORROW, Sup't.

Marietta & Cincinnati Railroad.

OPEN between CHILLICOTHE and GREENFIELD, Connected by Stage at Hillsborough, with Hillsborough and Cincinnati, and Little Miami Railroad Trains, forming a through daily line each way.

On and after Monday, the 8th of May, passenger trains will run as follows, viz:

Leave Chillicothe at 9 00 A. M.
Returning do Greenfield at 5 30 P. M.

Passengers from Cincinnati leave by Little Miami Railroad, at 7 40 A. M., dine at Hillsborough and reach Chillicothe the same Evening.

Fare from Cincinnati to Chillicothe, $3 45.

J. W. STOWELL,
Chillicothe, May 6th. '54— Sup't.

J. DAVENPORT....M. D. WELLMAN....C. M. RUSSELL

DAVENPORT, RUSSEL & CO.,
Railway Car Manufacturers
MASSILON, OHIO.

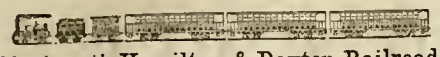
THE subscriber, late of the firm of Davenport, Bridges & Co., Fitchburgh, Mass., having associated himself with Messrs. Wellman and Russell, under the above name, would respectfully solicit calls for any kind of Passenger, Baggage, Post Office, Freight, Coal, Gravel or Hand Cars.

Having had fifteen years experience in the business and having secured the best of workmen from the Car Factory in Cambridge, Mass., I feel confident that perfect satisfaction can be given in all work entrusted to our care.

We have now on hand the best of dry White-Oak with which we think we can build Cars as cheap and as well as any other establishment in the States.

Feb. 16†* JOSEPH DAVENPORT.

Railroad Line.



Cincinnati, Hamilton & Dayton Railroad.

Summer Arrangement.

COMMENCING WEDNESDAY, JUNE 20th, 1854.

TRAINS will run by standard time, which is seven minutes faster than that of Cincinnati.

First Train

At 6 o'clock, A. M., Lightning Express for Dayton, Crestline, Pittsburgh, Philadelphia and Baltimore.

Second Train

At 6.10 A. M., for Hamilton, Richmond, Indianapolis, Terre Haute, Lafayette and Chicago, direct.

Third Train

At 8.20 A. M., for Dayton, Sandusky, Toledo, Detroit, Chicago. Cleveland, Buffalo, New York, Boston, Pittsburgh, Philadelphia, Baltimore and Washington.

Fourth Train

At 2 P. M. for Dayton, Greenville and Union.

Fifth Train

At 3.30 P. M., for Hamilton, Richmond, Indianapolis, Terre Haute, Lafayette and Chicago.

Sixth Train

At 5 P. M., for Dayton, Troy and Piqua, and intermediate stations.

Seventh Train

At 6.30 P. M., for Hamilton and intermediate stations.

The 1st Train, Express,

Will stop only at Hamilton and Middletown.

2d, 3d, 4th, 5th and 6th Trains,

Will stop at all regular stations.

The Seventh Train

Will stop at all way and flag stations.

The 1st Train

Will connect at Crestline at 12.30 P. M., with the Ohio & Pennsylvania Train for Pittsburgh, Philadelphia, Baltimore, etc., forming a direct and continuous line for each of these cities. Cars run through to Crestline without change. Baggage checked to Pittsburgh.

2d Train

Will connect at Richmond at 9.05 A. M., with Train of Indiana Central Road for Indianapolis; arrive at that place at 12 M., thence to Terre Haute, Lafayette, or Chicago without detention. Time as short as by any other route.

3d Train

Will connect at Dayton at 10.45 A. M., with Mad River Train, and arrive at Sandusky at 4 P. M., and go immediately on board the splendid steamers **St. Lawrence** and **Mississippi**, to Buffalo; thence at 7.30 A. M., with Buffalo and N. Y. City Road, to New York; arriving at that place at 10 P. M., also at Crestline 4.20 P. M., with Ohio and Penna. Train for Pittsburgh, Philadelphia, Baltimore and Washington.

The Same Train

Will also connect at Clyde with Cleveland and Toledo Train to Toledo, Chicago and intermediate points; and at Sandusky at 5 P. M., with steamer **Bay City**, for Detroit. Also, with Dayton and Michigan Railroad to Troy and Piqua, and at Piqua with Doyle & Co's Canal Packet Line to all points on Wabash and Miami Canals.

Fourth Train

Will connect at Dayton with Dayton and Greenville Railroad to Greenville, Union, and all points on Bellefontaine and Indianapolis Railroad.

Fifth Train

Will connect at Richmond at 6.40 P. M., with Indiana Central Train for Indianapolis, Terre Haute, Lafayette.

Passengers will bear in mind that the following rates of fare, via Lake Steamers, include both Meals and Staterooms, and that the fare to Philadelphia and Baltimore is One Dollar cheaper, and one less change of cars than by the Columbus route.

FARE:

From Cincinnati	to	Hamilton	$ 60
Do	do	Eaton	1 35
Do	do	Richmond	1 75
Do	do	Indianapolis	3 00
Do	do	Terre Haute	5 00
Do	do	Lafayette	5 00
Do	do	Chicago	9 00
Do	do	Dayton	1 50
Do	do	Troy	2 10
Do	do	Piqua	2 35
Do	do	Springfield	2 10
Do	do	Sandusky	5 00
Do	do	Toledo	5 75
Do	do	Cleveland	6 00
Do	do	Buffalo, via Lake steamers.	4 00
Do	do	New York, RR. from Buffalo	11 50
Do	do	New York, via steamers	10 50
Do	do	Montreal, via Lake Ontario	11 00
Do	do	Boston	14 00
Do	do	Pittsburgh, first class	7 00
Do	do	do front car	5 00
Do	do	Philadelphia	14 00
Do	do	Baltimore	14 00
Do	do	New York, via Pittsburgh and Philadelphia, (Railroad all the way)	16 00

For further information or tickets apply to W. A. LATHAM, General Agent, at the office, corner Broadway and Front streets, under Spencer House, or at the Office on Walnut street, next door to the Gibson House, or at the Sixth street Depot.

HENRY O. AMES,
Cincinnati, June 1 4.—je8† Sup't.

Railroad Line.



CINCIN'I, COLUMBUS & CLEVELAND ROUTE.

To New York, via Railway, in	30	hours.
To N. Y., by Lake Steamers via Cleveland	39	"
To Pittsburgh in	14	"
To Boston in	34½	"
To Philadelphia in	38	"
To Baltimore in	38	"
To Wheeling in	18	"

VIA LITTLE MIAMI RAILWAY.

FOUR DAILY TRAINS.

First Train—Lightning Express—at ...6 o'clock, A. M.
Second Train—Accommodation Ex....7.45 " "
Third Train—Hillsborough Train.....3.10 " P. M
Fourth Train—Even'g Accommoda...5 " "

The roads of this route are laid throughout with heavy T rail.

New York, Boston, and Montreal.

First Train—Lightning Express leaves Cincinnati at 6 o'clock A. M., connecting at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo; connecting at Dunkirk with New York and Erie Railroad, and at Buffalo with Buffalo and Albany Railroad to New York and Boston.

Second Train—Accommodation Express, at 7.45 o'clock, A. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad, at Buffalo with Buffalo and Albany and New York City Railroads, and at Buffalo with Niagara Falls Railroad, to New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

—ALSO—

Connects at Cleveland with the new and magnificent low pressure steamers QUEEN OF THE WEST, Capt. McBride; CRESCENT CITY, Capt. Pease; connecting at Buffalo with the Buffalo and Albany, New York City, and Niagara Falls Railroads, for New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

Fourth Train—Evening Express, at 5 o'clock P. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad; connecting at Buffalo with New York City, Buffalo and Albany, and Niagara Falls Railroads, to New York, Boston, and Niagara Falls.

Pittsburgh, Philadelphia, and Baltimore.

First Train—Lightning Express, leaves Cincinnati at 6 o'clock A. M., connecting at Crestline with Ohio and Pennsylvania Railroad to Pittsburgh, connecting with Pennsylvania Railroad to Philadelphia and Baltimore.

Through from Cincinnati to Philadelphia and Baltimore direct.

Zanesville, Wheeling, Baltimore, &c.

First Train—Lightning Express, at 6 o'clock A. M., and second Train, Accommodation Express, at 7.45 o'clock A. M., connect at Columbus with Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Lines, via National road to Wheeling, connecting with Baltimore and Ohio Railroad to Baltimore, Philadelphia, Washington, etc.

Fourth Train—Evening Express, at 5 o'clock P. M. Passengers by this Train sleep at Columbus and resume by Morning Train, via Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Line to Wheeling.

Hillsborough.

Third Train—Leaves Cincinnati at 3 P. M., connecting at Hillsborough with Ohio Stage Co.'s Lines to Chillicothe, Piketon, etc.

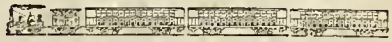
FARE.

From Cincinnati to New York via Railroad, either route	$16 00
From Cincinnati to New York via Railroad to Albany, and Hudson river steamer	15 00
From Cincinnati to New York via Lake Steamers to Buffalo, and Railroad to New York	15 00
From Cincinnati to New York via Lake Steamers to Buffalo, Railroad to Albany, and Hudson river steamer to New York	14 00
From Cincinnati to Boston via Lake Shore, New York and Erie and New York City Roads	20 00
From Cincinnati to Boston via Lake Steamers and New York City and Erie Roads	19 00
From Cincinnati to Boston via Lake Shore, Buffalo, Albany and Western Roads	19 00
From Cincinnati to Boston via Lake Steamer, Buffalo, Albany, and Western Roads	18 00
An additional charge of fifty cents via Niagara Falls and above routes.	
From Cincinnati to Montreal via Lake Shore Road,	18 00
From Cincinnati to Montreal via Lake steamer	17 00
From Cincinnati to Boston via Lake Shore Road and Ogdensburg	18 00
From Cincinnati to Boston via Lake Steamer and Ogdensburg	17 00
From Cincinnati to New York via Lake Shore Road and Ogdensburg	16 75
From Cincinnati to New York via Lake Steamer and Ogdensburg	15 75
From Cincinnati to Buffalo via Lake Shore Road,	9 00
From Cincinnati to Buffalo via Lake Steamer	8 00
From Cincinnati to Philadelphia or Baltimore via Crestline and Pittsburgh	15 00
From Cincinnati to Philadelphia or Baltimore via Cleveland and Pittsburgh	15 50
From Cincinnati to Pittsburgh via Crestline	7 00
From Cincinnati to Pittsburgh via Cleveland	9 00
From Cincinnati to Baltimore via Wheeling	14 00
From Cincinnati to Washington via Wheeling	15 00
From Cincinnati to Philadelphia via Wheeling	15 00
From Cincinnati to Wheeling	7 00
From Cincinnati to Cleveland	6 00
From Cincinnati to Zanesville	4 00
From Cincinnati to Columbus	3 00
From Cincinnati to Springfield	2 00

☞ For all information and Through Tickets, please apply at office, southeast corner of Broadway and Front sts., Cincinnati.

au25 P. W. STRADER, Gen'l Agent.

Cincinnati, Wilmington and Zanesville Railroad.



OPEN TO LANCASTER.—Two daily Trains, (Sundays excepted) between Lancaster and Cincinnati. On and after Monday, June 26th, 1854, until further notice, trains will run as follows:

The morning Train leaves Lancaster at 5.10 A. M., and arrives at Cincinnati at 11 15. Returning leaves Cincinnati at 3.05 P. M. and arrives at Lancaster at 9.30 P. M.

The downward accommodation train leaves Lancaster at 10.05 A. M., and arrives at Cincinnati at 5.40 P. M.

The upward accommodation train leaves Cincinnati at 7.30 A. M., and arrives at Lancaster at 4.00 P. M.

Trains will stop for passengers as follows: At Amanda, Stout's, Circleville, Williamsport, Four Corners, New Holland, Washington, Rattle Snake, Sabina, Cross Roads, Wilmington, Sligo, Clarksville and Morrow; and on the Little Miami Road at Deerfield, Butterworth's, Water Station, Loveland, Miamiville, Milford and Plainville, and on proper signal by flag, or to the Conductor, at Branch Hill and Linwood, at Turnpike.

The downward Trains connect at Morrow with the Trains on the Little Miami Road for Columbus.

Lines of Omnibusses and Packets will run between Circleville and Chillicothe, and Stages and Packets between Lancaster, Logan, Nelsonville, Athens and Pomery; and Stages between Lancaster, Somerset and Zanesville connecting with the morning train from, and evening train to, Cincinnati.

Fare from Cincinnati	to	Washington	$2 50
" "	"	Circleville	3 00
" "	"	Lancaster	3 60
" "	"	Chillicothe	4 00

For other information and Tickets, apply at Ticket office, corner of Broadway and Front sts, and at the Little Miami Depot, or to the Station Agents on the line.

E. W. WOODWARD,
Engineer and Superintendent.

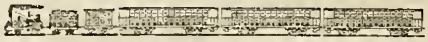
☞ The Omnibus Line will call for and deliver passengers to and from the trains to any part of the City.

J. HOWELL, Conductor.

☞ The Company will not be responsible for baggage exceeding $50 in value, unless the same be returned to the Conductor or Agent, and freight paid at the rate of a passage for every $500 in value above that amount.

je. 29

COLUMBUS PIQUA, AND INDIANA RAILROAD.



New route from Columbus, West and from Urbana, East.

On and after Monday September 19, 1853, two trains per day, (Sunday excepted) each way, will run on this Road, between COLUMBUS and URBANA. Will leave Columbus at 4.50 a.m., and 3.30 p.m.—arriving at Urbana at 8.12 a.m., and 6.14 p.m. Returning—will leave Urbana, for Columbus, at 9.15 a.m., and 3.00 p.m.—arriving at 12.05 and 6.55 p.m.

The 4.50 a.m. train, from Columbus, will connect with the night Express train from Cleveland and arrive at Urbana in time for the morning train north for Sandusky and intermediate points. Persons arriving by the morning Cleveland and Zanesville trains can have a few hours at Columbus and leave by the 3.30 p.m. train—arriving at Urbana in time to get supper and take the 5.35 p.m. train for Dayton and Cincinnati.

The 9.15 a.m. train from Urbana connects with the morning train from Cincinnati and Dayton that arrives at Urbana 8.40 a.m.—arriving at Columbus at 12.05 p.m in time for the 1 p.m. train for Cleveland, connecting with the Buffalo and Dunkirk boats. The 3.00 p.m. train will leave Urbana on the arrival of the Sandusky train—reaching Urbana at 2.45 p.m.—and arrive in Columbus in time for the various night trains.

A line of Omnibuses will connect with the trains at Urbana for the conveyence of passengers to and from Piqua and Greenville over a good Macadamized road.

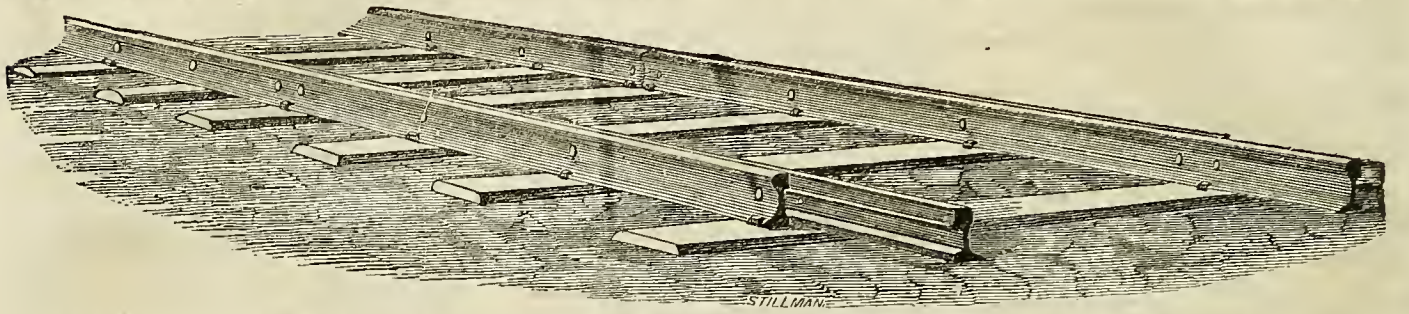
A. G CONOVER, Sup

Piqua, Sept. 13, 1853. s29-tf.

RAILROAD IRON, LIGHT WEIGHT.

470 TONS, 47 lbs. per yard, good quality and pattern, now lying at New Orleans. For terms apply to VOSE, PERKINS & CO.,
ap27-tf New York

WINSLOW'S
PATENT COMPOUND RAIL.



THIS RAIL, which is represented by the above, has now been in use on several Roads for upwards of three years; during which time it has become established among Railroad Managers as realizing the advantages of a

THEORETICALLY PERFECT RAIL.

Its advantages over the common form of "T" Rail are—a saving in the wear and tear of Machinery—it saves, to a great extent, in the repairs of track—it secures a high rate of speed with the same power, and what is certainly of equal importance, complete protection against some of the accidents to which roads are liable Being practically a continuous Rail for the entire length of the road, without break at the ends of bars, the jarring motion communicated thereby in passing over the common "T" Rail is avoided, as is also its effects upon Cars and Machinery. The comfort of travelers must of course be greatly increased.

This Rail is now manufactured at Hanging Rock Iron Works, upon the Ohio River, and at Mt. Savage Iron Works, Maryland. Specimens of the Rail and patterns of the same will be gladly shown, as well as information in relation thereto, given by application to

A. S. WINSLOW, Nos. 9 & 11 West Second Street, bet. Main and Walnut Sts., CINCINNATI.

J. F. WINSLOW, Troy, New York.
ERASTUS CORNING & CO., Albany, N. Y.

ap.7 tf

WHEELBARROWS!



ON hand, Wheelbarrows, of my own manufacture suitable for Railroad, Turnpike, Canaling, etc., in lots to suit purchasers. Orders filled for any reasonable amount.

HENRY RCCKEY,
jy. 20. No. 21 East Front st.

CAR MANUFACTORY,
Dayton, Ohio.



E. THRESHER & CO., having enlarged their shops, are prepared to contract on favorable terms, for building every variety of railroad Cars, in any quantity and on short notice, made of the best materials, and of the most approved workmanship.

They are prepared also to furnish jaws and boxes; the Washburn Wheel, 30 and 33 inch, adapted to inside or outside bearing; cast iron frogs, steel plated; and switches of the most approved patterns.

They also manufacture blacksmith tuyeres, Harris' Patent; portable bolt forges: bolt heading and bolt cutting machines; upright drills, wheel presses; wood planers; tenoning and mortising machines, etc.

They respectfully invite the attention of railroad directors and superintendents to their establishment.

Dayton, Jan. 24th, 1853. jan.25-†

S. C. THOMSON & CO.,

MANUFACTURERS OF

PATENT PAD LOCKS,

For Railroad Switches, Merchandise Cars, Stores, Cemeteries, Iron Safes, &c.,

Cor. Railroad Avenue and Market st.,

jan.12† NEWARK, N. J.

KENTUCKY LOCOMOTIVE WORKS.

CORNER OF KENTUCKY AND TENTH STS.

LOUISVILLE, KY.



THE Proprietors of the Kentucky Locomotive Works would respectfully inform Railroad Companies and the public generally that, having completed their establishment, they are now prepared to receive and execute orders with fidelity and dispatch.

They will contract for

Locomotives, Passenger, Baggage, Freight, Gravel and Hand Cars,

Of every style and pattern, as well as all kinds of Steam Machinery required for railroads.

Particular attention will be paid to repairing, which they have every facility.

They are also prepared to contract on favorable terms for building all kinds of Machine Tools, such as Turning Engines, Lathes, Planers, Drills, Slotting, Spliting, and Shaping Machines, of every variety of pattern.

Having also a large FOUNDRY connected with the establishment, orders for Castings are solicited, and will be filled with promptness.

Car Wheels of any pattern can be furnished on short notice. Double and single plate and Spoke Wheels of all sizes constantly on hand.

☞ Communications or orders must be addressed to

OLMSTED, TENNYS & PECK,
je.8-tf Louisville, Ky.

Lightner's Patent Axle Boxes for Railroad Cars.

THE attention of Railroad Managers and others is called to this valuable improvement in

AXLE BOXES.

The first cost and "fitting up" of these boxes is 20 to 25 per cent below that of most boxes in use. They will save about 75 per cent in consumption of oil. The construction is simple; they are not liable to become loose, nor "heated" by severe service. The Resevoir is held close to the shaft, and the oil journals, are secure from dust yet easy of access; the brasses may be removed from the journals, while under the car, in a few minutes. Cars furnished with these boxes run from 4 to 5 weeks without replenishing the oil, and are not detained from the road for repairs ONE TENTH part of the time which is necessary when other boxes are used.

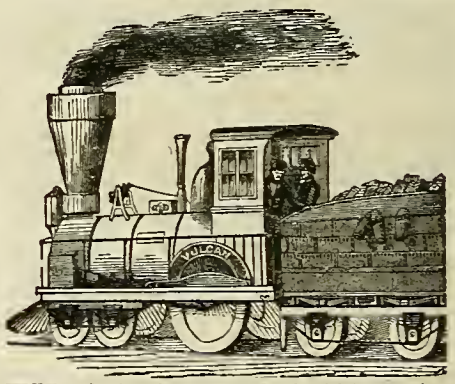
The business of a railroad can be done with a much less number of cars, with these boxes than if any other kind are used.

The first railroad men in the country have certified that Lightner's improvements in AXLE BOXES are among the first of the times.

Models and Testimony of the above Boxes, may be examined, and arrangements may be made for the right to use the same, with the subscriber.

WILLIAM SHERBURNE,
PRINCIPAL AGENT,
May 18.6° Office, No. 167 Broadway, New York.

Cincinnati Locomotive Works!



THE undersigned are prepared to furnish Locomotives equal in efficiency and durability to the best Eastern manufacture. Also, Shaping and Slotting Machines suitable for railroad shops. Also, all kinds of heavy forging and casting done at short notice. Also, bolts for bridges cut with dispatch.

ap. 20 MOORE & RICHARDSON.

ASHCROFT'S
METALLIC STEAM GAUGE.

(BOURDEN'S PATENT,

THE subscribers offer for sale this valuable Gauge. It is adapted to Locomotive and other steam boilers, indicating with accuracy the continual variations of steam within the boiler, enabling the Engineer to maintain a uniform and safe pressure. Any of the Eastern Railroads may be referred to for proof of its importance and value.

BRIDGES & BROTHER,
sep.15-tf 64 Courtlandt St., New York.

WASON'S
CAR MANUFACTORY,

Near the Pittsburgh R. R. Shops,

CLEVELAND, OHIO.

Passenger, Baggage, Freight, Dumpers, Hand Cars, &c.,

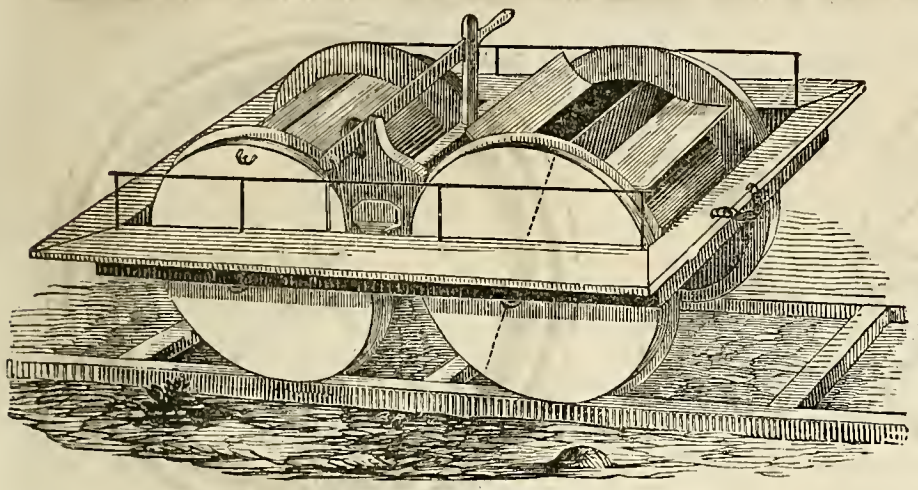
Of the best quality in all respects, style, workmanship, and material, made to order with promptness.

Orders respectfully solicited, with the assurance that no pains will be spared to give entire satisfaction in all cases.

CHARLES WASON.
Late of the firm of T. & E. Wason, Springfield,
†oc20 Massachusetts.

MYERS' PATENT CAR,

FOR COAL, GRAIN, &c., &c.



FOR PARTICULARS OF COST, RIGHT OF USE, &c., ADDRESS,

C. TIERS MYERS,

No. 33 WALNUT STREET,

dec15-3* **PHILADELPHIA.**

McDANEL & HORNER,

LOCO- AND CAR MOTIVE SPRING

MANUFACTURERS, WILMINGTON, DEL.

Locomotive and Car Springs of all descriptions manufactured on the most reasonable terms, made of the best STEEL, which we have manufactured to order from the BEST SWEDE IRON. Orders from any part of the United States will be thankfully received and promptly attended to

McDANEL & HORNER.

All Springs ordered from a distance will be delivered on shipboard at *Philadelphia* free of charge

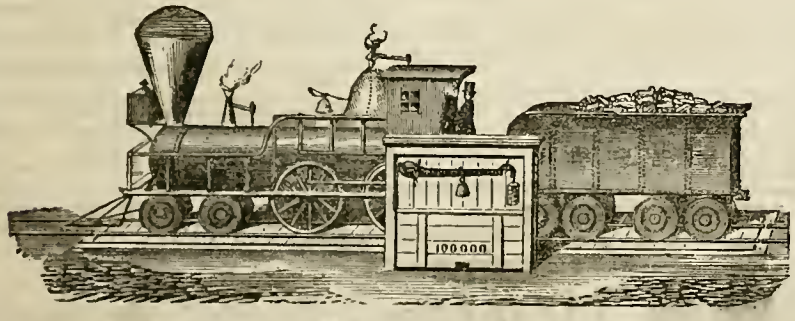
References.

NORRIS BROTHERS, Locomotive Builders, Philad.
A. C. GRAY, Pres't New Castle Manuf. Co.
U. WELLS, R. R. Car Manuf. Petersburg, Va.
I. R. TRIMBLE, Supt. Philad. R. R. Co.
M. B. MILLEN, Gen. Supt. C. R. R. Savannah, Ga.
EMERSON FOOTE, Supt. M. & W. R. R. Macon, Ga
THOMAS DOUGHERTY, Master Mach. do.
THOS. SHARP, Supt. R. F. & P. R. R. Richmond, Va

†May 19.

ISAAC RIGDON. EDWARD C. RYLAND. WM. HUDDART.

OHIO SCALE WORKS.



Rigdon, Ryland & Co.,

No. 39 Vine Street, between Front and Columbia Streets,

CINCINNATI.

WE are now prepared to furnish **Railroad Track and Depot Scales** of all sizes, which we warrant in every respect equal to any manufactured in the United States.

Being practical workmen ourselves, we feel confident that we can furnish the West and South with as good an article and cheaper than can be bought East.

Cincinnati, June 29, 1854.

FULTON CAR WORKS,

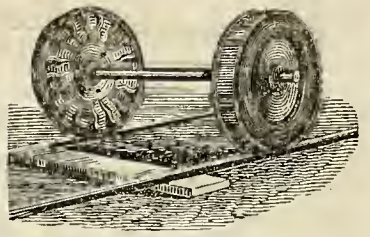
CINCINNATI, OHIO.

THE Proprietors of this establishment would respectfully call the attention of Railroad Companies in the West and South to their establishment at Cincinnati.—Their facilities for manufacturing are extensive, and the means of transportation to the different points speedy and economical. They are prepared to execute to order on short notice, eight-wheeled Passenger Cars of the most superior description. Four or eight-wheeled Baggage, Cattle, Freight and Gravel Cars. Also, Crank and Lever Hand Cars, Trucks, Wheels, and Axles fitted.



WASHBURN WHEEL

Having obtained the *exclusive right* to make this wheel



In Cincinnati, Covington and Newport, they are now prepared to furnish Railroad Companies with that Celebrated wheel, with or without Axles. Also, Journal Oil Boxes of any pattern, and Castings for cars fitted to order at the shortest notice.

Address KECK & HUBBARD,
Fulton Car Works Cincinnati, Ohio.
ap.12 Office 62 East Second Street.

FINANCIAL AGENCY & STOCK EXCHANGE.

ISAAC OSBORN DAVIS,

No. 38 West Third Street,

CINCINNATI, OHIO.

Buys, Sells and Negotiates Loans on Business Paper, and all kinds of Railroad Securities, On Commission.

CINCINNATI REFERENCES.

Dunlevy, Atwood & Co., Bankers.
T. S. Goodman & Co., "
Chas. Stetson, Esq, Pres't Ohio Life and Trust Co.,
J. P. Bishop, Esq., Cashier " " "
Smead, Collard & Hughes, Citizens Bank.
George Milne & Co., Bankers.
E. M. Gregory, Esq., "
Ellis & Sturges, "
McMickin & Co., "
Jno. H. Groesbeck, Esq., Banker.
S. W. Torrey & Co.,
C. A. Olmsted & Co., Ohio & Mississippi Railroad.

NEW YORK REFERENCES.

Atwood, Dunlevy & Co., Bankers.
Samuel J. Beals, Esq., 80 Broad street.
Boston Locomotive Works, Boston, Mass.

FOREIGN CORRESPONDENT.

De Coppet & Co., New York.

STOCK EXCHANGE, 38 THIRD STREET. FOR sale—

$20,000 Covington & Lexington 6 per cent. Railroad Bonds, guaranteed by the city of Covington.
5 $1000 first Mortgage Little Miami Railroad Co. Bonds.
6 $1000 2d Mortgage Eaton and Hamilton Railroad Co., Bonds.
10 $1000 Dayton Xenia and Belpre Railroad Co., 10 per cent. Bonds.
4 $1000 2d Mortgage Ohio and Mississippi Railroad Bonds.
$20,000 1st Mortgage Bonds Scioto and Hocking Valley Railroad Company.
200 shares Mad River and Lake Erie Railroad stock.
160 shares Ohio and Mississippi Railroad stock.
75 shares New Albany and Salem Railroad stock.
78 shares Little Miami Railroad stock.
80 shares Cincinnati, Hamilton and Dayton Railroad stock.
190 shares Cincinnati and Chicago Railroad stock
50 shares Ky. Trust Co. Bank stock.
10 shares Southern Bank of Kentucky stock.
40 shares Covington and Lexington Railroad stock.

—ALSO—

For account of whom it may concern—
50 shares Ohio and Mississippi Railroad stock.
260 shares Cincinnati and Chicago Railroad stock.
22 shares Ohio and Mississippi Railroad stock.
20 shares Mad River and Lake Erie Railroad stock.

—WANTED—

50 shares Columbus and Xenia Railroad stock.

Sept. 7—tf. ISAAC OSBORN DAVIS.

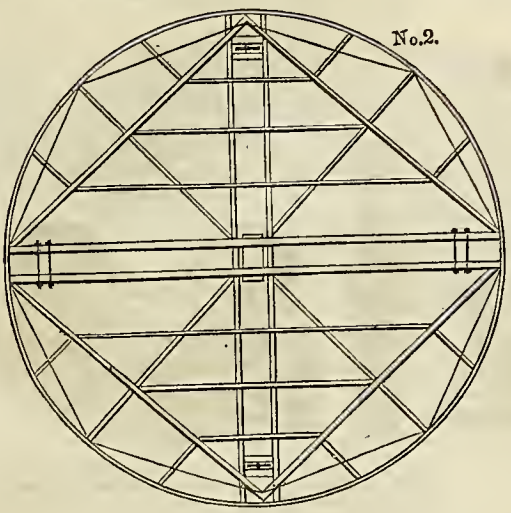
T. S. GOODMAN & Co.,

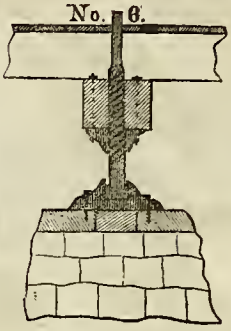
No. 101 Main St. west side, bet. 3d and 4th

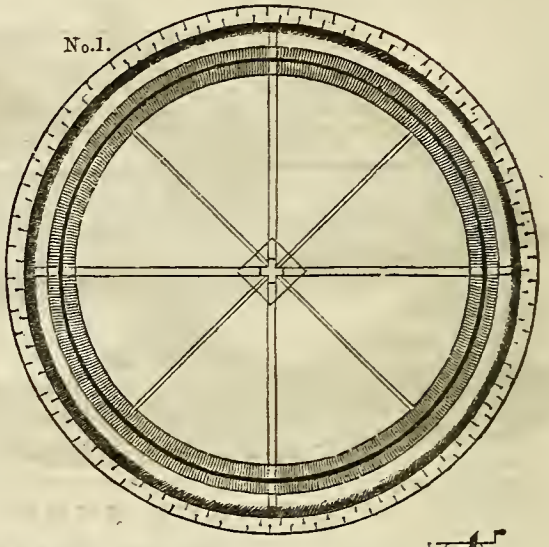
CINCINNATI.

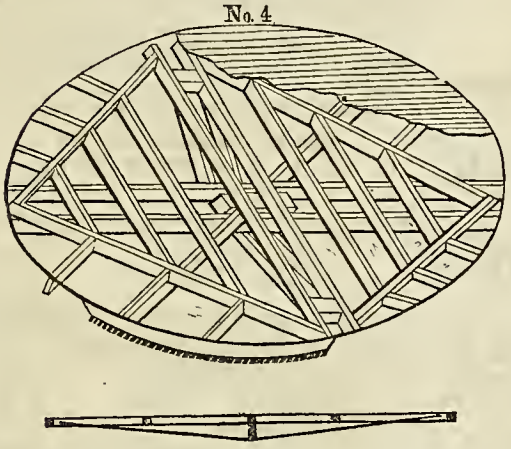
CARHART'S IMPROVED TURNTABLE.

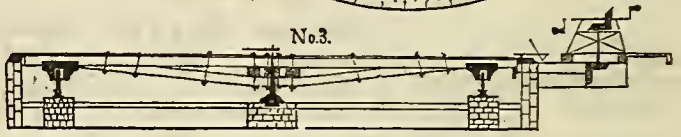
Now building for 13 of the Principal Roads in Ohio, Indiana, New York, New Jersey, and North Carolina.

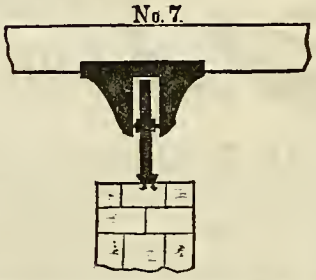


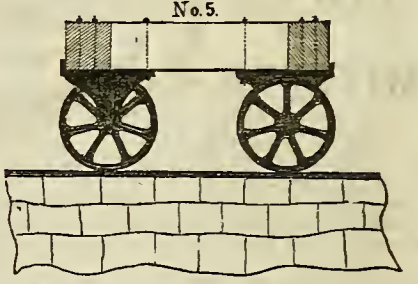












This Table, together with an Engine and Tender of 30 Tons Weight, can be Turned by One Man in 25 Seconds.

RAILROAD COMPANIES in want of *Turntables* of a permanent and durable character, at a low price, are respectfully referred to the annexed references. The undersigned being confident that the manner of turning engines by his Table is the most permanent, expeditious, and cheapest in the United States, solicits the attention of Engineers, and others, to his improvement. The undersigned being a practical mechanic, and having devoted his time, for the past five years, exclusively to the construction of Turn and Transfer Tables, Draw and other Bridges, is prepared with every facility for executing orders in that line with promptness and satisfaction.

The price, which is always based upon the use of the best materials and best workmanship which can be procured in the market where used, can be determiued only by the locality.

REFERENCES:

New York & Erie Railroad Company.
Hudson River Railroad Co.
Ohio & Pennsylvania Railroad, J. Edgar Thomson, President, S. W. Roberts, Sup't and Engineer, Pittsburgh, Pa.
Pennsylvania Central Railroad, O. W. Barnes, Resident Engineer, Pittsburgh.
Toledo & Cleveland Railroad, Wm. Ferguson, Chief Engineer, Cleveland Ohio.
Columbus, Piqua & Indiana Railroad, A. J. Conover, Chief Engineer, Piqua, Ohio.
Cleveland, Zanesville & Cincinnati Railroad, W. H. Grant, Chief Engineer, Akron, Ohio.
Cleveland, Columbus & Cincinnati, and Cleveland & Erie Railroads, L. Tilton, Sup't, Cleveland, Ohio.
Little Miami & Columbus & Xenia Railroads, William H. Clement, Sup't, Cincinnati, Ohio.
Cincinnati, Wilmington & Zanesville Railroad, E. W. Woodward, Engineer, Circleville, Ohio.
Central Ohio Railroad, G. W. Fulton, Sup't, and S. Medbury, Engineer, Zanesville, Ohio.
Camden & Atlantic Railroad, and Dauphin & Susquehanna Railroad, R. B. Osborne, Engineer, Philadelphia.
Bellefontaine & Indiana Railroad, W. M. Roberts, Engineer, Pittsburgh, J. Nottingham, Sup't, Marion, Ohio.
Cleveland & Pittsburgh Railroad, J. Durand, Sup't, Cleveland, Ohio.
Wilmington & Raleigh Railroad, North Carolina.
Central North Carolina Railroad.
Cincinnati & Indianapolis Railroad, Indiana.
New Albany & Salem Railroad, Indiana.
Michigan Central Railroad, Michigan.
Dayton, Xenia & Belpre Railroad, Ohio.
Pomeroy Railroad, Engineer at Cincinnati.
Springfield, Mount Vernon & Pittsburgh Railroad, Ohio, Charles Anthony, President.

DESCRIPTION OF PLAN.

Fig. 1, of the above cut, represents the foundations, consisting of *Bank* and *Track Walls*, the latter made of cut, the former of hammer-dressed stone, with cut stone coping. The Track is bent of the ordinary T rail, spiked and leaded to the stone track walls. The Center Pier is made of cut stone, with a step for screw and pivot bolted to the same.

Fig. 2, shows the framing.

Fig. 3, is a side view of Main Truss, with the mode of gearing, including the mitre-wheels, iron crank frame, rack and pinion, foundations, pivot wheels and pedestals.

Fig. 4, gives a perspective view of rim, segments, decking, etc.

Fig. 5, is an end view of the main trucks, with pedestals and wheels.

Fig. 6, is a screw for pivot, 6 inches in diameter, working in a steel step through a nut for adjustment.

Fig. 7, shows a cross section of track wall, well, and pedestal.

For further particulars please address,

D. M. CARHART, Cleveland, Ohio.

MATHEMATICAL INSTRUMENTS.



T. F. RANDOLPH & BRO.,

N. W. Corner Fifth and Walnut sts.

No. 1, 2d Story, Apollo Building,

CINCINNATI, O.,

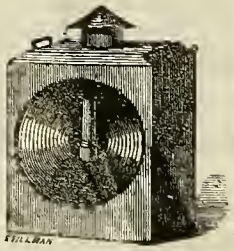
MANUFACTURERS OF

Surveyors' nnd Engineers' Instruments, Theodolites, Transits, Levels, &c., &c.,

REPAIRING AND ADJUSTING INSTRUMENTS DONE TO ORDER.

Orders promptly attended to.

LOCOMOTIVE LANTERNS.



I AM now manufacturing

LOCOMOTIVE

LANTERNS

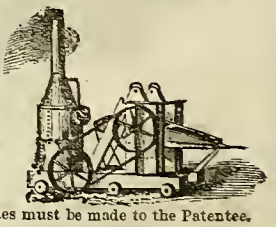
of the most approved form, with true Parabolic Silver-plated Reflectors, Copper Cases, and in every way equal to the best manufactured in the country.

Orders from Railroad Companies in the West are solicited.

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Railroad Record.

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J. A. JAMES, - - - - - - Associate Editor
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THURSDAY MORNING.....SEPT. 21, 1854.

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☞ Several Engineers on the Chicago & Rock Island Railroad having been discharged for bad conduct, endeavored to stop the working of the road by an attempt to frighten the Engineers in charge of the trains. For this they were arrested on a charge of conspiracy and were held to bail in sums of one hundred to one thousand dollars each.

THE WHEAT CROP OF 1854, AND THE INTERNAL TRADE IN GRAIN.

The newspapers of the country have till very recently been roundly asserting that the wheat crop, though failing palpably in several localities, is in the United States generally *an average crop.* This is a very great mistake, and the effect of the mistake is found in producing even higher prices than need have existed. As those who believed (that is the majority) in an average crop, looked for a fall of prices on the arrival of a new crop, there has been a reaction, consequent on the disappointment, till the wheat market is extravagantly high. But what is an *average crop?* In the United States we generally export flour and grain equivalent to about twenty millions of bushels. The White population consumes *five* bushels to *each individual.* The population on the 1st of June, 1849, (free) was 20,000,000, and has increased 500,000 per annum since, making an aggregate of wheat-consuming people on the 1st of June, 1854, of 22,500,000. At five bushels each, this people will consume in the current year 112,500,000 bushels of wheat. Add an ordinary export of 20,000,000, and an *average* crop would be 132,500,000 bushels. Have we raised it? It is quite plain we have not. Some states, it is true, have raised good crops; but several have not. Take Ohio for example. Ohio raises *one-fifth* of the wheat raised in the United States. In this state several of the best wheat counties have not raised half a crop. But this is not the worst sign. The great cause of failure is found in the *weight.* The threshing out of the wheat almost everywhere disappoints the farmer. Fields that looked full and yellow, and were well harvested, and counted at from 16 to 20 bushels per acre, thresh out only 10 or 12 bushels; so that the loss in this way will be very great. This is true in many parts of the United States; and that this is well understood by both our farmers and millers, is evident from the state of the grain market. Prices are actually *double* the average in Ohio. This is not a consequence of the *foreign* demand at all. 33 English shillings at Liverpool is only equal to $8 25 in New York, where flour is $9 25 per barrel. Our prices are now the results of the home demand. As they have risen very rapidly they *may* fall. But what if prices do fall? It is plain that the lowest rate they reach will be far above an *average* price, which at Cincinnati is not more than $4 50 per barrel.

When we add to this fact, the immense loss of human and animal food, in corn and potatoes, it is obvious that the export to Europe of breadstuffs and pickled meats, may be considered for the next year, as very nearly nothing, unless done at enormous prices.—But if it be so, it will teach a salutary lesson which our acute and shrewd merchants are very apt to forget; that is how little we are dependent on Europe for the great bulk of our trade; and how much of wealth we owe to the variety, extent and exuberance of our own magnificent country. We know Europe chiefly for the *evils* it brings—*debts, fashion vice, pauperism and crime.* We know our own country for the blessings it confers—*wealth, virtue, freedom and power.* If a year of bad crops shall teach us to cut off the former and adhere more closely to the latter, it will be well for our peace and prosperity.

At first sight it might be supposed that the business of railways may be diminished by the diminution of breadstuffs. But when we consider that this diminution falls on the amount sent abroad chiefly, and that the domestic supply, which is the basis of the Internal Trade, will still go on, we shall have no cause for apprehension. The following is a statement of the several classes of states *deficient,* to be supplied from those having *surplusses.* The latter estimated by *average* crops.

MANUFACTURING STATES DEFICIENT.

	Production. (*bushels.*)	Consumption. (*bushels.*)	Deficiency. (*bushels.*)
Maine	200,000	3,000,000	2,700,000
Vermont	500,000	1,575,000	1,075,000
N. Hampshire.	200,000	1,589,000	1,389,000
Massachusetts.	50,000	4,950,000	4,900,000
Connecticut	50,000	1,852,000	1,802,000
Rhode Island	.....	737,500	737,500
New York	14,000,000	16,000,000	2,000,000
New Jersey	1,600,000	2,450,000	850,000
8 Manufacturing States	16,700,000	32,153,500	15,453,500

Here are eight manufacturing states, having a population of over six millions, who must each year *buy fifteen millions of bushels of wheat!* All this wheat (or its equivalent, flour) must be carried over the railroads and canals of the West. More than a million of barrels of flour from the West, enter the Port of Boston alone. Then, there are New York, New Haven, Portland, Providence, Portsmouth, etc., each of which receives large amounts.

COTTON PLANTING STATES DEFICIENT.

	Production (*bushels.*)	Consumption. (*bushels.*)	Deficiency, (*bushels.*)
South Carolina	1,050,000	1,450,000	400,000
Georgia	1,110,000	2,700,000	1,600,000
Alabama	300,000	2,200,000	1,900,000
Mississippi	150,000	1,500,000	1,350,000
Louisiana	.....	1,400,000	1,400,000
Arkansas	200,000	800,000	600,000
Texas	100,000	800,000	700,000
7 States	2,900,000	10,850,000	7,950,000

Here are seven cotton-planting states of the South-West, which must buy about eight millions of bushels of the grain-growing states. Here, then, we have *fifteen* states which are so deficient in wheat, that they must *buy of other states twenty-three millions of bushels.* Now, from what states do they buy? The following table will show:

GRAIN-GROWING STATES—SURPLUSSES.

	Production. (*bushels.*)	Consumption. (*bushels.*)	Surplus. (*bushels.*)
Pennsylvania	15,000,000	12,000,000	3,000,000
Maryland	4,500,000	2,500,000	2,000,000
Virginia	12,000,000	5,000,000	7,000,000
Ohio	24,000,000	10,000,000	14,000,000
Indiana	9,000,000	5,000,000	4,000,000
Illinois	9,500,000	4,500,000	5,000,000
Michigan	5,000,000	2,000,000	3,000,000
Wisconsin	4,500,000	2,000,000	2,500,000
8 Grain-Growing states	83,500,000	43,000,000	40,500,000

The other states, not mentioned, are nearly equal in their production and consumption.

In the above statement we see that it is the Central states that produce the great bulk of breadstuffs, and supply in a great measure, all the Atlantic states, both North and South.—We see also how vastly the internal trade predominates over the foreign, which will be still more clearly illustrated by an exhibition of the Internal Trade in Provisions and Manufactures.

PROPER INDIGNATION—IRON DUTIES.

Messrs. *Reeves, Buck & Co.*, manufacturers of iron in Philadelphia, say that they find "several" numbers of our paper on their table; and, as it is against their *private interests* to encourage such articles as ours, on the remission of Iron Duties, they want their bill, and wish to be struck off our list.

On inquiry, we find, that Messrs. Reeves, Buck & Co., were never subscribers to the Record; but, that one or two numbers were sent them to look at. There is, therefore, no bill to be sent them, and no tax to be levied on their private purse. Messrs. R., B. & Co., are very much mistaken in supposing that we wish to *crush* iron manufacturers.—On the contrary, there is no interest in the country we would go farther to support. Nor have we the least idea, that a remission of duties on railway iron, for a short period, would seriously injure the iron interests.—But, let us ask Reeves, Buck & Co., what protection *they* actually receive at this moment? Railway iron is in England $42 per ton; it is in this country $70 per ton.—Messrs. Reeves, Buck & Co., have at this moment a *protection* fully equal to 65 per cent.—say 60 per cent—one-half, (30 per cent.,) from the Government, and the other half in freight and charges. We would say that the private interests of Messrs. Reeves, Buck & Co., were tolerably well protected; nevertheless, it is no more than proper indignation for them to repel an attempt, (if we had made any such,) to tax them, at any such rate, against their will.

Indianapolis & Peru Railroad.—At a meeting of the stockholders of this road, held at Noblesville on the 12th inst., the following gentlemen were elected Directors for the ensuing year:

Samuel M. Strader, Nathan Powel, Madison; John Wooley, Willis W. Wright, John Burke, David Macy, Indianapolis; E. Nottingham, H. G. Finch, Noblesville; E. M. Sharp, Sharpsville; C. D. Murray, John Bohun, Kokomo; A. A. Cole, Ira Mendenhall, Peru.

At a subsequent meeting of the Directors the following gentlemen were elected officers:

President, Samuel M. Strader; Secretary, Theo. P. Haughey; Treasurer, John Woolley; Superintendent, E. G. Barney.

Railroads.

OHIO RAILROADS.

The Railroads in this State are still progressing with considerable rapidity, notwithstanding the great difficulties thrown in the way by the want of money and the high price of labor and materials. Among the works just finished, or progressing, are the following:

1. The Central Ohio Railroad is, we are informed, just about finished to its junction with the Baltimore & Ohio Railroad, on the Ohio River. This makes a new and continuous route to the Eastern citis, *via* Baltimore. It will be formed thus—

Little Miami Railroad to Xenia	64	miles.
Xenia & Columbus to Columbus	54	"
Central Ohio Railroad to Ohio river	140	"
Baltimore & Ohio Railroad to Baltimore	380	"
Cincinnati to Baltimore, via Wheeling	634	miles.
Cincinnati to Philadelphia, via Baltimore	727	miles.
Cincinnati to New York, via Baltimore	810	"

2. The Cincinnati and Marietta Railroad will in a few days be opened from Cincinnati to Chillicothe. The route will be formed thus—

Little Miami Railroad to Loveland	23	miles.
Hillsborough Railroad to Blanchester	15	"
Marietta Railroad to Chillicothe	55	"
Total	93	miles.

This will make a communication between Cincinnati and the heart of the Scioto Valley. Thence, the road is graded entirely to the mineral region, and will soon be ironed.

3. The Cincinnati and Dayton Short Line, is still in progress, although proceeding slowly.

4. The Cincinnati, Lebanon and Xenia Straight Line, is under way.

5. The Dayton, Xenia and Belpre, is still going on.

6. The Western road, united with the Cincinnati, Logansport and Chicago, is in progress.

7th. The Ohio and Indiana Railroad, has just been completed to Van Wert, and will soon be opened through to Fort Wayne, thus making a direct communication from Philadelphia to that city.

There are a number of other roads in the upper part of the State, of which we have not full information, which we know to be in progress. The recent panic, united with the almost total paralysis in the movement of Railway Bonds, has certainly prevented the *rapid* progress of Ohio railways; but they have not prevented the completion of many—nor will anything arrest the determination of the people of Ohio to go on with all the roads they have planned, or deem necessary to the public business and convenience. The State has already reaped an immense harvest from railroad enterprises, and the dividends which will hereafter be declared, will raise most of our stocks to a point sufficiently high to command their sale. In a very short time, at most a year or two, the Ohio system of railroads will not only be among the wisest, but the most profitable of all the public enterprises in our country.

SAVANNAH RIVER VALLEY RAILROAD.

We have before us a copy of the Engineer's report of this railroad, under date of April 20th, 1854, for which we are indebted to J. J. Blackwood, Esq., of Hamburg, S. C.

This line runs through a wealthy portion of South Carolina, along the valley of the Savannah River, northwardly from Augusta to a connection with the Rabun Gap road at Anderson, 93½ miles, thus opening a direct communication for that city with Tennessee, Western Virginia and Kentucky, and through this latter state with Cincinnati. It will be of great importance to Augusta, and make that city a strong competitor for Charleston to contend with.

The line of the road as surveyed presents no obstacles to easy construction. The length of the line is 93½ miles, which can be reduced to 92, and is only 9½ per cent. over a perfect air-line; which, compared with several other Southern roads, is highly favorable, thus:

The length over a straigbt line—

From Nashville to Columbia, is	25½	per cent.
" " " Hamburg	11½	"
" Columbia to Charlotte	28	"
" " " Greenville	47	"
" " " Anderson	28	"
" Augusta to Atlanta	35	"
" Savannah to Macon	27	"

The estimated cost, completed and equipped, is $1,811,270, being a first class road in every particular, with a road bed 18 feet wide in excavations, and 14 feet upon embankments; rails to be 55lbs. per yard. The maximum grade has been fixed at 52.8 feet per mile, ascending from the sea-board, and 45 feet in the other direction. The maximum either way can be reduced, by additional expense, to 42 feet. Minimum radius of curvature 1910 feet. The right of way will be readily conceded gratuitously by the planters on the line.

This road will shorten the distance between Augusta and Savannah and Knoxville very much, and must tend to increase the trade of Augusta by placing her in direct communication with the wealthy portions of South Carolina, from which the want of transportation facilities has heretofore cut her off. We trust that the means to build this road may be readily found, and that Augusta will soon re-assume the station she once held as the Emporium of trade for that section of country. We have a strong predilection for that beautiful city; a number of the earlier years of our life were passed in that place, and the memory of it hangs around us still.

Dayton and Michigan Railroad.—The directors of the Dayton and Michigan Railroad met at Dayton yesterday and determined to move the office of the company from Troy to Dayton. It was also resolved to build a warehouse to accommodate the freight business of the road at Dayton.

INDEPENDENCE RAILROAD, VA.

This is a line of road intended to connect Cincinnati directly with Baltimore, via Marietta, the North-western Virginia and the Baltimore & Ohio Railroads. The western terminus is fixed by the charter at Williamstown, Virginia, on the Ohio river, directly opposite Mariettta; the eastern terminus was not defined, except that it should be some point upon the North-Western Road.

Three lines have been run, respectively 19, 25¾ and 28 miles in length. The latter has been adopted as giving the greatest distance that can be advantageously made in trade and travel between the Ohio valley and tide water at Baltimore. The point selected as the Eastern terminus, is known as Williamson's, 28 miles from Marietta, and 39 from Parkersburg; making the total distance from Cincinnati to Baltimore, over this line 556 miles, being 7 miles less than via Belpre and the Parkersburg road; and 84 less than by way of the Central Ohiu road and Wheeling.

There will be two tunnels on this line, and the grades will not reach 75 feet per mile.—The curves are favorable, being in almost every case at a grade.

The surveys of the banks of the Ohio for a suitable point for a bridge have resulted in the finding of a favorable site near the mouth of the Muskingum, at an elevation of 120 feet above low water mark, being above the requirements of the Supreme Court in the case of the Wheeling Bridge. The cost is found to be much less than was anticipated, the bridge and approaches probably not exceeding $520,000, which is $180,000 less than the estimated cost at Walker's Crossing, 8 miles below Parkersburg.

By the requirements of the charter the work must be commenced within two years from the passage of the charter; consequently it is the intention of the Board to proceed at an early day to put some of the heavier portions under contract, and thus, not only comply with the requirements of the charter, but place the most difficult portions of the line in a state of progress that will enable the whole to be urged to an early completion, whenever it shall be deemed proper and necessary.

New York & Harlem Railroad.—Mr. Nicholas Dean has been unanimously elected President of Harlem Railroad Company.—The transfer books of the Preferred stock of this Company were to be opened on the 13th inst. The Directors, in compliance with the resolutions of the stockholders' meeting, have retired the amount of over-issued Preferred stock which could not be directly indicated as false stock; that in the hands of the parties who received it directly from Kyle, has not been retired, and the transfer of it will not be allowed. The action of the company in regard to this stock is reserved for the present.

MEMPHIS & LITTLE ROCK RAILROAD.

From the Arkansas *Whig* we learn that this important line is progressing very favorably.

The city of Memphis, and her citizens have subscribed $650,000, and the city is pledged for a further subscription of $550,000, as soon as the road is completed to the St. Francis river, making a total city subscription of $900,000. The Memphis Land Company has put in 50,000 acres of land, lying on the line of the road, valued at $500,000. The agent who is obtaining subscriptions along the line of the road reports his success as very flattering, as far as he has proceeded.

Some controversy has been had about the negotiation of the bonds of the city of Memphis; this has been settled, and the bonds have been negotiated.

Under these favorable pecuniary circumstances, the friends of the road are sanguine that it will be completed at an early day. It is a very important road for Arkansas, opening a direct communication for the transportation of produce to markets heretofore inaccessible, and bringing Little Rock, the Capital, within hailing distance of the eastern and north-eastern cities.

We wish the road all success, and hope that there will be no mistake in the financial arrangemets, thus compelling a suspension after commencement. We hope for better things, however; this is one of those necessary roads which should find the means of construction at home, and thus become a certainty.

MISSISSIPPI VALLEY RAILROAD, NORTH.

On page 87, vol. 2 of the Record, we spoke of this road, but could give no definite information relative to it. We have since learned the following facts from the President of the Company.

The road was chartered by the state of Missouri, Feb. 23, 1854, with full power to survey, mark, locate and construct a railroad from the city of St. Charles to some point on the Des Moines River, on the northern boundary of Missouri. The Company proposes to connect with the roads having their southern terminus at Keokuk, Iowa, thus making it a link in a great line of road extending from New Orleans to Minnesota.

Mr. Britton, the President, has favored us with a map of the proposed line, by which we see that the route will follow the course of the Mississippi River, only a short distance from its bank, through the counties of St. Charles, Lincoln, Pike, Ralls, Marion, Lewis, and Clark, passing through the towns of Bowling Green, New London and Palmyra.

A large amount of stock has been subscribed in the above named counties, and a strong effort will be made to obtain the aid of the state at the next session of the Legislature.—A bill is also pending in Congress for a grant of land in aid of its construction. The friends of the road confidently hope to put it under contract next year.

Mr. Britton proposes to tender his resignation as President of the Board at its next meeting; it is expected that some Eastern man of influence and business tact will succeed him, so that as soon as the financial affairs of the country become settled, the road may be put in motion.

NORTH ALABAMA & GRAND JUNCTION, and the SOUTH-WESTERN AIR-LINE EXTENSION RAILROADS.

We are indebted to J. C. Avery, C. E., for notices of these roads, and a fine map showing their location with their valuable connections.

The North Alabama & Grand Junction Road is projected to extend from Decatur, in Alabama, on the Memphis & Charleston Railroad, to Columbus in Mississippi, where it will meet the branch of the Mobile & Ohio Road. The Air-Line Extension Road will take up the route where the North Alabama & Grand Junction Road terminates, at the intersection of the Mobile & Ohio Road, and carry it to Jackson, being that portion of the same line within the state of Mississippi.

The North Alabama & Grand Junction road as projected, will be 131 miles in length, and can be constructed very cheaply, nearly four-fifths of the distance being remarkably level, and only 23 miles being heavy work.

The Air-Line Extension road is already chartered, between the termini named above. This route has been ascertained to be very feasible, having no grades exceeding 30 feet to the mile.

These two lines of road, it is contended, will form a valuable link in the great chain between the North-East and South-West, leading a distance of upwards of 1700 miles, in an almost unbroken air-line, from Jackson, Miss., to Bangor, Me., as well as from Jackson, westwardly via Vicksburg, Shreveport, etc., to the Pacific. At Decatur, also, connections will be made with roads leading northwardly to Cincinnati and other cities.

Mr. Avery, in his remarks, gives many cogent reasons why these roads should be built, among them the productions of the country requiring means of transportation that cannot be had in any way so cheaply and so extended—the opening of valuable markets, now closed to that section of the Union, and the means of cheapening to the inhabitants the necessaries of life that come from abroad.

The route proposed for the North Alabama Road passes through the very garden-spot of the Union, and would doubtless amply repay its construction in the course of a very few years, from its freight traffic alone. The citizens of Alabama have become aroused to the necessity of railruads; but they do not yet sufficiently realize their importance to war-

rant us in the belief that much will be done in railroad building for some time to come, though numbers of lines have been projected, surveyed and portions of them contructed.—There must be something more than talk; action must be had, and self-dependent action, too. Assistance from abroad must not be counted upon until enough has been done at home to satisfy capitalists that they run no risks in investing their means in these improvements. Alabama has abundant means; she needs railroad communications as a means of transportation for her surplus produce, let her locate and build them judiciously and she will soon rank among the wealthiest in the Union.

PITTSBURGH & ERIE RAILROAD.

The Conneautville, (Pa.,) *Banner*, published in Crawford county, brings us the proceedings of a public meeting of citizens of that county, in reference to this railroad, which it denounces as a repetition of the Franklin Canal railroad game.

From the resolutions it seems that the Board of Directors of the Pittsburgh and Erie Railroad Company, instead of building a road direct from Pittsburg to Erie is now engaged in building a lateral road running east and west, and intended to form part of a through route between New York and Ohio, and is using for this purpose the bonds of Crawford county, issued for its subscription to this road under the belief that the Directors intended to build a road from Pittsburg to Erie. The plea in justification of this is, that the company has, by its charter, the right to build branch roads, and that this is one of that description. "But," say the citizens of Crawford, "this branch has no trunk road, and is therefore no branch at all." The resolutions also state that the Board of Directors has not only failed to make any proper effort to build the main road, but has refused to let the city of Erie and others make the northern part of it from Jamestown to Conneaut, on the Ohio, so that the coal trade which this road should carry, to Erie, will be diverted to a town in another state. The meeting appointed committees to correspond with the commissioners of Crawford county, the Governor, Attorney General, and the citizens of Philadelphia, Pittsburg and Erie, as to the adoption of means to stop the illegal building of this road, they say, now progressing, and which must prove highly detrimental to Pennsylvania interests.

That small portion of Pennsylvania lying upon the lake shore, between the New York and Ohio state lines, seems prolific of difficulty to railroads. It is just so situated as to break all eastern connections, should its citizens so desire, and there seems to be no lack of will so to do. We are not posted as to the above matter, and give it as the current news of the day.

NORTH-WESTERN RAILROAD OF VA.

We are pained to notice that this project seems to retrograde rather than progress. The Parkersburg *Gazette* of the 26th ult., says of it:

"Our railroad prospects have taken a long stride backward. Up to the 20th inst., there was a full force employed along the line, the work progressed rapidly and everything seemed to be going on swimmingly. At the hight of this apparent prosperity, a mandate issues from the Engineering department, directing Contractors to limit themselves to specified amounts of work within the next month. In order to comply with this unexpected and unwelcome order, many hands have been discharged and will soon be scattered to the four winds, in search of employment upon other roads—this too, at that season of the year when most progress ought to be made upon the heavy sections.

We suppose pecuniary embarassment is the cause of this reduction in the number of hands. We trust however that as the horizon lightens up in the financial firmament this road will feel its revivfying effects, and progress with its former activity, and ere many months be finished throughout thus affording another and shorter Eastern connection.

LAKE SHORE RAILROAD—INJUNCTION GRANTED.

The case against the Erie and North-East Railroad was decided on the 6th inst. The opirion was given by Chief Justice Black.—The conclusion is against the company, as follows. It appears that the defendants have built a railroad, part of which is within the present limits of the City of Erie, and on certain streets, and another part is on the bed of a certain public road, in Harbor Creek township and that said road in those parts is a public nuisance. Ordered that within four months defendants shall break up such parts, and remove the materials, so as to leave the road in as good order and condition as before, and that defendants make the borough of Erie within the limits of the estern 1842 wterminus. That within four months they shall change their route accordingly, and make their western terminus at the east line, within the borough of Erie, as it was in 1842. The reconstructed parts to be supplied according to plans to be submitted to the Court.

The effect of this injunction will be to make a curve in the Erie and North-East road at Harbor Creek, so as to cross the highway at a greater angle than it now does. It will also change the location of the track through the borough of Erie, and stop it at the eastern line of the *old* plat of the town.

Here is both a victory and a defeat for the *Erians*. Fearing some similar decision, the limits of the City of Erie have been recently extended considerably, for the purpose of causing a wide break in the line of the road within the city limits; but the decision has knocked all these calculations in the head, by restricting the limits of the city, so far as this road is concerned, to what they were in 1842, making but a small distance.

The second point deprives the city of Erie of the assumed right to take up the Railroad track in the streets, destroy bridges, &c. The third point settles the gauge question in favor of the Company. The Erie Constitution says that it is the intention of the Directors of the Erie and North East Road to proceed at once to comply with the mandates of the Court.

The citizens of Erie begin to find that it is somewhat expensive to play railroad games as they have done. Passing through that place, a few days since, we made inquiries as to this especial fact, and found that the citizens had taxed themseves 12 *mills on the dollar*, for two years, to meet the expenses already incurred. Rather expensive luxury, this.

The decision of Judge Black has caused much excitement at Erie, inasmuch as it was unexpected, and upsets all their calculations. What plea will be resorted to next, it is hard to say. It is hardly probable that they will let the matter rest.

MARIETTA & CINCINNATI RAILROAD.

Our readers, generally, are aware, that the above road has been opened to Greenfield, from this city, (24 miles,) since the 25th day of April last. Some curiosity having been expressed to examine the *doings* of the road since its opening, we have procured from the proper department the following abstract.—These earnings are not paraded as an inkling of what the road will net, when connected with Cincinnati on the one hand, and the Iron and Coal region on the other! It is, in fact, expected that the mineral freightage alone, will pay the entire expenses of the road, leaving the passenger returns and other freightage, as profits on the investment. These are but the humble beginnings:

PASSENGER EARNINGS.		FREIGHT EXPENSES.	
April	$ 25.51		
May.....	1134.25	175.69	
June.....	737.67	181.88	
July.....	1038.60	164.10	
	$2931.03		$521.67
FREIGHT EARNINGS.		FREIGHT EXPENSES	
April.....	310.18		
May	417.37	91.56	
June	327.19	126 62	
July	231.49 $1225.13	101,04	$319.22
	4256.16		849.89
Net balance, 3m. 5d's.....			3415.27
Or 1344.05 a month.			

The road will be opened to Cincinnati between the 20th and 30th of the present month. A full stock of cars and locomotives, to accommodate the fall trade and travel will be put upon it at once.—*Scioto Gazette.*

NOT BAD.—The cars on the Connecticut River Railroad came down rather crowded recently, so much so that several gentlemen had to resign their seats to lady passengers. One of the gallant victims seemed to enjoy his deprivation much, and kept up a fire of wit and repartee that sensibly relieved the trials of the trip. As the cars stopped at Willimansett, the conductor as usual entered the car, and cried out, "Will-a-man-*sit!*," "Yes, by thunder," cried the wag, "if I can get a chance!" —*Taunton, (Mass.,) Gazette.*

COMPLIMENTARY TICKETS.

The action of the Railroad Convention recently held in New York city, on the subject of "free passes" over railroads, has developed a number of facts, which gives the whole subject a different aspect, and relieves the "Press" from a weight of censure hitherto attached to it, from the supposed fact that editors were bought up by the various railroads, by complimentary tickets; and that, being "dead heads" over certain lines, their tongues were tied, and their pens trammelled to such an extent as to materially interfere with the discharge of their duties as impartial journalists.

The New York *Tribune* has probed the subject, and demonstrates clearly that the Press has been widely misunderstood and misapprehended in this matter. It says:

With regard to free passes on railroads, we have made special inquiries, and have collected reliable data, and we must say, much as we knew before, of the facts, we are quite astonished at the extent of the abuse, and wonder that the companies have not long since protected themselves against it. Upon enquiry of the Hudson River Railroad Company, we were informed that they commenced the present year *with the determination to issue no free passes whatever; but the Legislature in a manner compelled them to abandon their position.* No sooner was the Legislature organized than notices were given of intention to introduce certain bills abridging the Company's privileges, putting them to great trouble to answer frivilous inquiries, looking into their arrangements with neighboring companies, and other equally annoying movements. One of these resolutions was aimed at the Harlem road also, *demanding to know whether there were any mutual arrangements between the two companies for the transmission of passengers and freight.* The drift of these resolutions was apparent, and the representatives of the two roads, well knowing the practice of former years had been to send the members free passage tickets some days before the beginning of the session, prepared an answer to one of the resolutions, *crammed their pockets full of free tickets*, to run from the first of January to the first of May, and thus armed, appeared in the lobbies of the Capitol. Senators, Assemblymen, Clerks, and other officers, and reporters got their tickets, and all the notices and bills proposed to defend the people against the terrible Hudson River and Harlem monopolies, slept the "sleep that knows no waking," on the general orders calender. The reports of the two companies were printed and ordered on file, and for the remainder of the session not a whisper was heard prejudicial to the "best managed railroads in the State." Thus about *three hundred and fifty season tickets—free on all trains were disbursed*—a greater number at one dash than was ever offered to the Press of New York city since railroads were invented.

But this was not the end. The immaculate Common Council of this city, hearing of the signal success of the Legislative conspiracy, suddenly began to feel a remarkable solicitude about the termini of these roads, how far they should run with steam, and other little local matters; and committees were sent up to Albany to fix things right. Within a few days the required number of tickets was forthcoming—about ninety, if the distribution was fair—the committees came back, their report was "satisfactory," and that was the last that was heard in the City Hall about railroad nuisances. Whether the committees charged railroad fare to the City while traveling on these free tickets we do not know; the Controller's report will tell. Aside from these notorious instances, the Hudson River Railroad Company has issued no season tickets this year, except to officers of connecting roads. They have, however, given trip tickets—passes to go and return within a given period—to the number of one thousand, since the 1st of January; and of these, only *thirty-two* have been issued to persons connected with the Press of this City.

On the New York & Erie Road, according to very careful computations, the dead-heads would produce, if they paid regular fare, $160,000 a year—equal to 20,000 through passengers, or nearly 60 per day. A specimen of coolness is recorded in the dead-head archives of this Company which is worthy of immortality. One day not long since, the Secretary received a note from an Assistant Superintendent of one of the City railroads, (fare five cents) asking the Erie Company to pass a young man to Dunkirk and back free, and the favor would be reciprocated on the City road!

On the New York and New Haven Road in 1853, there were 8,174 free passes given; thus far this year, 2,065—a reduction in the ratio of 75 per cent. The Norwich & Worcester, Boston & Providence, and Fall River Roads, pass from two to four thousand yearly. These lines formerly passed all freighters, but the practice has been discontinued. The City railroads issue free tickets to the Mayor, Heads of Departments, Common Council, Police-Captains, and from one to three to each of the daily papers. The Third Avenue Company will serve as a specimen: *They issue 202 free tickets, of which the Press has 13.*

The figures show the extent of the free ticket system on railroads, and how far the Press is a recipient. Upon looking over the records, we find the free class to consist mainly of men engaged in the freighting business, hotel keepers and their clerks, members of the Legislature and State Officers, City Councilmen and officers, Judges of Courts, clergymen, officers and employees of other roads, and editors. These statements show not merely the free tickets used, but all favors that are sent to the Press. It will be seen that even on the roads at their doors, where free passes would be desireable, if any where, *not one per cent.* of the dead-heading business of this City is chargeable to our newspapers. These facts so fully expose the fallacy of the idea that the Press is purchased by free tickets, that further refutation would be idle.

In view of these facts, the *Tribune* recommends the rooting out of the practice entirely; and says that the Press will be largely the gainers thereby.

We are not sufficiently well posted as to the practice of our Western roads, to give correct data as to the actual number of "dead-heads." At the commencement of the present year, a change was made by most of our companies as to who should receive complimentary tickets, by which the number was greatly reduced; though it still remains large. The Cleveland *Herald* says that the Cleveland, Columbus & Cincinnati Company has issued upon the average, 1,200 passes per month; and that the Cleveland & Toledo Company has, within the last five months issued free tickets to the amount of $9,156 65. We note also that rules have been adopted upon all lines, that conductors shall not pass any one over their respective routes, without a special pass from their own officers; whereas heretofore a pass over any one road was generally received as good over any other connecting road.

While fully coinciding with our cotemporaries as to the fact that complimentary tickets are in most cases, of little pecuniary value to editors, inasmuch as they can seldom find time to make them available; and that, if only the *cost* of editorial notices of railroads be considered, these passes do not pay the expense of composition. Yet we view the connection between the Press and railroads as involving other than mere pecuniary considerations.

Railroads are the leading feature in the internal improvements of the country; every class of society, merchants, manufacturers, capitalists, mechanics, farmers, all are alike deeply interested in their progress, consequently, they deservedly occupy the greater portion of the attention of the community at large, and thus become legitimately a leading theme of remark and discussion in the newspapers of the country, and in such a manner too, that while the railroad system is greatly benefitted by the influence of the Press, the Press has no opportunity, except in particular instances, of making specific pecuniary charges in return; nor should such be made, the subject being a matter of interest to the readers of newspapers as well as of profit to the railroads; nevertheless, the least that railroad companies can do, under the circumstances, is to accord the courtesies of their several lines to the Press freely; and this we have, with scarcely an exception, ever found them ready to do; and this too, the Press can as freely accept at their hands without any fear of compromising that self-respect and independence of character which it is presumed should attach to the editorial profession.

ERIE RAILROAD AFFAIRS.—The condition of the Erie Railroad Company still agitates financial circles in New York, almost to the exclusion of other topics. Some leading capitalists interested in the various securities of the company have obtained permission from the Directors to institute an investigation on their own behalf into the affairs of the company. Such an investigation, the New York *Post* thinks, if carried on independently of the directors, will be of service to all parties who want to know the whole truth. Mr. James Brown, of the firm of Brown, Brothers & Co., is mentioned as the leading name in this inquiry.

ROCK ISLAND RAILROAD BRIDGE.

In a recent issue of the RECORD, we copied a statement to the effect that the order of Secretary Davis to remove the trespassers from the government property on Rock Island, did *not* include the Bridge Company. We find this was an error; the order *did* include the bridge and workmen.

In a communication to the Democratic Banner, under date of August 25, ultimo, Mr. John P. Cook, seemingly an agent of the Bridge Company—gives a history of the whole affair, differing in the main but little from what we have already given in the RECORD, as to facts; but he adds as follows, while speaking of the Secretary of War's order for removal.

"This order was conceived in secret, and no one at Washington, outside of the War Department, knew of it until the officer in possession of the order had arrived in Chicago, and made known his business to the Marshal of Illinois.

Mr. Farnam immediately telegraphed me, inquiring about the nature of the order; I called upon Gen. Jessup, who informed me that the order was a general one and intended to keep squatters, &c., from settling on the Island, and would not interfere with the Railroad Company, if they were entitled to the right of way. The next news that came to Washington from here was, that everybody, including railroad hands, were notified to leave in fifteen days or they would be put off. At the request of the attorney for the Company, I proceeded at once to get the necessary papers for him to assert the rights of the Company in the courts of the country.—Among other records and papers wanted were some five or six orders and letters on file in War Department.

On the 5th inst., I made a most respectful request by letter to the Secretary of War to furnish me with certified copies of the orders &c., saying that I would call for them in person at half past 2, P. M.

About the hour named I called, and was told by Mr. Davis' Chief Clerk that I could not have the copies requested.

I then had an interview with Secretary Davis, and told him that the records were wanted to be used as exhibits in a judicial proceeding wherein it was proposed to try the rights of the Railroad Company to lay their track across Rock Island, to which he replied that the Department was not bound to furnish copies of their records to every man that might apply for them, and he would not furnish the copies asked for.

It was during this interview that I learned for the first time that Secretary Davis was personally and locally hostile to the bridging of the Mississippi at this point.

He only manifests his hostility in words, when he says he will order the first pier removed that may be placed in the channel, as an obstruction to navigation; but he issued the order to clear Rock Island for *no other* reason than to put a stop to the work on the Island, thinking thereby to cut off the only chance to build the bridge. The evidence of this is the fact that his order was a general one; and when those persons having possession of the head of the Island complained that it would ruin them, and destroy property worth thousands of dollars, they were permitted to remain until the Government may want the land for other purposes, while, at the same time, the warriors are ordered to concentrate their charge against the railroad men.

After this explanation, Mr. Editor, I think you will agree with me that the order of the War Department was "intended to obstruct the grading of the railroad across the Island," and to prevent "the erection of the railroad bridge at this point."

Why, sir, this same Jeff. Davis not only abuses the powers of his own Department in violating the sovereignty of the state of Illinois, (for the state of Illinois never ceded to the United States her sovereignty over Rock Island,) but when Senator Shields of the state undertook to pass a bill through the U. S. Senate, giving the Company the right of way across Rock Island, Mr. Davis pitches into the U. S. Senate in person, and actually defeated the bill by appealing to the members of the Military committee to prevent its passage."

The difficulty is furnishing matter for the courts, whose decision will be looked for anxiously, as this has an important bearing upon the interests of railroads of the Northwest.

EXPRESS TRAINS.—The idea of running express trains, was first put into practice by Mr. Stephenson, on the line from Manchester to Liverpool.

By adopting a long boiler, six wheel engines of great power, and making few stoppages on the road, Stephenson succeeded in carrying passengers from London to Liverpool, a distance of 212 miles, in four hours and a quarter, being at the rate of fifty miles an hour, stoppages included.

The Great Western Express, from London to Exeter, England, is made to go at the rate of sixty miles an hour, including stoppages. Supposing the locomotive which draws such a train, to have driving wheels seven feet in diameter, those wheels will revolve five times in a second; the valve moves, and the steam escapes ten times in a second—but as there are two cylinders which act alternately there are really twenty puffs or escapes of steam in a second. Such a locomotive speed is equal to nearly one-fourth of that of a cannon ball; and the momentum of a whole train, moving at such speed, would be nearly equivalent to the aggregate force of a number of cannon balls equal to one-fourth the weight of the train.

The *State of Maine* says that arrangements have just been completed for running, on and after the 2d October, an Express Train from Boston to Portland, and Portland to Quebec in one day. This will then be the shortest and quickest route possible between N. Y. and Quebec.

MONTGOMERY & PENSACOLA RAILROAD.—From late advices we learn that the location of this line is being proceeded with rapidly, between Montgomery and Greenville, in Alabama. There is but little said, but the work goes steadily onward.

TO RAILROAD MEN—GOOD TIME-KEEPERS.

The importance of a good watch to Railroad Conductors, is acknowledged; but the difficulty has heretofore been to obtain a perfect timekeeper. We are happy to say that this desideratum has been fully attained, and Conductors can now obtain watches upon which every reliance can be put. We take the following from a Boston exchange, and commend its perusal to our railroad men.

A PERFECT WATCH.—One of the greatest triumphs of human ingenuity, in the present day, is the production of a perfect watch.

To attain exact time, a watch must remain unaffected by changes of temperature, position and motion; and to reconcile these various difficulties is the great object and aim of the watch-maker. Great changes of temperature by expanding and contracting the balance, cause great irregularities in the performance of the watch, to remedy which the compensated balance is used. A compensated balance is a union of two metals, brass and steel, so adjusted as to counteract the effects of heat and cold, by keeping the center of gravity of the balance always in the same place, thereby securing uniformity of time in all temperatnres.

Next in order to cause a watch to go accurately in all positions, and under every variety of motion, it is necessary that friction should be reduced to the smallest possible amount; and as friction increases as the cause is removed from the mainspring, shonld be the next point of importance. Three kinds of escapements have been invented for the use of perfect timekeepers. The first, the Chronometer Escapement, is acknowledged to be the most perfect, as it reduces friction to the smallest possible amount; but it is also found to be impracticable for pocket use, on account of its delicacy of construction which renders it liable to stop, by sudden jars, such as are communicated to the body by horseback riding, jumping, or the motion of railroad cars. The same objection may be made to the Duplex Escapement, which is next in point of perfection to the Chronometer,—and we now come to the third, or Lever Escapement, which, while it is free from the objections urged against the first two, yet bears the character of being more frictional, and consequently not so reliable as a measurer of time.

Mr. Charles Frodsham, of London, has succeeded in overcoming the last difficulty, and now presents to the world a watch, that under all circumstances of violent motion, change of position, and variation of temperature, will keep perfect time. We have seen some watches of Mr. Frodsham's make, worn by Railroad Conductors, that have not varied thirty seconds in six months, and have not been set for nearly two years, and yet they are considered the strongest watches ever made.

The inventor of this wonderful timepiece is now reaping the reward of his patience and ingenuity, in a world-wide celebrity, for no one in search of a perfect timekeeper is satisfied until he has a "Frodsham."

Messrs. Beggs & Smith, Jewelers, &c., No. 6, West Fourth street, are the agents for the sale of these watches, for the Western and Southern States. They are gentlemen whom we can commend to the public, as worthy of patronage.

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

CORRECTED TO WEDNESDAY OF EACH WEEK.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'D.	ASK'D.
Alabama and Tennessee	1st mortgage, convertible till 1872	7	1872		96
Baltimore and Ohio	Transferable. Taxed	6	1885	80	81
Do do	Coupons. Not Taxed	6	1875	84	85
Do do	" "	6	1880		82
Do do	"	7	1860		87
Do do		6	1885		92
Bellefontaine and Indiana	1st mortgage, convertible	6	1866		
Buffalo and Penn. State Line	1st mnrtgage, not convertible	7	1866	97½	101
Chicago and Rock Island	1st mortgage, convertible	7	1870	85	90
Chicago and Mississippi	1st " "	7	1862	88	92
Do do	2d " "	7	1874	68	72½
Chicago and Aurora	1st " "	7	1866	90	92½
Cincinnati and Fort Wayne					
Cleveland, Columbus, and Cincinnati	1st mortgage, convertible	7	1859		
Do do do	No mortgage, convertible	7	1855		
Cleveland and Mahoning					
Cleveland, Painesville and Ashtabula	1st mortgage	7	1861	90	95
Do do	2d " not convertible	7	1861	99	100
Cleveland and Pittsburgh	1st " convertible	7	1860	92	97
do do		7	1873		85
Cleveland, Zanesville, and Cincinnati					
Cincinnati, Hamilton and Dayton	1st mortgage " till 1855	7	1861		95
do do do	2d mortgage	7	1868		95
do do do	3d mortgage	7	1880		87
Cincinnati, New Castle and Michigan	1st mortgage, real estate, convertible	10	5 & 10 y's	96	100
Cincinnati Western	1st " " " "	10	5 & 10 y's	90	98
Cincinnati, Wilmington and Zanesville	1st "	7	1862	92	94
Cincinnati, Indianapolis and Chicago					
Columbus and Lake Erie					
Columbus, Piqua and Indiana	1st mortgage, convertible	7	1862	84	86
Do do do	2d "		1852	80	83
Columbus and Xenia	1st mortgage, convertible	7	1859	118	120
Covington and Lexington	1st " " till 1862	7	1883	82	85
Do do	2d " "	6	1862		
Dayton and Michigan	1st " "	7	1867	94	97
Dayton and Western	1st " "	7	1862	90	95
Dayton, Xenia and Belpre	1st "	10	1864	85	95
Eaton and Hamilton	1st mortgage	7	1862	84	87
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.	7	1862	93	96
Evansville and Illinois	1st Mortgage, convertible 1857	7	1862	85	87
Frankfort and Lexington	1st " "	6			
Franklin and Warren					
Galena and Chicago Union	Pledge of 2d section, convertible	10	1853-6	125	130
Do do do	1st mort., 2d " not convertible	7	1862	89	90
Illinois Central	1st mortgage, not convertible	6	1875	73½	75
Illinois and Wisconsin		10			
Indiana Central	1st mortgago, convertible	7	1866		95
Do do	" "	10	1857	99	100
Indianapolis and Bellefontaine	1st " "	7	1860-1		95
Indianapolis and Lafayette	" "	7	1861		95
Jeffersonville	1st " not "	7	1861	87	94
Junction (Ohio)	1st " "	7	1867	106	108
Do do	2d " "	7		104	106
Lawrenceburg and Upper Mississippi	1st mortgago, convertible	7	1866		95
Lexington and Big Sandy					
Little Miami	No mortgage, convertible 1852-4	7	1858-61	84	90
Do	" " till 1855	7	1861	117	120
Louisville and Nashville					
Lyons', Iowa, Central	1st mortgage, convertible	7	1873		
Mad River and Lake Erie	1st mortgage, convertible till 1855	7	1855-6	97½	100
Do do	2d " "	7	1866	66	75
Do do	Dividend	7	1860	78	83
Madison and Indianapolis	1st mortgage, convertible after 1853	6	1861		
Marietta and Cincinnati	1st " convertible	7	1868	88	90
Maysville and Big Sandy					
Maysville and Lexington	1st mortgage, convertible	6	1873	10	
Memphis and Charleston					
Michigan Central	No mortgage, convertible	8	1860	103½	
Do do	" "	8	1855-6	100	102
Do do	" not "	8	1857-8		101
Michigan Southern	1st " " "	7	1860	96	100
Milwaukie and Mississippi	1st " " " 1857	8	1862	100	101
Mobile and Ohio	1st mortgage 6s. 1884				
Nashville and Chattanooga				83	93
New Albany and Salem	mortgage on 1st section	10	1858-62		101
Do do	1st " on other sections, convert.	8	1864-75	87	88
New Castle and Richmond	1st " convertible	6	1873	87	90
New Orleans and Ohio, Ky	Guar. of McCracken Co			86	93
New York and Erie	1st mortgage, not convertible	7	1867		
Do do	2d " convertible	7	1859	94	
Do do	Income, not convertible	7	1855	77	90
Do do	Convertible till 1861	7	1871	72	75
Do do	" " 1862	7	1862	72½	75
Northern Indiana	1st mortgage, not convertible	7	1860	95	96
Do do	2d "	7	1863	82	85
Do do	1st mortgage Goshen line			92	95
Do do	Construction Bonds			84	90
Ohio Central	1st mortgage, convertible, west section	7	1861		
Do	1st " " east "	7	1864	93	95
Ohio and Indiana	1st " "	7	1867	100	101
Ohio and Pennsylvania	" "	7	1865-6	100	104
Do do	Income, No mortgage, convertible	7	1872	85	86
Pacific, Mo					
Panama	1st mortgage, convertible	7	1866	91	96
Parkersburgh (or Northwestern Va.)	" Guar. City of Baltimore	7	1873	94	96
Pennsylvania	1st mortgage, convertible till 1860	6	1880		97
Peru and Indianapolis	1st " convertible	7		78	83
Rock River Valley Union	1st " convertible	7	1872	98	100
Sandusky and Mansfield	1st "	7	1860	71	75
to do	2d "	10	1853-7	102	104
Scioto and Hocking Valley	1st " conv. coupons	7	1861	87	90
South western, Tennessee					
Springfield and Columbus					
Steubenville and Indiana	1st mortgage, convertible	7	1865	84	85
Terre Haute and Alton	1st " convertible		1862-72	87	92
Do do	2d " do	8	1865		90
Terre Haute and Richmond	1st mortgage, convertible	6	1866	100	103
Toledo, Norwalk and Cleveland	1st "	7	1863	80	90
Do do do	2d "			90	95
Do do do	" Guar of C. C. & C.		1883	90	95

TABLES OF RAILROAD SHARES.

☞ The following quotations are not PER SHARE, but upon the HUNDRED DOLLARS.

	shares.	off'd.	ask'd.
Baltimore and Ohio	100	51	55
Bellefontaine and Delaware	50	40	50
Bellefontaine and Indiana	50	60	65
Belleville and Illinoistown			
Buffalo and Pennsylvania State Line		120	125
Central Military Tract			
Central Ohio	50	75	80
Chicago and Rock Island		90	95
Chicago & Miss., (Alton & Springf'd,)			
Cincinnati, Cambridge and Chicago		25	30
Cincinnati and Fort Wayne			
Cincinnati Hamilton and Dayton	100	80	90
Cincinnati, Indianapolis and Chicago			
Cincinnati, Logansport and Chicago	50		90
Cincinnati Western	50	15	35
Cin. Wilmington and Zanesville	50	50	60
Cleveland, Columbus and Cin	100	104	106
Cleveland, Medina and Tuscarawas			
Cleveland, Painesville and Ashtabula	100	100	105
Cleveland and Pittsburgh	50	55	65
Cleveland and Mahoning			
Cleveland and Toledo	50	73½	90
Cleveland, Zanesville, and Cincinnati			
Clinton Line			
Columbus and Lake Erie	50	50	70
Columbus, Piqua and Indiana	50	50	65
Columbus and Xenia	50	93	95
Covington and Lexington	50	50	66
Covington and Ohio, Va			
Dayton and Michigan	50	30	50
Dayton and Western	50	26	50
Dayton Short Line	50		
Dayton, Xenia and Belpre			
Detroit and Pontiac			
Eaton and Hamilton	25	47½	55
Eaton and Piqua			
Erie and Northeast		110	112
Erie and Kalamazoo		90	100
Evansville and Crawfordsville			
Fort Wayne and Mississippi	50		
Fort Wayne and Southern	25	40	50
Franklin and Warren			
Galena and Chicago Union	100	96	100
Greenville and Miami	50	50	60
Hannibal and St. Joseph			
Hudson River		40	42
Henderson and Nashville			
Hillsboro' and Cincinnati	50	45	55
Illinois Central 10 per cent	100	101	105
Illinois and Wisconsin			
Indiana Central	50	50	65
Do do 10 per cent	50	60	70
Indianapolis and Bellefontaine	25	60	65
Indianapolis and Cincinnati	50	50	60
Indianapolis and Lafayette	50	76	80
Jeffersonville and Indianapolis	50	72	78
Junction (Ohio)	50	90	95
La Crosse and Milwaukie	100		
Lake Erie, Wabash and St. Louis			
Lawrenceburg and Upper Mississippi	50	50	60
Lexington and Frankfort			
Lexington and Danville			
Little Miami	50	99	100
Logansport and Pacific			
Logansport and Marion			
Louisville and Frankfort	50	62	70
Louisville and Nashville	100		
Macon, Georgia	10	95	100
Mad River and Lake Erie	50	62½	70
Madison and Indianapolis	50	40	50
Madison, Indianapolis and Peru	50		
Marietta and Cincinnati	50	40	50
Marion and Mississinewa Valley			
Maysville and Lexington	50		
Maysville and Big Sandy			
Memphis and Charleston			
Michigan Central		90	100
Michigan Southern		93	100
Milwaukie and Mississippi		77	82
Mobile and Ohio			
Nashville and Chattanooga			
New Albany and Salem	50	35	50
New Orleans and Ohio			
New York Central		92	100
New York and Erie	100	44½	50
Northern Indiana		92	95
Ohio and Indiana		76	80
Ohio and Mississippi	50	50	70
Ohio and Pennsylvania	50	84	85
Ohio River and Wabash			
Owl Creek Valley			
Pacific, Mo			
Panama		88	90
Parkersburg, or Nortbwestern Va			
Pennsylvania	50	90	87
Peru and Indianapolis	25	38	50
Sandusky and Mansfield	50	50	60
Sandusky, Mansfield, and Newark	50		
Sangamon & Morgan, or Great West'n,			
Scioto and Hocking Valley	50	40	60
Southwestern Indiana			
Southwestern, Tenn			
Springfiled Mt. Vernon and Pittsb'gh.	50	40	60
Springfield and Columbus			
Steubenville and Indiana			
Terre Haute and Alton			
Terre Haute and Richmond		100	102
Toledo and Illinois			
Toledo, Norwalk and Cleveland	50	70	90

STOCK TABLE.

CORRECTED WEEKLY.

Government Securities.

	INT.	DUE.	OFF'D.	ASK'D.
U. S. Loan	6	1856	103½	105
Do	6	1862	115	116
Do	6	1867	115	116
Do	6	1868	115	116
Do (int. ceased July 1).	5	1853	101¾	102
Do Coupons		1862	117¼	118
Do "	6	1868	116	117
Do "		1853	100	101

State.

Alabama	5	....	90	95
Do	6	....	102	104
Arkansas	6	....	95	100
Georgia	6	....	107	108
Do	7	....		
Illinois Canal Bonds		1860	96	98
Do do registered		1860	110	110¾
Do do		1847	92	95
Do do registered		1847	90	96
Do do Internal Impt.	6	1847	86	90
Do Interest do	6	....	58	62
Indiana	5	....	90⅛	96
Do	2½	....	60	62
Do Canal Loan	6	....	93	94
Do do preferred	5	....	54	55
Do do deferred	5	....	30	32
Do special preferred	5	....	24	25
Do do deferred	5	....	10	11
Kentucky, 30 years	6	1871	101	102
Do 15 years	6	....	107	108
Do large bonds	6	1869-72	104	105
Do	5	....	92½	93¼
Michigan	6	....	94¼	96
Ohio	6	1856	102	103
Do	6	1860	106¾	108
Do	6	1870	111	112
Do	6	1875	109	110
Do	5	1855	102	105
Do	5	1864	104	106
Pennsylvania	6	....	103	105
Do	5	1870	86	87
Tennessee, new loan	6	1890	100	101
Do Coupons	5	....	80	85
Virginia Coupons	6	1886	100	101

City Securities.

Albany	6	1867-9	106	107
Allegheny	6	1873	75	76
Baltimore	6	1870-90	100½	101
Do	5	1865	87	89
Boston Bonds	4½	1860	101	102
Chicago	6	1876-7	92	95
Covington	6	1881	93	95
Cincinnati	6	1860	94	100
Do	6	1897	94	100
Do	5	1884	86	87
Do W. W	6	1865	102	103
Joffersonville, Indiana	7	1872-82	85	88
Lawrenceburgh, Ia	7	....	80	90
Louisville	6	1880	82	85
Memphis	6	1882	90	92
New York	7	1857	101	103
Do	5	1858-60	99½	100
Do	5	1870-5	100¾	103
Do	5	1890	101	
Philadelphia	6	1876-90	90	91
Pittsburgh	6	1860-71	82	83
Do coupons	6	1883		83
Richmond	6	1882	93	94
St. Louis	6	1870	85	90
Wheeling	6	1872	105	106

County Bonds.

Bourbon, Ky	6	1881	78	80
Darke, O	7	....	92	95
Fairfield, O	7	1862	90	92
Fayette, Ky	6	1881-2	75	80
Guernsey, O	7	1862	97	99
Mason, Ky	6	1881		78
McCraken co. Ky., endorsed by New Orleans and Ohio R.R.			75	80
St. Louis	6	1866	83	85
Do	7	1871	107	108

Banks.

OHIO.

Ohio Life Insurance and Trust Co	93	95
Lafayette, Cincinnati, (closing)	113	115
Franklin do		
Commercial do		
Mech. & Traders do		
State Branches		

KENTUCKY.

Bank of Kentucky and Branches	101	103
Northern, and Branches	108	110
Southern, and Branches	103	106
Bank of Louisville	111	112
Kentucky Trust Co	99	100
Farmers' Bank of Kentucky	107	110
Newport Safety Fund Bank	98	100
Commercial Bank of Kentucky		

INDIANA.

State Bank and Branches		

TENNESSEE.

State Bank and Branches		
Union	94	100
Planters'	97¼	100

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g.
On New York	Sight	1	1½ prem.
Boston	Sight	1	1¾ prem.
Philadelphia	Sight	1	1¼ prem.
Baltimore	Sight	1	1¼ prem.
New Orleans	Sight		prem.
England		110½	112½.

SPECIE.

GOLD.

California, ℔ oz	$17 50	@	$17 65
Spanish Doubloons	16 50	@	16 60
Patriot Doubloons	15 60	@	15 80
Sovereigns	4 85	@	4 88
Guineas	5 00	@	5 00
American, new	1 00½	@	1 01
American, old	1 04	@	1 06
Portuguese	1 60	@	1 01

SILVER.

American Dollars	1 02	@	1 04
American, halves	1 02	@	1 04
Spanish Dollars	1 05	@	1 07
Spanish Quarters	1 02	@	1 03
Mexican Dollars	1 03	@	1 04
Five Franc pieces	95	@	96

LAND WARRANTS.

	Off'd.	Ask'd
100 acre warrants	$180	$190
80 acre warrants	90	98
40 acre warrants	45½	47¾

Reported for the Railroad Record.

CINCINNATI STOCK SALES.

AT THE STOCK BOARD,

MERCHANTS' EXCHANGE

And at Private Sale.

BY HEWSON & HOLMES,

For the week ending Wednesday, Sept. 20, 1854.

80	Shares Ohio & Miss.	(and int.)	Railroad	40	50
70	" " "	(and int.)	"	40	50
22	" " "	"	"	49	50
40	" " "	"	"	49	50
50	" " "	"	"	50	00
20	" " "	"	"	55	00
10	" " "	"	"	55	00
20	" " "	"	"	50	00
100	" Dayton and West.	"	"	16	00
60	" Cin. Wil. & Zane.	"	"	44	00
60	" Green. and Miami,	"	"	27	00
30	" Cin. Wil. and Zane.	"	"	45	00
20	" " "	"	"	45	00
30	" " "		"	44	50
6	" Col. and Xenia		"	93	00
60	" Spring. Mt. Ver. & Pitts.	"	"	16	00
100	" Cin. and Chicago	"	"	15	25
100	" " "	"	"	15	00
100	" " "	"	"	15	00
134	" Dayton & Western	"	"	13	00
100	" Dayton Xenia & Belpre	"	"	10	00
40	" Little Miami	"	"	98	00
50	" South. Bank Ky.	"	"	104	25

BY ISAAC OSBORN DAVIS.

80	Shares Cov. & Lex.	Railroad	50	00
50	" Cin. Wil. & Zanes.	"	45	00
60	" Ohio & Miss. (hypothecated)	"	50	00
45	" Cincinnati and Chicago	"	16	00
20	" Covington & Lexington	"	50	00
20	" Cin., Ham. and Dayton,	"	80	00
35	" Ohio & Miss.	"	52	00
75	" Cin. & Chicago	"	15	00
4	$1000 Second Mortgage Bonds, Ohio & Miss. R. R. Co. (on eastern acct.)		60	50

MONETARY.

The Money Market at the East is well supplied with capital, and readily obtained on call loans at legal rates. The banks are accommodating their customers to the full extent of their means. Street rates range from 10 to 12 ℔ cent., the minimum for best names. Railroad paper finds no sale. Contrary to the predictions of some wiseacres, the fall payments have been promptly met, and no failures have been noticed among the merchants. The indications for business, however, are not quite so cheering as could be wished. We therefore quote the Money Market as easy, and were it not for a continued lack of confidence we are aware of nothing to prevent a continuation of the present state of affairs.

The Stock Market has taken a sudden rise, and prices have advanced almost as rapidly as they recently declined. A correspondent, under date of 16th, says:—

"The Stock Market to-day is weak for Erie; but still it seems difficult to depress it much below the quotations now ruling. Other fancies sympathize with Erie; but solid stocks, and good Western roads in particular, are firm at an advance, and with a further upward tendency. Cincinnati, Hamilton & Dayton, 70 bid, 85 asked; Cleveland, Columbus & Cincinnati, 104½ @ 106; Cleveland & Pittsburgh, 54 @ 55."

Erie has reached as low as 29, since when it has rallied, and is now firm at 45¾. There are several causes for this rise, the most probable of which, the desire of certain parties to control the election on the 10th proximo.

There is a marked increase in the amount of private transactions in various securities, both for investment and foreign account.

Foreign Exchange rates at 109 @ 109¾.

The sales during the past week have been as follows:

By A. H. Nicolay, Sept. 11, 1854—

$5,000	Bonds Ohio & Miss., 2d mort. conv. 7s. '60	60	50
2,000	" N. Y & Harlem, 7s. '73	81	50
3,000	" " " "	81	25
5,000	" " " "	81	00
6,000	" Tol., Nor. & Cleve. 7s. '63	88	00

The above with interest

27 Shares Illinois & Wisconsin Railroad.... 25 00

By the same 14th inst.—

$30,000	Bonds City of Milwaukee, 7s. '74	70	00
1,000	" Nor. Ind. 7s. mor. Goshen Br. '68	85	50
4,000	" " " "	85	00
15,000	" Min. Point RR., Wis., 7s. '74	10	00
10,000	" Saratoga & Wash., 7s. '62	24	50
1,000	" Bruns., Ga., Canal & RR. 7s. '57	9	00
17,000	" " " " "	6	00

All with interest.

50	Shares Chicago & Rock Island RR	74	25
1	" Hudson River RR	44	50
48	" American Express Co	104	00

At the West money matters, during the past week, have been rather short, which is attributable, however, rather to the scarcity of currency for business operations, than to the absence of a sufficiency of capital.—The rates of interest still remain high, say 12 to 24 ℔ cent., the minimum for number one paper.

The cry of short crops has had a tendency to delay the payments of the country merchants, which causes inconvenience to the city merchant; but upon the whole we feel that the market is decidedly easier than for sometime heretofore. The majority of the currency now in circulation is of a good character, and passes freely in business transactions. The resolution of the bankers, declaring all issues under $10, uncurrent, went into operation yesterday. This will effect business but little; the determination of several of the Indiana Free Banks to redeem their issues, at Indianapolis or Madison, in Eastern Exchange, at ½ ℔ cent. premium, will prevent any bad effects from their refusal by the bankers, as well as have a tendency to render the "Bank Law" somewhat like others of our statutes—a dead letter.

Eastern Exchange is firm at 1¼ @ 1½ per cent. premium; the latter for Bankers' checks.

The Stock Market presents a decidedly improved state of affairs, and we confidently look for a continuation of this improvement; our best stocks are being sought for and will amply repay investment at present prices.—The completion of several leading lines will also bring new favorites into market. So that ere the winter is fairly upon us we shall have heavy transactions to note in the Stock sales.

OHIO & INDIANA RAILROAD.—At the late session of the Directors of this road, at Crestline, Ohio, Judge Hanna was elected President, in place of Dr. Merriman resigned. The company may well rejoice at the election of Judge Hanna, whose name will inspire courage and efficiency in all connected with the road, and give a dignity to the Company which could not be found in any Westen man.

S. S. Morse, was elected ticket and freight Agent.

The work of the Road is going on rapidly, being in a state of completion about five miles west of Van Wert, and from Fort Wayne, about eleven miles east, leaving about sixteen miles yet to be completed, which space will be closed by the 10th of October at most.

Sickness has retarded the progess recently, but it having abated now, the work goes on well.

NEW BORING MACHINE.

At the Birmingham Institute of Mechanical Engineers, Mr. Samuel H Blaekwell, of Dudley, described "Kind's Improved Apparatus for Boring;" a new plan of boring, in successful use in the coal mines of Belgium, and salt works in France, but not yet tried in this country. The bore hole was made larger than usual, and about 10 or 12 inches in diameter, but instead of cutting out and crushing the whole of the material, a center bore was left solid, of about two-thirds the diameter of the bore hole, and this solid portion was brought up by the boring tool in cylindrical pieces about a foot in length. These served in a very complete manner to show the formation of the strata bored through; but, in addition, they afforded the means of measuring with great accuracy the angle of dip of the strata, and also the direction of the dip, the lifting rod being guided in the ascent so as to prevent any twisting in the specimen piece brought up; and by the information thus obtained from the bore-holes, an important advantage was gained by preventing useless outlay in sinking pits. Specimens were exhibited of cylindrical pieces brought up from a depth of 200 yards; and it was stated that a considerable economy was effected in the cost and time of boring, as compared with the ordinary plan, in consequence of an improvement in the construction of the apparatus, by which the rods themselves were prevented from falling with the heavy chisel, and consequently a light wood rod could be employed instead of the heavy iron rods.

Natural Curiosities in South-Western Virginia.—The Abingdon *Virginian*, in an article devoted to the natural advantages and wonders of Southwestern Virginia, says:

"And we have natural curiosities, some of them grand and wonderful. We have heretofore spoken of the Natural Bridge of Scott, of which that of Rockbridge is a minature.—The arch sweeps in a pretty regular curve two or three hundred feet across Stock Creek, leaving a tunnel large enough to shelter all the elephants in the jungles of Ceylon, with a carriage road on the summit, four hundred and fifty feet above the rapid stream that tumbles through the tunnel and washes its base. We have in this county, a few miles west of us, a perpendicular fall of water of about one hundred feet; four or five miles north of us, another stream that falls twice that distance in three grand consecutive leaps; a spring a few miles east of us that has ebbed and flowed twice in twenty-four hours since Noah's flood; and a few miles south of us the Passaic Falls in miniature. We have caves and cliffs and gorges where perhaps the foot of man has never trodden, and crags upon which the eagle perches in safety and gazes at the sun."

☞ A "cold water safety steam engine" has been invented. Steam is formed by injecting cold water into heated generators. It takes less room and requires less fuel than the present steam engine, and can be built at one third the cost, so the inventor claims.

Fort Madison and Iowa Southern Railroad.—This road was formerly known as the Fort Madison, West Point, Keosauqua and Bloomfield Company. We learn that some $600,000 have already been secured, and the work is expected to be completed from Fort Madison to Bloomfield, 66 miles, in the course of two and a half years. The engineers are now locating the road, and will soon be prepared to report. The articles of incorporation give the Company power to extend their line through the southern tier of counties, westward to the Missouri river, whence the change of name of the Company.

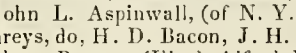
Ohio and Mississippi Railroad.—The following gentlemen were on the 5th inst. elected Direetors of the O. & M. Railroad, Western Division, for the ensuing year:

John O'Fallon, Wm. H. Belcher, Samuel Gaty, John L. Aspinwall, (of N. Y.,) Solon Humphreys, do, H. D. Bacon, J. H. Alexander, Sidney Brecse, (Ills.,) Alfred Kitchell, do., Jas. P. Chouteau.

The number, it will be perceived, is ten,—it having been reduced from thirteen, the number of which the Company was formerly composed.

Col. O'Fallon declined a re-election as President of the Board, and H. D. Bacon, Esq., was chosen to succeed him. The other officers are J. H. Alexander, Esq., Vice President and Treasurer, and George K. McGunnegle, Secretary. They are able and competent, and, we presume, will be continued.

NOTICE TO CONTRACTORS.



Terra Haute and Alton Railroad.

SEALED PROPOSALS will be received at the Engineer's Office in Shelbyville, Shelby Co., Illinois, until Wednesday, Sep. 27, inst. at sundown, for the graduation, masonry, trestle work and ties, on the Terra Haute and Alton Railroad, from the Chicago Branch to the main trank of the Illinois Central Railroad, being about 50 miles.

Plans and specifications of the Eastern Division can be seen at the Engineer's Office at Terra Haute, Indiana, and of the middle Division at the Engineer's Office in Hillsboro.

A large portion of this work is very heavy and offers great inducements for Contractors to give it their attention. Payments in cash mostly.

B. CARPENTER, jr.,
Div. Engineer Eastern Div.
L. L. LOCKLING,
Div. Engineer Middle Div.
Sep. 21tt PHELPS, MATTOON & BARNES.

New Works on Civil Engineering.

THE Field Practice of Laying out Circular Curves for Railroads. By John C. Trautwine, Civil Engineer.—4th Thousand, in pocket-book form with tucks.

—ALSO—

A New Method of Calculating the Cubic Contents of Excavations and Embankments, by the aid of Tables and 10 Engraved Plates of Diagrams. By John C. Trautwine, C. E.; 2d edition.

Price, one dollar each. Postage on the Curves, five cents; on the Excavations and Embankments, eight cents. For sale by

WILLIAM HAMILTON,
Hall of the Franklin Institute.
Sept. 21-3* Philadelphia, Pa.

T. S. GOODMAN & Co.,

No. 101 Main St. west side, bet. 3d and 4th

CINCINNATI.

CHARLES FRODSHAM'S
IMPROVED WATCHES.

BEGGS & SMITH, JEWELERS,

NO. 6 WEST FOURTH STREET,
(*Adjoining the First Presbyterian Church.*)
CINCINNATI, O.

HAVE received from Mr. Simon Willard, Boston, Agent for the United States, the sole and exclusive agency for the sale of CHARLES FRODSHAM'S NEW SERIES OF IMPROVED CHRONOMETER WATCHES, in the states of Ohio, Indiana, Illinois, Michigan, Iowa, Wisconsin, Missouri, Kentucky and Tennessee.

In the Watches of the New Series, Mr. FRODSHAM has succeeded by a more perfect method of compensation, a more correct adjustment in isochronism, and an entirely new and peculiar construction of the train, by which more power is obtained without increase of size, in producing timekeepers of wonderful and unrivalled accuracy. The great importance of the improved watches is a perfect regularity of time under every variety of climate, motion and position. So perfect are the adjustments, that the most violent exercise, such as horseback riding, jumping, etc., produces on them no sensible effect They are therefore, particularly adapted to Railroad purposes.

These watches having been subjected to the severest tests for the past three years, and having proved themselves perfect in all the essentials of correct timekeeping, are recommended with confidence to those in search of good watches, as the best article ever introduced into the American Market.

Liberty is given to refer to the following gentlemen, who, among many others, have proved the excellence of Charles Frodsham's Watches as timekeepers:

Gen. John S. Tyler		Massachusetts.
John E. Thayer, Esq.		"
Enoch Train,	"	"
E. C. Bates,	"	"
F. W. Thayer,	"	"
Wm. Whiting,	"	"
Geo. M. Thacher,	"	"
David Dyer,	"	"
Alvin Adams,	"	"
Billings Briggs,	"	"
David Weld,	"	"
Hon. Ebenezer Lane,		Sandusky,
E. F. Osborne, Esq.		Ohio.

The Prices of the New Series Gold Cases, are According to Size, viz:

SIZE 12	
" 14	$230
" 16	
" 18	250
" 20	275
" 22	300

Recommendations:

Boston, Sept. 3, 1853.

The Compensated Lever Watch I purchased of you, made by Charles Frodsham, London, No. 7360, has varied but thirty seconds from mean time in six months, by actual daily comparison with your regulator.

Yours, &c., ALVIN ADAMS.

Mr. Simon Willard.

Boston, Feb. 4, 1854.

Mr. S. Willard Dear Sir—The Frodsham watch, No. 7557, I purchased of you last October, has performed wonderfully well. I have compared it almost daily by your Astronomical clock, and its variations for ninety days is but one second, or a loss of but one-hundredth of a second per day. I consider it better than any Marine Chronometer I ever used.

Yours truly,
FISHER A. NEWELL,
Late master of Sch., Honolulu.

Sandusky, Ohio. Jan. 1, 1854.

Mr. S. Willard, Dear Sir—More than six months ago I purchased of you two of Frodsham's best watches—up to this time, one of them, No. 7571, has altered from mean time but twenty-seven seconds, and the other, No. 7517, but twenty-three seconds in the same period.

Yours, respectfully.
E. F. OSBORNE.

To Mr. Simon Willard.

Gentlemen—On the 1st of April last I procured from Mr Willard, of Boston, one of Frodsham's improved series of watches. It was regulated and set to Cincinnati time. It has not, in that period, been suffered to run down, nor have the hands been moved, and to day it is 20 seconds only slow. Respectfully yours,

HENRY O. AMES,
Sup,t Cin. Ham. & Dayton Railroad.
August 18, 1854.

To Messrs. Beggs & Smith.

The following is an extract from a letter of William Brown, Esq., Springfield, Ohio, engineer on the M. R. & L. E. R. R., who has personally kept the rate of several of Frodsham's watches.

"Finally from what I have known of Frodsham's watches, I am very strongly impressed with the idea, that they are a decided improvement on all other timekeepers, and were they set in gimballs and used with the same care, I think their performance would equal that of Mr. Frodsham's celebrated box chronometer, and would answer the same purpose for determining longitudes."

Sept. 21 6*

Notice of Copartnership.

MR. PETER MARIE. heretofore of the firm of Decoppet & Co., has this day formed a copartnership with Mr. Rudolph Kanz, (for many years with the banking house of Messrs. L. Von Hoffmon & Co.,) under the firm of MARIE & KANZ, at 27 William street. Their attention will be devoted to the purchase and sale on commission of Stocks, Bonds and Foreign Exchanges, and to the negotiation of business paper.

New York, Sept. 1, 1854. [sept. 7-1*

ALBERT H. NICOLAY,

AUCTIONEER.

HOLDS his regular auction sales of Stocks, Bonds, and other securities, every Monday and Thursday, at 12½ o'clock, at the Merchants' Exchange. First class Stocks, and Bonds, at private sale.

Office No. 4 Broad street, New York.

ADRIAN H. MULLER & CO.,

AUCTIONEERS

Of the City of New York.

Hold their regular Auction Sales of Stocks, Bonds and other Securities every Wednesday at 12½ o'clock, at the Merchants' Exchange. They would respectfully tender their services in the negotiation of the same, either at private or public sale.

Office, No. 2, Pine Street, corner of Broadway, Metropolitan Bank Building.

REFERENCES BY PERMISSION:

Moses Taylor, Esq.; W. W. DeForest, Esq.; Geo. S. Robins, Esq.; Dow D. Williamson, Esq., Pres. Farmers' Loan and Trust Co.; Wm. F. Hayemeyer, Esq., Pres. Bank North America; Edward Whitehouse, Esq.; Messrs. Camman & Co.; Messrs. Carpenter & Vermilye; Messrs. Fisher, Denny & Co.; Messrs. Wm. & Jno. O'Brien; Messrs. Week, & Co. mh96*

FINANCIAL AGENCY & STOCK EXCHANGE.

ISAAC OSBORN DAVIS,

No. 38 West Third Street,

CINCINNATI, OHIO.

Buys, Sells and Negotiates Loans on Business Paper, and all kinds of Railroad Securities, On Commission.

CINCINNATI REFERENCES.

Dunlevy, Atwood & Co., Bankers.
T. S. Goodman & Co., "
Chas. Stetson, Esq., Pres't Ohio Life and Trust Co.,
J. P. Bishop, Esq., Cashier " " "
Smead, Collard & Hughes, Citizens Bank.
George Milne & Co., Bankers.
E. M. Gregory, Esq., "
Ellis & Sturges, "
McMickin & Co., "
Jno. H. Groesbeck, Esq., Banker.
S. W. Torrey & Co.,
C. A. Olmsted & Co., Ohio & Mississippi Railroad.

NEW YORK REFERENCES.

Atwood, Dunlevy & Co., Bankers.
Samuel J. Beals, Esq., 80 Broad street.
Boston Locomotive Works, Boston, Mass.

FOREIGN CORRESPONDENT.

De Coppet & Co., New York.

RAILROAD STOCKS, AND OTHER SECURITIES. The subscriber offers for sale—

$20,000 Sciota and Hocking Valley Railroad Company, 7 per cent. first mortgage, Convertible Bonds. Interest payable semi-annually in New York.

$5,000 Little Miami Railroad Company, first Mortgage Bonds.

$10,000 Dayton, Xenia and Belpre Railroad Co., first Mortgage 10 per cent. Interest payable semi-annually in New York.

$18,000 Covington and Lexington Railroad Co., 6 per cent. second Mortgage Bond, guaranted by the City of Covington.

$10,000 City of Cincinnati, 7 per cent. bonds.

$6,000 Eaton and Hamilton Railroad Co., second Mortgage Bonds.

$5,000 Ohio and Mississippi Railroad Co., second Mortgage Convertible 7 per cent. Bonds. Interest payable semi-annually in New York.

RAILROAD STOCKS.

120 Shares Ohio and Mississippi Railroad Stock.
40 Shares Covington and Lexington Railroad Stock.
80 Shares Cincinnati, Hamilton and Dayton Railroad Stock.
100 Shares Cincinnati and Chicago Railroad Stock.
30 Shares Indianapolis and Cincinnati Railroad Stock.
160 Shares Mad River and Lake Erie Railroad Stock.
80 Shares New Albany and Salem Railroad Stock.
30 Shares Little Miami Railroad Stock.
60 Shares Ohio and Mississippi Railroad Stock.
40 Shares Mad River and Lake Erie Railroad Stock.

WANTED.

Covington and Lexington Railroad Stock.
Cincinnati aad Chicago Stock.
$60,000 on the best of Securities.

Sept. 7—tf. ISAAC OSBORN DAVIS.

ENGINEERING!!

The undersigned is prepared to furnish SPECIFICATIONS, ESTIMATES, AND PLANS, In general or detail of all kinds of

Steam Vessels, Engines, Boilers, Mill Work, &c

Particular attention given to the superintending of LOCOMOTIVES, TENDERS, CARS, *And Railway Machinery of every Description,* While under construction.

AGENT FOR THE PURCHASE of, on commission, all articles required for Railroads, Steam Vessels, Locomotives, Engines, Boilers, Machinery, &c.

General Agent for

ASHCROFT'S STEAM GAUGE, ALLEN AND NOYES' METALIC SELF ADJUSTING CONICAL PACKING, DUDGEON'S HYDRAULIC JACK.

Also, of Water Gauges, Indicators, Steam Whistles, &c., &c.

CHAS. W. COPELAND, Consulting Engineer, 64 Broadway, N. Y

s5-tf

ENGINEERS' MATERIALS.

EGGERS & CO.,

WHOLESALE DEALERS IN

PAPER & STATIONERY,

Since first January,

No. 127 Walnut St., bet. Third and Fourth.

CINCINNATI,

Keep the most complete stock in the West of every thing used by Engineers. On application, a catalogue with prices will be forwarded. [jy.21-†.

ENGINEERS' & SURVEYORS' INSTRUMENTS!

JAMES FOSTER, Jr.,

MATHEMATICAL AND PHILOSOPHICAL

INSTRUMENT MAKER!

HAVING removed from his old stand to south-west corner of Fifth and Race street, and increased his facilities for making instruments, is now ready to supply Levels, Transits, Theodolites, the Dumpy or Gravatt Level, Circular Protractors of Troughton & Simms model, Surveyors Compasses, Pocket Compasses with and without sights, in great variety. All kinds of Land Chains; Ivory and Box wood Scales of all kinds and graduation; Drawing instruments of all kinds, brass and German silver. Measuring tapes of all kinds, Magnets, Magnifyers, Barometers, Spy Glasses, &c., &c. Repairing promptly attended to. ap.6-6*.

TO RAILROAD COMPANIES.

THE subscriber, manufacturer and agent for manufacturers of railroad materials, would solicit from railroad managers in the West their orders for

RAILROAD SPIKES, CAR AXLES, RUBBER SPRINGS, RUBBER HOSE, LOCOMOTIVE TIRES, SPRING STEEL, CAST STEEL, NUTS AND WASHERS, LOCOMOTIVE LANTERNS, ETC.

A. S. WINSLOW, 9 and 11 West Second Street, Bet. Main and Walnut Sts. Cincinnati.

mr. 24 †

Locomotive for Sale.

ONE 8 wheel, 16 ton Engine, Cylinder 13 by 20, 4½ feet driving wheels, 2 pair drivers connected, and truck. Tender holding about 1400 gallons.

The Engine is in good condition; manufactured by Rogers, Ketchum & Grosvenor, Patterson, N. J.

Address ENOCH JOHNSON, Sup't C., Z. & C. RR. Akron, Ohio.

jy.20-tf.

Myers' Patent Cylindrical Car.

NOTICE.—The Subscriber having become proprietor of MYERS' PATENT CYLINDER CAR, for a considerable portion of Western territory, including the State of Ohio, offers the same to Rail Road Companies on favorable terms. The public will be furnished within a short time with complete explanations of its operation, together with the results of actual experiments testing its applicability to all the uses for which it is recommended.

W. CLOUGH, South-western Car Works.

Madison, Indiana. May 11.

NUGENT'S COLLEGE

OF

ENGINEERS & MECHANICS,

PUBLIC SQUARE, CLEVELAND, OHIO;

C. NUGENT, C. E., Principal.

THE design of this Institution is to afford young men an opportunity of acquiring a knowledge of the profession of Civil Engineering, and to Mechanics and Tradesmen a sound theoretical and practical knowledge of Mathematics, Architectural and Mechanical Drafting, Plain and Ornamental Penmanship, &c. For further particulars address the Principal. au.19.

Notice.

THE copartnership heretofore existing between the undersigned, under the firm of Smith & Tyson, is this day dissolved by mutual consent. Either partner is authorized to settle the business of the concern.

J. HOPKINSON SMITH, RICHARD W. TYSON.

Baltimore, July 1, '54. No. 25 South Charles st.

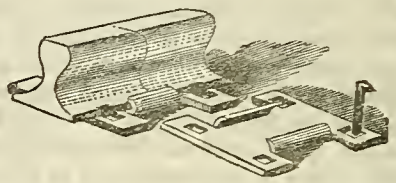
Notice of Copartnership.

THE undersigned have this day formed a copartnership, under the firm of J. Hopkinson Smith, in which Richard W. Tyson is a special partner, and J. Hopkinson Smith is the general partner.

J. HOPKINSON SMITH, RICHARD W. TYSON.

Baltimore, July 1, 1854. [aug. '54-3*

RAILROAD SPIKES,



WROUGHT IRON

Chairs and Fastenings.

THE undersigned will continue to manufacture with increased facilities, HOOK & FLATHEAD R. R. SPIKES, of all Patterns. WROUGHT and CAST CHAIRS, and FASTENINGS, BOILER RIVETS, BOLTS, SHIP and BOAT SPIKES, &c., &c.

The best quality of refined iron is used, and all orders filled with despatch. J. HOPKINSON SMITH, No. 25, South Charles st.

☞ Please direct the name in full.

Baltimore, August 31-†

GUNPOWDER,

MANUFACTURED BY

The Hazard Powder Company.

HAZARDVILLE, CONN.

H. G. HAZARD, President.

A. E. DOUGLASS, Secretary.

THE undersigned are always prepared to furnish Mining and Blasting Powder to any extent, delivered at any point on the lines of railroads, or any other places of public improvements in the West or South, at the very lowest rates. Also, SAFETY FUSE of the best Eastern manufacture.

We would respectfully urge all contractors and consumers to call upon or correspond with either of us before arranging for their supplies elsewhere.

To the trade generally we would offer all the brands of Sporting and Rifle Powder manufactured by the above concern. M. D. W. LOOMIS, Southeast corner Main and Second Sts. Cincinnati, Ohio.

S. H. LOOMIS, Nashville, Tenn.

August 16, 1854. [au.18†

PROSSER'S PATENT

Lap-Welded Iron Boiler Tubes.

TUBES screwed together, flush on both sides, for Artesian wells, etc. Free-joint Tubes, for Core Bars, Awning Frames, Leaders, etc.

Brass Boiler Tubes.

Patent Wrought Iron Blacksmiths' Water Tuyeres, Water Backs, etc.

Agents for Krupp's celebrated Cast Steel for Shafts, Railway Axles, Tires, Platers' Rollers, etc.

P. S.—All Tools necessary for the construction or keeping in order of Tubular Boilers.

THOS. PROSSER & SON 28 Platt street, New York.

au.17†

Norris' Locomotive Works,



PHILADELPHIA.

ENGAGED for many years in manufacturing Locomotives, offer to Railroad Companies to construct of any plan or size,

LOCOMOTIVES OF SUPERIOR QUALITY.

Our facilities for doing work have been largely increased this year, and orders can be executed with dispatch.

jy. 27. RICHARD NORRIS & SON.

Railroad Car Findings.

BRIDGES & BROTHER,

64 Courtlandt Street, New York.

Wheels & Axles, Jaws, Boxes, and Castings Fitted

Wrought Nuts, Bolts, & Washers,

Engine and Car Screw Bolts, all sizes; Coach Lag and Telegraph Screws,

LOCOMOTIVE ENGINE LANTERNS,

From the best Manufacturers, and at their prices. Car Hand, and Signal Lanterns.

Cotton Duck for Car Covering,

Of any required width to 124 inches.

ENAMELLED HEAD LININGS, Plush and Curled Hair.

Hand Cars and Baggage Barrows. Passenger, Freight-Car, and Switch Locks, Door Knobs and Butts. Brass and Iron Wood Screws. Brass and Silver Plated Trimmings for Windows and Seats. Varnish, Coach Japan, and Glue; Paints, Varnish and Glue Brushes.

Silver Plated and White Metal Letters. Engine and Signal Bells, anti-friction or Babbitt Metal.

Portable Forges and Jack Screws.

Hemp Packing., American, Russia, and Italian. Conductors' Badges and Baggage Checks. Iron. Bronzed and Brass Hat Hooks. Ventilators and White Metal Rings. And all other Articles pertaining to Cars.

ALBERT BRIDGES,
Late Davenport & Bridges, Car Manufacturers,
Cambridgeport, Mass.
ALFRED BRIDGES,
Late Davenport, Bridges & Co., Fitchburg, Mass.

†oc6

Locomotive Tires and Car Axles.

THE undersigned is prepared to supply Railroad Companies and Builders with Tires and Axles of superior quality and finish, made from faggotted charcoal iron, formed and finished entirely under the hammer. For the character of the manufacture he refers to builders and companies who have used them in the West.

A. S. WINSLOW
mr.24-†] 9 and 11 WestSecond St., Cincinnati.

G. ESCOL SELLERS.....C. D. DANA.

SELLERS & DANA,

AGENCY FOR THE SALE OF

Railroad Materials and Machinery,

THIRD STREET, (west of Burnet House.)

CINCINNATI, OHIO.

HAVING OPENED a depot for the sale of all articles used by Railroad Companies, we will fill orders promptly at manufacturers' prices, and are now prepared to furnish

Locomotives, Cars, Car-Wheels, and Axles. Ames' Tire and Crank Axles, Chairs and Spikes. Locomotive Head Lights, (of several makers) Car, Conductor's, Signal, Switch, Stoker and other Lanterns. Drawbridge and cross Road signal Lights; Gum Packing and Hose, assorted Car Trimmings, Enameled head and seat Linings, Plated and White Metal Letters.

—ALSO—

Machinists' Tools, particularly adapted to Railroad Work, Mill Work, Shafting and Shop outfits, Punching and Shearing Machines, for Boiler Work; Planers, Lathes, Drills, Portable Forges, etc., etc. Oak-Tanned Belting, of superior quality of all sizes. jy.1†3.

JAMES W. HOOKER,

Commission Merchant,

AGRICULTURAL WAREHOUSE,

—AND—

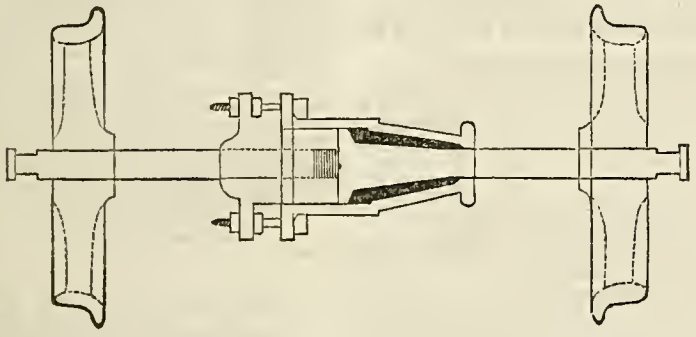
MACHINERY DEPOT,

35 Lloyd Street,

BUFFALO, N. Y.

Commission Dealer in Portable and Stationary Engines Iron Planers, Lathes, Universal Checks, Belting, Oils, Rubber Packing and Hose, Scales, Safes, Mill Stones and Machinery generally. Post Paid Letters will receive prompt attention je. 1-tf.

DENNEY'S DIVIDED CAR AXLE.



PATENTED JANUARY 31ST, 1854.

THE ATTENTION OF RAILROAD COMPANIES is respectfully invited to an examination of the merits of this valuable invention, which offers to add largely to the safety of life and property.

The valuable features of this arrangement of axle are, a saving of full fifty per cent. in motive power on crooked roads: the rails are protected from being destroyed by the flanges of the wheels coming in contact with them on the curves, as is the case with the stiff or rigid axle, which not only destroys the rail but puts a constant strain upon the wheel and axle, causing the wheel on the inner rail to trip or revolve upon the rail under the weight of the car and its load, while the opposite wheel is traversing its greater distance; the tendency of which, is to wear the wheel flat, and cause it, or the axle, to break sooner or later. There is less danger of the car leaving the track from its having become spread.

Axles fitted in this way do not require to be near so large, and yet contain more strength than the common axle, for the reason that the liberty given to the wheels, which allows them to accommodate themselves to the curvatures of the road, removes wholly the strain thrown upon the ordinary axle; and therefore, it requires no more strength of iron at any point between the wheels, than is contained in the bearings, which in the ordinary axle, is not more than one-third of the strength of the other portions of the axle.

The elongated bearing which forms the connection is so proportioned as not to wedge or become tight in the alloy, the wear being almost imperceptible, requiring to be set up not oftener than once in twelve months, by a slight tightning of the screw nuts. If, from long service, the alloy becomes worn out, it can be refilled, making it as perfect as when first filled up, and the gauge of the wheels will never become changed so as to injure the running of the car.

It is after a series of the most careful experiments, conducted through a period of time sufficient to test in the most satisfactory manner, the real merits of divided car axles, and a thorough and practical test in real service of over two years, that we now offer to Railroad Companies one that we are assured will give universal satisfaction in its operations, and both simple and cheap in its construction.

We are now ready to dispose of rights to use the above axle on the following terms: We guarantee full and perfect satisfaction by giving ample time to thoroughly test its merits, and will require no payment to be made until such satisfaction has been given. All applications to be made to

SAMUEL L. DENNEY,
Christiana, Pa.
Or, to **CHRISTIAN UMBLE,**
Gap, Pa.

jy.10†

TYLER DAVIDSON & CO.,

Agents for the

BOSTON BELTING COMPANY

India Rubber Machine Belting in any quantity, from 2 to 20 inches.

India Rubber Steam Packing;

Mixed	do	do	1-32 to ¾ inch thick.
Plain	do	do	1-32 to 1 inch thick.
Pure	do	do	

Pipe and Manhole Rings, all sizes;

Square or Rope Packing, do.

HOSE.

India Rubber, Hydrant, Conducting, Fire Engine, and Locomotive, of all sizes, manufactured from the best of Vulcanized Rubber, and for sale only by the agents.

Car Springs, and all other kinds of Vulcanized India Rubber used for Mechanical and Manufacturing purposes.

The undersigned, having been appointed Agent of the Boston Belting Company, beg leave to advise Dealers and Consumers that they are now prepared to supply the above goods in any quantities, on the most favorable terms. On hand and for sale,

50,000 Feet Vulcanized India Rubber Machine Beltings, from 2 inch to 20 inches, 3 and 4 ply.

TO STEAMBOATS AND RAILROADS.

India Rubber Hose, for Pavements, Streets, Gardens, Locomotives, Engines, etc.

40,000 feet Hose, 3, 4, 5, 6, and 7 plys, suitable for pavements, streets, gardens, locomotives, fire engines, etc., 1 to 3 inch, warranted extra quality. Also,

THE vulcanized India Rubber Break Springs now in use by all the Eastern Railroads, and posessing decided advantage over the Steel Springs now in use, for the following reasons:

1st, They are much easier put on.

2d, They are a great deal cheaper.

3d, They are much more durable than steel, and no time lost in making them, the weather having no effect on them.

ALSO—Large 6 inch hose for water stations. This is a new and important invention. The coldest weather will have no effect on them whatever They are warranted to remain as pliable, in the COLDEST of weather, as they are in 150 Fahrenheit heat.

Armitage Anvils, -10 casks, assorted weights n w in store.

Allen's Revolvers and Self-Cocking Pistols.—Now in store, a large assortment of the above, 3, 4, and 5 inch Revolvers; 3. 4, 5, and 6 inch Pocket Pistols. Also, Dueling Pistols.

Leland's Superior C. S. Car and Auger Bitts.—All sizes.

Brass Kettles, and Sheet Brass, &c.—Brass Kettles, assorted from 6 to 30; Sheet Brass assorted from No. 0 to 30; Brass Wire, do do do.

Star Breast Chains.—Four casks of those superior double-linked Chains, just received.

Walker's Trace Chains.—70 casks of those superior goods, warranted full length and sizes, 8 to 20 links, straight and twisted, now in store.

American Anvils.—Eagle brand, faced with with cast steel, and warranted by the manufacturers equal to Armitage's Mousehole.

Plated Spoons.—Plain, tipped, and threaded heavy plate, on best quality of German Silver.

Premium Gimlet Screws.—10,000 gross just received.

Mill Saws. Hoe & Co.'s C. S. Wm. Rowland's, and W. H. Rowland's 6, 6½, 7, 7½, and 8 ft

Cross Cut Saws.—Hoe & Co.'s C. S., Johnockerell's C. S. and G. S., Wm. Rowland's and W. & H. Rowland's 5, 5½, 6, 6½, 7, 7½, and 8 feet Also, 4 and 4½ feet Tennon Saws.

Axes—1000 doz. Axes, assorted Yankee and Kentucky patterns, first, second, and third quality

Nails.—4000 kegs Shoenberger's and Wheeling Nails, now in store.

For sale by TYLER DAVIDSON & CO.,
mr 3 140 and 142 Main street

Cincin'ti, Logansport & Chicago Railroad.

FOR Eaton, Richmond, New Castle, Indianapolis, Terre Haute, La Fayette, Michigan City, Chicago, Galena, Rock Island, Alton and St. Louis.

New Arrangements.

On and after Thursday, August 17th, 1854, until further notice, two Passenger Trains daily, (Sundays excepted) will leave Cincinnati, Hamilton and Dayton Depot, foot of Sixth Street, as follows, viz:

Morning U. S. Mail Train, at..... 6:10 A. M.
Evening Accommodation do., at..... 4:00 P. M.

For New Castle and intermediate stations, both Trains connec,ing at Richmond with Trains of Indiana Central Railroad, arriving at Indianapolis at 12 M. and 10 P. M., ☞ and making at that point, as sure Northern and Western connections as any other route from Cincinnati or elsewhere. Returning,

1st Train leave New Castle at..... 7:00 A. M.
1st " " Richmond at..... 9:00 "
2d " " New Castle at..... 1:15 P. M.
2d " " Richmond at..... 3:20 "

Connections at Richmond with Trains from Indianapolis, morning and afternoon—arriving at Cincinnati at 11.45 A. M. and 6:00 P. M.

☞ Trains run by Columbus time, seven minutes faster han Cincinnati.

FARE:

From Cincinnati to Richmond.....$1 75
" " New Castle..... 2 50
" " Indianapolis..... 3 00
" " Terre Haute..... 5 00
" " La Fayette..... 5 00
" " Michigan City..... 7 75
" " Chicago..... 9 00
" " Saint Louis.....15 50

For information and through tickets, please apply at the General Railroad Ticket Office, No. 169 Walnut st., next door below the Gibson House, or to W. A. Latham, at the Cincinnati, Hamilton and Dayton Railroad office, corner of Broadway and Front Streets, under the Spencer House, or at tbo Sixth street Depot.

S. B. MORSE, Act'g Sup't.

The Omnibus Line will call for passengers in any part of the city, by leaving their orders at the offices.

aug, 24] W. H. SMITH Conductor.

THE SHORTEST ROUTE TO CHICAGO.

Ohio & Mississippi Railroad

THREE regular passenger Trains daily, (except Sundays.) On Monday, April 17tb, and until further notice,

Leave Cincinnati at 6.15 A. M., 2.15 P. M., and 4.40 P. M. Connecting at Lawrenceburg, at 7.30 A. M., and 3.30 P. M. with Train for Indianapolis, Terre Haute, Lafayette and Chicago.

AND RETURNING,

Leave Aurora at 6.40 A. M., 4.20 P. M., and 8.20 P. M. connecting at Lawrenceburgh, at 4.30 P. M. and at 8.30 P. M. with the Trains that leave Indianapolis at 12 A. M. and 4 P. M., uniting at that point with all the Trains from the North and West.

☞ Tickets may he procured nt the office on Fourth street, near Vine.

☞ Omnibusses will run to and from the cars in the customary manner.

S. S. POST,
Chief Engineer and Superintendent.

Cincinnati, April 14, 1854.

COLUMBUS PIQUA, AND INDIANA RAILROAD.

New route from Columbus, West and from Urbana, East.

On and after Monday September 19, 1853, two trains per day, (Sunday excepted) each way, will run on tbis Road, between COLUMBUS and URBANA. Will leave Columbus at 4.50 a.m., and 3.30 p.m.—arriving at Urbana at 8.12 a.m., and 6.14 p.m. Returning—will leave Urbana, for Columbus, at 9.15 a.m., and 3.00 p.m.—arriving at 12.05 and 6.55 p.m.

The 4.50 a.m. train, from Columbus, will connect with the night Express train from Cleveland aud arrive at Urbana in time for tbe morning train north for Sandusky and intermediate points. Persons arriving by the morning Clevelaud and Zanesville trains can have a few hours at Columbus and leave by the 3.30 p.m. traiu—arriving at Urbana in time to get supper and take tho 5.35 p.m. train for Dayton and Cincinnati.

The 9.15 a.m. train from Urbana connects with the morning train from Cincinnati and Dayton that arrives at Urbana 8.40 a.m.—arriving at Columbus at 12.05 p.m in time for the 1 p.m. train for Cleveland, connecting with the Buffalo and Dunkirk boats. The 3.00 p.m. train will leave Urbana on the arrival of tbe Sandusky traiu—reaching Urbana at 2.45 p.m.—and arrive iu Columbus in time for the various night trains.

A line of Omnibuses will connect with the trains at Urbnna for the conveyence of passengers to and from Piqua and Greenville over a good Macadamized road.

A. G CONOVER, Sup

Piqua, Sept. 13, 1853. s29-tf.

Baltimore & Ohio Railroad.

380 MILES BETWEEN WHEELING AND BALTIMORE.

THIS Road was opened to the Ohio River in the spring of 1853, and has already established a high character with the business community of the West. Its facilities for the transportation of freights are already superior to those of any other great through line—while the attractions of the country through which it runs, and its many admirable provisions for the expedition, comfort and safety of travelers, it has received such favor as a passenger road, (with its present connections,) as to show that it will become the preferred route for all portions of the West and South-West as soon as its further connections are formed by the completion of the Central Ohio, North-Western Virginia and other Railroads now rapidly finishing.

FOR PASSENGERS BY THIS ROUTE,

Through Tickets from all Parts of the West,

ARE NOW SOLD IN

Cincinnati, Louisville, Madison, Indianapolis, St. Louis, Chicago, Toledo, Detroit, Cleveland, Columbus, Zanesville and other Cities.

AT ALL OF WHICH ARRANGEMENTS HAVE BEEN EFFECTED

For Sending Travelers Direct to

WASHINGTON, BALTIMORE, PHILADELPHIA, NEW YORK, and other ATLANTIC CITIES.

FOR FREIGHTS IN EITHER DIRECTION

The fullest accommodations are provided. In motive power and Cars, the company has abundant resources, which are being further extended to meet the demands of Western Trade. In the dispatch and regularity of transpart, and in the careful landing of property, this road challenges a comparison with its rivals. At Baltimore, the road connects directly in the streets and at the wharves with the

PHILADELPHIA AND NEW YORK RAILROADS,

The numerous Steamers of the Parker Vein Line to New York and Boston, the Ericsson Steamers by Canal to Philadelphia and New York,

And various other Lines of Steamers and Sailing Vessels to tho Eastern Ports, and to Richmond, Norfolk, Charleston, Savannah, etc.

J. B. FORD is the Company's Receiving Agent at Wheeling.

WM. G. HARRISON, President. *JOHN H. DONE*, Mast. of Transportation, Baltimore.

je. 8†

Pittsburgh, Philadelphia, BALTIMORE AND NEW YORK.

NEW ROUTE OPENED TO NEW YORK, ALL THE WAY BY RAILROAD, VIA **CINCINNATI, HAMILTON & DAYTON RAILROAD.**

The quickest, cheapest and most pleasant route to Pittsburgh, Philadelphia, Baltimore and New York.—Depot in the West end of the city.

Only route via Pittsburgh by which through tickets can be obtained from Cincinnati to New York.

One less change of cars than any other route.

Passengers leaving Cincinnati, on 6 o'clock morning train of Cincinnati, Hamilton & Dayton Railroad, go through to Crestline without change of cars, and, after 30 minutes for dinner, proceed by Ohio & Pennsylvania Railroad, arriving at Pittsburgh at 8 o'clock P. M.: leave Pittsburgh via Pennsylvania Central Railroad, at 9 o'clock, P. M., and arrive in Baltimore and Philadelphia at 12 o'clock and 30 minutes (noon) next day; and from thence via Keusiugton and Jersey City, or Camden and Amboy Railroads, arriving in New York at 4 P. M.

Second Train:

Leaves Cincinnati, Hamilton and Dayton Railroad at 8 o'clock and 20 minutes every morning; arrives at Crestline at 4:20 P. M., and Pittsburgh at 12 o'clock and 30 minutes, midnight; and after a comfortable night's rest, resume by 7 o'clock A. M. Train, arriving in Philadelphia and Baltimore at 12 o'clock and 30 minutes, midnight.

The only offices in Cincinnati at which Through Tickets ean be purchased from Cincinnati to New York, via Pittsburgh and Philadelphia, are under the Spencer House, and one door below the Gibson House on Walnut street.

FARE:

From Cincinnati to Pittsburgh, first class.....$ 7 00
" " " front car..... 5 00
" " Philadelphia..... 14 00
" " Baltimore..... 14 00
" " New York, via Pittsburgh and Philadelphia, all the way by railroad 16 00

For through tickets and information, please apply at Cincinnati, Hamilton and Dayton Railroad Office, north west corner of Broadway and Front streets, under the Spencer House, or to J. W. SHIPLEY, at Railroad Office on Walnut street, between Fourth and Fifth streets, one door south of the Gibson House, or at Sixth street Depot.

H. O. AMES, Superintendent.
W. A. LATHAM, Agent.

The Omnibus Line will call for passengers by leaving their orders at the offices.

☞ Sep. 7, tf. WM. H. SMITH, Conductor.

Indianapolis and Cincinnati Railroad, via Lawrenceburgh.

Through to Chicago in 15 Hours!

Shortest line to Indianapolis. Terre Haute, Lafayette, and Chicago.

Through from Cincinnati to Indianapolis in six hours, and to Chicago in 15 hours!

TWO TRAINS DAILY, Boat or Cars, each way. (Sundays excepted.) Passengers who prefer taking Steamboat for the first twenty miles, will go by the Steamer **Forest Queen**, foot of Main street, at 12 M.

Those who prefer the Cars for the whole distance, will go by the regular passenger trains of the

OHIO & MISSISSIPPI RAILROAD,

Which leave Cincinnati at 6.30 A. M. and 3.45 P. M.—The train which leaves Cincinnati at 6.30 A. M. connects at Lawrenceburgh with the Indianapolis and Cincinnati Railroad train for Indianapolis, Lafayette, Terre Haute, Michigan City and Chicago.

Baggage checked through and a Baggage Master accompanies the same.

Fare from Cincinnati to Indianapolis.....$3 00
Do do Lafayette..... 5 00
Do do Chicago..... 9 00

At Shelbyville passengers may take the Jefferson, Rushville, Kingstown or Columbus Cars.

GEO. HAVEN, Sup't.

Through tickets may be procured on board the boat, or at the Office of the Ohio and Mississippi Railroad, Fourth street, near Vine, or of

C. S. RUSSELL Ag't.
Ind. and Cin. R R. Office, corner of Main and Water streets, Cincinnati.

☞ Omnibusses will call for passengers, by leaving their names at either of the above offices.

Cincinnati, June 1†.

Change of Time on Cincinnati, Hamilton, Eaton & Richmond Railroad.

ON and after TUESDAY, April 4th, 1854, the Morning Train for Richmond and Indianapolis, will leave Depot, foot of Sixth street, at 6.10 o'clock, A. M.

Passengers by this Train connect at Indianapolis with the 1 o'clock, P. M. Train on Lafayette and Indianapolis Railroad for Lafayette and Chicago; arriving at Chicago by 9 o'clock, P. M., of same day, being 9 hours less time than by any other railroad route leaving Cincinnati.

Also, connect at Indianapolis with 1.15 P. M. Train for Terre Haute.

Trains for St. Louis leave Chicago at 11 o'clock P. M., after the arrival of 1 P. M. Train from Indianapolis in the morning, making this the quickest route by far between Cincinnati and St. Louis.

Evening Train will leave as usual, at 3.30 P. M. connecting at Richmond with 7 P. M. Train for Indianapolis; arriving at Indianapolis at 10.30 P. M.

FARE—Cincinnati to Richmond.....$1 75
Cincinnati to Indianapolis..... 3 00
Cincinnati to Chicago..... 9 00

ap. 6 D. M. MORROW, Sup't.

Marietta & Cincinnati Railroad.

OPEN between CHILLICOTHE and GREENFIELD, Connected by Stage at Hillsborough, with Hillsborough and Cincinnati, and Little Miami Railroad Trains, forming a through daily line each way.

On and after Monday, the 8th of May, passenger trains will run as follows, viz:

Leave Cbillicothe at 9 00 A. M.
Returning do Greenfield at 5 30 P. M.

Passengers from Cincinnati leave by Little Miami Railroad, at 7 40 A. M., dine at Hillsborough and reach Cbillicothe the same Evening.

Fare from Cincinnati to Chillicothe, $3 45.

J. W. STOWELL.

Chillicotbe, May 6th, '54— Sup't.

STEREOTYPE FOUNDRY,

AND AGENCY OF

L. JOHNSON & Co.'s TYPE FOUNDRY.

C. F. O'DRISCOLL, (Successor to A. C. JAMES,) is prepared to execute in the best manner all kinds of

STEREOTYPING,

including Books, Pamphlets, Music, and Jobs of every description. He will keep on hand an assortment of

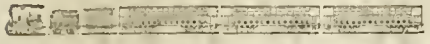
Card and Job Type, Cuts, Rules, &c. &c.

from the foundry of L. JOHNSON & CO., of Philadelphia, and will furnish to order PRINTING MATERIALS OF EVERY KIND,

AT THE FOUNDRY PRICES.

C. F. O'DRISCOLL,
No. 167 Walnut Street,
Cincinnati, O

Railroad Line.



Cincinnati, Hamilton & Dayton Railroad.

Summer Arrangement.

COMMENCING WEDNESDAY, JUNE 20th, 1854.

TRAINS will run by standard time, which is seven minutes faster than that of Cincinnati.

First Train

At 6 o'clock, A. M., Lightning Express for Dayton, Crestline, Pittsburgh, Philadelphia and Baltimore.

Second Train

At 6.10 A. M., for Hamilton, Richmond, Indianapolis, Terre Haute, Lafayette and Chicago, direct.

Third Train

At 8.20 A. M., for Dayton, Sandusky, Toledo, Detroit, Chicago, Cleveland, Buffalo, New York, Boston, Pittsburgh, Philadelphia, Baltimore and Washington.

Fourth Train

At 2 P. M. for Dayton, Greenville and Union.

Fifth Train

At 3.30 P. M., for Hamilton, Richmond, Indianapolis, Terre Haute, Lafayette and Chicago.

Sixth Train

At 5 P. M., for Dayton, Troy and Piqua, and intermediate stations.

Seventh Train

At 6.30 P. M., for Hamilton and intermediate stations.

The 1st Train, Express,

Will stop only at Hamilton and Middletown.

2d, 3d, 4th, 5th and 6th Trains,

Will stop at all regular stations.

The Seventh Train

Will stop at all way and flag stations.

The 1st Train

Will connect at Crestline at 12.30 P. M., with the Ohio & Pennsylvania Train for Pittsburgh, Philadelphia, Baltimore, etc., forming a direct and continuous line for each of these cities. Cars run through to Crestline without change. Baggage checked to Pittsburgh.

2d Train

Will connect at Richmond at 9.05 A. M., with Train of Indiana Central Road for Indianapolis; arrive at that place at 12 M., thence to Terre Haute, Lafayette, or Chicago without detention. Time as short as by any other route.

3d Train

Will connect at Dayton at 10.45 A. M., with Mad River Train, and arrive at Sandusky at 4 P. M., and go immediately on board the splendid steamers **St. Lawrence** and **Mississippi**, to Buffalo; thence at 7.30 A. M., with Buffalo and N. Y. City Road, to New York; arriving at that place at 10 P. M., also at Crestline 4.20 P. M., with Ohio and Penna. Train for Pittsburgh, Philadelphia, Baltimore and Washington.

The Same Train

Will also connect at Clyde with Cleveland and Toledo Train to Toledo, Chicago and intermediate points; and at Sandusky at 5 P. M., with steamer **Bay City**, for Detroit. Also, with Dayton and Michigan Railroad to Troy and Piqua, and at Piqua with Doyle & Co's Canal Packet Line to all points on Wabash and Miami Canals.

Fourth Train

Will connect at Dayton with Dayton and Greenville Railroad to Greenville, Union, and all points on Bellefontaine and Indianapolis Railroad.

Fifth Train

Will connect at Richmond at 6.40 P. M., with Indiana Central Train for Indianapolis, Terre Haute, Lafayette.

Passengers will bear in mind that the following rates of fare, via Lake Steamers, include both Meals and Staterooms, and that the fare to Philadelphia and Baltimore is One Dollar cheaper, and one less change of cars than by the Columbus route.

FARE:

From Cincinnati	to	Hamilton	$ 60
Do	do	Eaton	1 25
Do	do	Richmond	1 75
Do	do	Indianapolis	3 00
Do	do	Terre Haute	5 00
Do	do	Lafayette	5 00
Do	do	Chicago	9 00
Do	do	Dayton	1 50
Do	do	Troy	2 10
Do	do	Piqua	2 35
Do	do	Springfield	2 10
Do	do	Sandusky	5 00
Do	do	Toledo	5 75
Do	do	Cleveland	6 50
Do	do	Buffalo, via Lake steamers	1 00
Do	do	New York, R'd from Buffalo	11 50
Do	do	New York, via steamers	10 50
Do	do	Montreal, via Lake Ontario	11 00
Do	do	Boston	14 00
Do	do	Pittsburgh, first class	7 00
Do	do	do front car	5 00
Do	do	Philadelphia	14 00
Do	do	Baltimore	14 00
Do	do	New York, via Pittsburgh and Philadelphia, (Railroad all the way)	16 00

For further information or tickets apply to W. A. LATHAM, General Agent, at the office, corner Broadway and Front streets, under Spencer House, or at the Office on Walnut street, next door to the Gibson House, or at the Sixth street Depot.

HENRY O. AMES,
Sup't.

Cincinnati, June 14.—Je8†

Railroad Line.



CINCIN'I, COLUMBUS & CLEVELAND ROUTE.

To New York, via Railway, in	30	hours.
To N. Y., by Lake Steamers via Cleveland	39	"
To Pittsburgh in	14	"
To Boston in	34½	"
To Philadelphia in	38	"
To Baltimore in	38	"
To Wheeling in	18	"

VIA LITTLE MIAMI RAILWAY.

FOUR DAILY TRAINS.

First Train—Lightning Express—at	6 o'clock,	A. M.
Second Train—Accommodation Ex	7.45 "	"
Third Train—Hillsborough Train	3.10 "	P. M
Fourth Train—Even'g Accommoda	5 "	"

The roads of this route are laid throughout with heavy T rail.

New York, Boston, and Montreal.

First Train—Lightning Express leaves Cincinnati at 6 o'clock A. M., connecting at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo; connecting at Dunkirk with New York and Erie Railroad, and at Buffalo with Buffalo and Albany Railroad to New York and Boston.

Second Train—Accommodation Express, at 7.45 o'clock, A. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad, at Buffalo with Buffalo and Albany and New York City Railroads, and at Buffalo with Niagara Falls Railroad, to New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

—ALSO—

Connects at Cleveland with the new and magnificent low pressure steamers QUEEN OF THE WEST, Capt. McBride; CRESCENT CITY, Capt. Pease; connecting at Buffalo with the Buffalo and Albany, New York City, and Niagara Falls Railroads, for New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

Fourth Train—Evening Express, at 3 o'clock P. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad; connecting at Buffalo with New York City, Buffalo and Albany, and Niagara Falls Railroads, to New York, Boston, and Niagara Falls.

Pittsburgh, Philadelphia, and Baltimore.

First Train—Lightning Express, leaves Cincinnati at 6 o'clock A. M., connecting at Crestline with Ohio and Pennsylvania Railroad to Pittsburgh, connecting with Pennsylvania Railroad to Philadelphia and Baltimore.

Through from Cincinnati to Philadelphia and Baltimore direct.

Zanesville, Wheeling, Baltimore, &c.

First Train—Lightning Express, at 6 o'clock A. M., and second Train, Accommodation Express, at 7.45 o'clock A. M., connect at Columbus with Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Lines, via National road to Wheeling, connecting with Baltimore and Ohio Railroad to Baltimore, Philadelphia, Washington, etc.

Fourth Train — Evening Express, at 5 o'clock P. M. Passengers by this Train sleep at Columbus and resume by Morning Train, via Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Line to Wheeling.

Hillsborough.

Third Train—Leaves Cincinnati at 3 P. M., connecting at Hillsborough with Ohio Stage Co.'s Lines to Chillicothe, Piketon, etc.

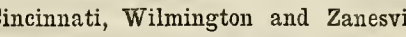
FARE.

From Cincinnati to New York via Railroad, either route	$16 00
From Cincinnati to New York via Railroad to Albany, and Hudson river steamer	15 00
From Cincinnati to New York via Lake Steamers to Buffalo, and Railroad to New York	15 00
From Cincinnati to New York via Lake Steamers to Buffalo, Railroad to Albany, and Hudson river steamer to New York	14 00
From Cincinnati to Boston via Lake Shore, New York and Erie, and New York City Roads	20 00
From Cincinnati to Boston via Lake Steamers and New York City and Erie Roads	19 00
From Cincinnati to Boston via Lake Shore, Buffalo, Albany and Western Roads	19 00
From Cincinnati to Boston via Lake Steamer, Buffalo, Albany and Western Roads	18 00
An additional charge of fifty cents via Niagara Falls and above routes.	
From Cincinnati to Montreal via Lake Shore Road,	18 00
From Cincinnati to Montreal via Lake steamer	17 00
From Cincinnati to Boston via Lake Shore Road and Ogdensburg	18 00
From Cincinnati to Boston via Lake Steamer and Ogdensburg	17 00
From Cincinnati to New York via Lake Shore Road and Ogdensburg	16 75
From Cincinnati to New York via Lake Steamer and Ogdensburg	15 75
From Cincinnati to Buffalo via Lake Shore Road,	9 00
From Cincinnati to Buffalo via Lake Steamer	8 00
From Cincinnati to Philadelphia or Baltimore via Crestline and Pittsburgh	15 00
From Cincinnati to Philadelphia or Baltimore via Cleveland and Pittsburgh	15 50
From Cincinnati to Pittsburgh via Crestline	7 00
From Cincinnati to Pittsburgh via Cleveland	9 00
From Cincinnati to Baltimore via Wheeling	14 00
From Cincinnati to Washington via Wheeling	15 00
From Cincinnati to Philadelphia via Wheeling	15 00
From Cincinnati to Wheeling	7 00
From Cincinnati to Cleveland	6 00
From Cincinnati to Zanesville	4 00
From Cincinnati to Columbus	3 00
From Cincinnati to Springfield	2 00

☞ For all information and Through Tickets, please apply at office, southeast corner of Broadway and Front sts., Cincinnati.

au25 P. W. STRADER, Gen'l Agent.

Cincinnati, Wilmington and Zanesville Railroad.



OPEN TO LANCASTER.—Two daily Trains, (Sundays excepted) between Lancaster and Cincinnati. On and after Monday, June 26th, 1854, until further notice, trains will run as follows:

The morning Train leaves Lancaster at 5.10 A. M., and arrives at Cincinnati at 11 15. Returning leaves Cincinnati at 3.05 P. M. and arrives at Lancaster at 9.30 P. M.

The downward accommodation train leaves Lancaster at 10.05 A. M., and arrives at Cincinnati at 5.40 P. M.

The upward accommodation train leaves Cincinnati at 7.30 A. M., and arrives at Lancaster at 4.00 P. M.

Trains will stop for passengers as follows: At Amanda, Stout's, Circleville, Williamsport, Four Corners, New Holland, Washington, Rattle Snake, Sabina, Cross Roads, Wilmington, Sligo, Clarksville and Morrow; and on the Little Miami Road at Deerfield, Butterworth's, Water Station, Loveland, Miamiville, Milford and Plainville, and on proper signal by flag, or to the Conductor, at Branch Hill and Linwood, at Turnpike.

The downward Trains connect at Morrow with the Trains on the Little Miami Road for Columbus.

Lines of Omnibusses and Packets will run between Circleville and Chillicothe, and Stages and Packets between Lancaster, Logan, Nelsonville, Athens and Pomery; and Stages between Lancaster, Somerset and Zanesville connecting with the morning train from, and evening train to, Cincinnati.

Fare from Cincinnati	to	Washington		$2 50
"	"	"	Circleville	3 00
"	"	"	Lancaster	3 60
"	"	"	Chillicothe	4 00

For other information and Tickets, apply at Ticket office, corner of Broadway and Front sts, and at the Little Miami Depot, or to the Station Agents on the line.

E. W. WOODWARD,
Engineer and Superintendent.

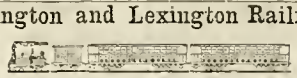
☞ The Omnibus Line will call for and deliver passengers to and from the trains to any part of the City.

J. HOWELL, Conductor.

☞ The Company will not be responsible for baggage exceeding $50 in value, unless the same be returned to the Conductor or Agent, and freight paid at the rate of a passage for every $500 in value above that amount.

je.29

Covington and Lexington Railroad.



OPEN to Cynthiana, 66 miles. Two Daily Passenger Trains.

On and after Thursday, May 25th, and until further notice, Trains will run as follows:

Express Train leaves Covington at 8 o'clock, A. M. stopping at Benton, Demossville, Butler, Falmouth, Callenville, Boyd's, Berry's, Robinson's and Garnett's only, and arriving at Cynthiana at 11.50 A. M. Returning, leave Cynthiana, at 1.30 P. M., stopping at the above slations, and arriving at Covington at 5.30 P. M.

Passengers for Paris and Lexington, by taking the above train, will take dinner at Cynthiana, and by Messrs. Thurston and Thompson's line of Omnibusses, will reach Paris at 4 o'clock, P. M. The Evening Train of the Maysville and Lexington Road, leaves Paris at 5 o'clock, P. M., enabling passengers by this route to reach Lexington at 6 o'clock, P. M. Returning, leave Lexington by the 7 A. M. Train of the Maysville and Lexington Road for Paris, leave Paris by Messrs Thurston & Thompson's line of Omnibusses at 8.30 A. M. arriving at Cynthiana in time for dinner, and connect with the train for Covington at 1.30, P. M., arriving at Covington at 5.30 P. M.

Accommodation Train leaves Cynthiana at 6 o'clock A. M., stopping at all regular and flag stations upon the road, and arriving at Covington at 10 10 A. M. Returning, leave Covington at 3.15 P. M., stopping as above, and arrive at Cynthiana at 7.40 P. M.

Passengers by this train can leave home in the morning, pass five hours in Covington or Cincinnati, and return home before dark.

The Express Train will stop only at the stations named. Passengers for other points must take the Accommodation train.

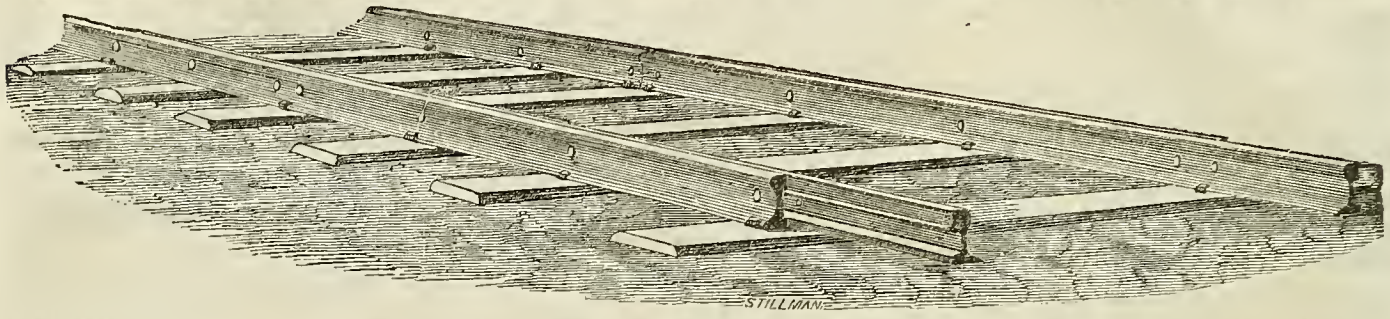
Freight trains, for the present, will leave Covington Mondays, Wednesdays and Fridays; leave Cynthiana Tuesdays, Thursdays and Saturdays.

Freight will be received at Covington and Cynthiana up to 4 o'clock P. M., for the train of the following morning.

J. M. DOUGHERTY,
Superintendent.

Jy. 20.

WINSLOW'S
PATENT COMPOUND RAIL.



THIS RAIL, which is represented by the aoove, bas now been in use on several Roads for upwards of three years; during which time it has become established among Railroad Managers as realizing the advantages of a

THEORETICALLY PERFECT RAIL.

Its advantages over the common form of "T" Rail are—a saving in the wear and tear of Machinery—it saves, to a great extent, in the repairs of track—it secures a high rate of speed with the same power, and what is certainly of equal importance, complete protection against some of the accidents to which roads are liable Being practically a continuous Rail for the entire length of the road, without break at the ends of bars, the jarring motion communicated thereby in passing over the common "T" Rail is avoided, as is also its effects upon Cars and Machinery. The comfort of travelers must of course be greatly increased.

This Rail is now manufactured at Hanging Rock Iron Works, upon the Ohio River, and at Mt. Savage Iron Works, Maryland. Specimens of the Rail and patterns of the same will be gladly shown, as well as information in relation thereto, given by application to

A. S. WINSLOW, Nos. 9 & 11 West Second Street, bet. Main and Walnut Sts., CINCINNATI.

J. F. WINSLOW, Troy, New York.
ERASTUS CORNING & CO., Albany, N. Y.

ap.7-tf

WHEELBARROWS!



ON hand, Wheelbarrows, of my own manufacture suitable for Railroad, Turnpike, Canaling, etc., in lots to suit purchasers. Orders filled for any reasonable amount.

HENRY ROCKEY,
jy. 20. No. 21 East Front st.

CAR MANUFACTORY,
Dayton, Ohio.

E. THRESHER & CO., having enlarged their shops, are prepared to contract on favorable terms, for building every variety of railroad Cars, in any quantity and on short notice, made of the best materials, and of the most approved workmanship.

They are prepared also to furnish jaws and boxes; the Washburn Wheel, 30 and 33 inch, adapted to inside or outside bearing; cast iron frogs, steel plated; and switches of the most approved patterns.

They also manufacture blacksmith tuyeres, Harris' Patent; portable bolt forges: bolt heading and bolt cutting machines; upright drills, wheel presses; wood planers; tenoning and mortising machines, etc.

They respectfully invite the attention of railroad directors and superintendents to their establishment.

Dayton, Jan. 24th, 1853. Jan.25-†

S. C. THOMSON & CO.,
MANUFACTURERS OF
PATENT PAD LOCKS,

For Railroad Switches, Merchandise Cars, Stores, Cemeteries, Iron Safes, &c.,

Cor. Railroad Avenue and Market st.,

jan.12† NEWARK, N. J.

KENTUCKY LOCOMOTIVE WORKS.
CORNER OF KENTUCKY AND TENTH STS.
LOUISVILLE, KY.

THE Proprietors of the Kentucky Locomotive Works would respectfully inform Railroad Companies and the public generally that, having completed their establishment, they are now prepared to receive and execute orders with fidelity and dispatch.

They will contract for

Locomotives, Passenger, Baggage, Freight, Gravel and Hand Cars,

Of every style and pattern, as well as all kinds of St and Machinery required for railroads.

Particular attention will be paid to repairing, which they have every facility.

They are also prepared to contract on favorable terms for building all kinds of Machine Tools, such as Turning Engines, Lathes, Planers, Drills, Slotting, Spliting, and Shaping Machines, of every variety of pattern.

Having also a large FOUNDRY connected with the establishment, orders for Castings are solicited, and will be filled with promptness.

Car Wheels of any pattern can be furnished or short notice. Double and single plate and Spoke Wheels of all sizes constantly on hand.

☞ Communications or orders must be addressed to
OLMSTED, TENNYS & PECK,
je.8-tf Louisville, Ky.

Lightner's Patent Axle Boxes for Railroad Cars.

THE attention of Railroad Managers and others is called to this valuable improvement in

AXLE BOXES.

The first cost and "fitting up" of these boxes is 20 to 25 per cent below that of most boxes in use. They will save about 75 per cent in consumption of oil. The construction is simple; they are not liable to become loose, nor "heated" by severe service. The Reservoir is held close to the shaft, and the oil journals, are secure from dust yet easy of access; the brasses may be removed from the journals, while under the car, in a few minutes. Cars furnished with these boxes run from 4 to 5 weeks without replenishing the oil, and are not detained from the road for repairs ONE TENTH part of the time which is necessary when other boxes are used.

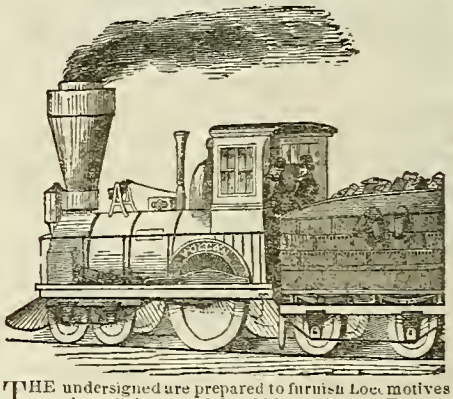
The business of a railroad can be done with a much less number of cars, with these boxes than if any other kind are used.

The first railroad men in the country have certified that Lightner's improvements in AXLE BOXES are among the first of the times.

Models and Testimony of the above Boxes, may be examined, and arrangements may be made for the right to use the same, with the subscriber.

WILLIAM SHERBURNE,
PRINCIPAL AGENT,
May 18.6* Office, No. 167 Broadway, New York.

Cincinnati Locomotive Works!



THE undersigned are prepared to furnish Locomotives equal in efficiency and durability to the best Eastern manufacture. Also, Shaping and Slotting Machines suitable for railroad shops. Also, all kinds of heavy forging and casting done at short notice. Also, bolts for bridges cut with dispatch.

ap. 20 MOORE & RICHARDSON.

ASHCROFT'S
METALLIC STEAM GAUGE.
(BOURDEN'S PATENT,

THE subscribers offer for sale this valuable Gauge. It is adapted to Locomotive and other steam boilers, indicating with accuracy the continual variations of steam within the boiler, enabling the Engineer to maintain a uniform and safe pressure. Any of the Eastern Railroads may be referred to for proof of its importance and value.

BRIDGES & BROTHER,
sep.15-tf 64 Courtlandt St., New York.

WASON'S
CAR MANUFACTORY,
Near the Pittsburgh R. R. Shops,
CLEVELAND, OHIO.

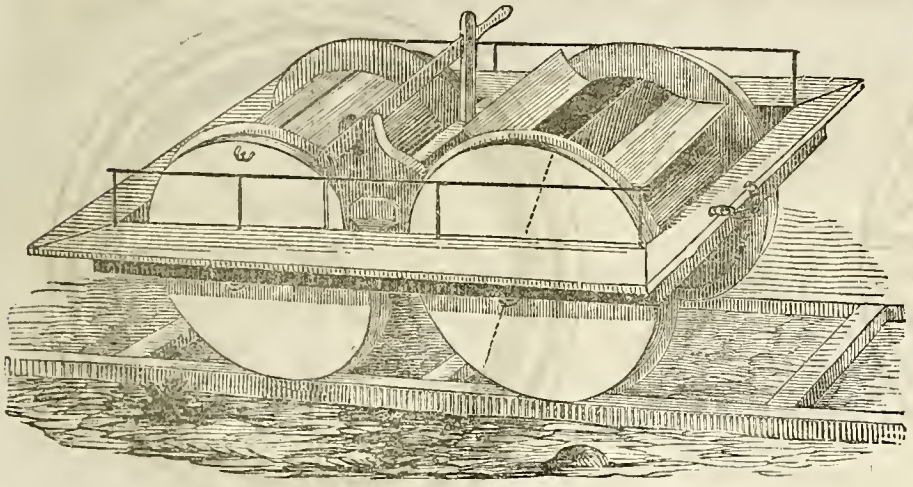
Passenger, Baggage, Freight, Dumpers, Hand Cars, &c.,

Of the best quality in all respects, style, workmanship, and material, made to order with promptness.

Orders respectfully solicited, with the assurance that no pains will be spared to give entire satisfaction in all cases.

CHARLES WASON,
Late of the firm of T. & E. Wason, Springfield,
†oc20 Massachusetts.

MYERS' PATENT CAR,
FOR COAL, GRAIN, &c., &c.



FOR PARTICULARS OF COST, RIGHT OF USE, &c., ADDRESS,

C. TIERS MYERS,

No. 33 WALNUT STREET,

dec15-3* PHILADELPHIA.

McDANEL & HORNER,

LOCO- AND CAR

MOTIVE SPRING

MANUFACTURERS, WILMINGTON, DEL.

Locomotive and Car Springs of all descriptions manufactured on the most reasonable terms, made of the best STEEL, which we have manufactured to order from the BEST SWEDE IRON. Orders from any part of the United States will be thankfully received and promptly attended to

McDANEL & HORNER.

All Springs ordered from a distance will be delivered on shipboard at *Philadelphia* free of charge

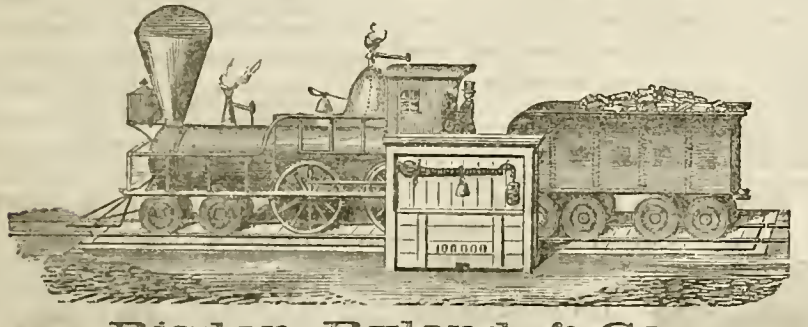
References.

NORRIS BROTHERS, Locomotive Builders, Philad.
A. C. GRAY, Pres't New Castle Manuf. Co.
U. WELLS, R. R. Car Manuf. Petersburg, Va.
I. R. TRIMBLE, Supt. Philad. R. R. Co.
M. B. MILLEN, Gen. Supt. C. R. R. Savannah, Ga.
EMERSON FOOTE, Supt. M. & W. R. R. Macon, Ga
THOMAS DOUGHERTY, Master Mach. do.
THOS. SHARP, Supt. R. F. & P. R. R. Richmond, Va

†May 19.

ISAAC RIGDON. EDWARD C. RYLAND. WM. HUDDART.

OHIO SCALE WORKS.



Rigdon, Ryland & Co.,

No. 39 Vine Street, between Front and Columbia Streets,

CINCINNATI.

WE are now prepared to furnish **Railroad Track and Depot Scales** of all sizes, which we warrant in every respect equal to any manufactured in the United States.

Being practical workmen ourselves, we feel confident that we can furnish the West and South with as good an article and cheaper than can be bought East.

Cincinnati, June 20, 1851.

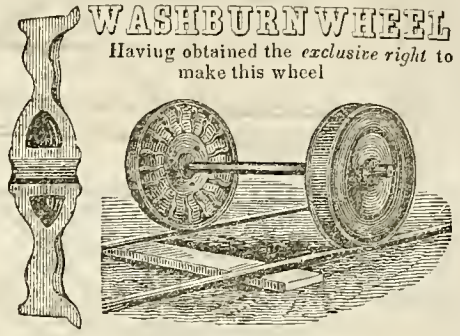
FULTON CAR WORKS,

CINCINNATI, OHIO.

THE Proprietors of this establishment would respectfully call the attention of Railroad Companies in the West and South to their establishment at Cincinnati.—Their facilities for manufacturing are extensive, and the means of transportation to the different points speedy and economical, They are prepared to execute to order on short notice, eight-wheeled Passenger Cars of the most superior description. Four or eight-wheeled Baggage, Cattle, Freight and Gravel Cars. Also, Crank and Lever Hand Cars, Trucks, Wheels, and Axles fitted.

WASHBURN WHEEL

Having obtained the *exclusive right* to make this wheel



In Cincinnati, Covington and Newport, they are now prepared to furnish Railroad Companies with that Celebrated wheel, with or without Axles. Also, Journal Oil Boxes of any pattern, and Castings for cars fitted to order at the shortest notice.

Address KECK & HUBBARD,
Fulton Car Works Cincinnati, Ohio.
ap.12 Office 62 East Second Street.

MUSKINGUM WORKS,

ZANESVILLE, OHIO.



DOUGLASS, SMITH & CO.

WOULD respectfully call the attention of Railroad Companies to their establishment at Zanesville

They are prepared to execute orders, on short notice, for

Passenger Cars of the most superior description,

Second Class Passenger, Mail Express, and Baggage Cars; Freight, Cattle, four or eight wheeled Gravel Cars.

We manufacture a superior

CAR WHEEL,

Over 2500 of which are now running on the Central Ohio Railroad, and many of these have been in use on the road over two years, having in that time only three to crack, and two to be renewed in consequence of the wearing of the Chill. We have also commenced the manufacture of the celebrated

WASHBURN WHEEL,

And are prepared to furnish this wheel, with or without axles. Also, castings for Cars fitted to order at the shortest notice.

BOLLMAN'S PATENT IRON & WOOD BRIDGE.

We are also agents and builders of the above celebrated Bridge. Are now placing upon the piers an iron bridge on this plan over the Muskingum river at Zanesville. We are ready to contract with companies for the construction of this Bridge. All orders addressed

DOUGLASS, SMITH & CO.,
au-tf. Muskingum Works, Zanesville, O.

J. DAVENPORT.... M. D. WELLMAN.... C. M. RUSSELL

DAVENPORT, RUSSEL & CO.,

Railway Car Manufacturers,

MASSILON, OHIO.

THE subscriber, late of the firm of Davenport, Bridges & Co., Fitchburgh, Mass., having associated himself with Messrs. Wellman and Russell, under the above name, would respectfully solicit calls for any kind of Passenger, Baggage, Post Office, Freight, Coal, Gravel or Hand Cars.

Having had fifteen years experience in the business and having secured the best of workmen from the Car Factory in Cambridge, Mass., I feel confident that perfect satisfaction can be given in all work entrusted to our care.

We have now on hand the best of dry White-Oak with which we think we can build Cars as cheap and as well as any other establishment in the States.

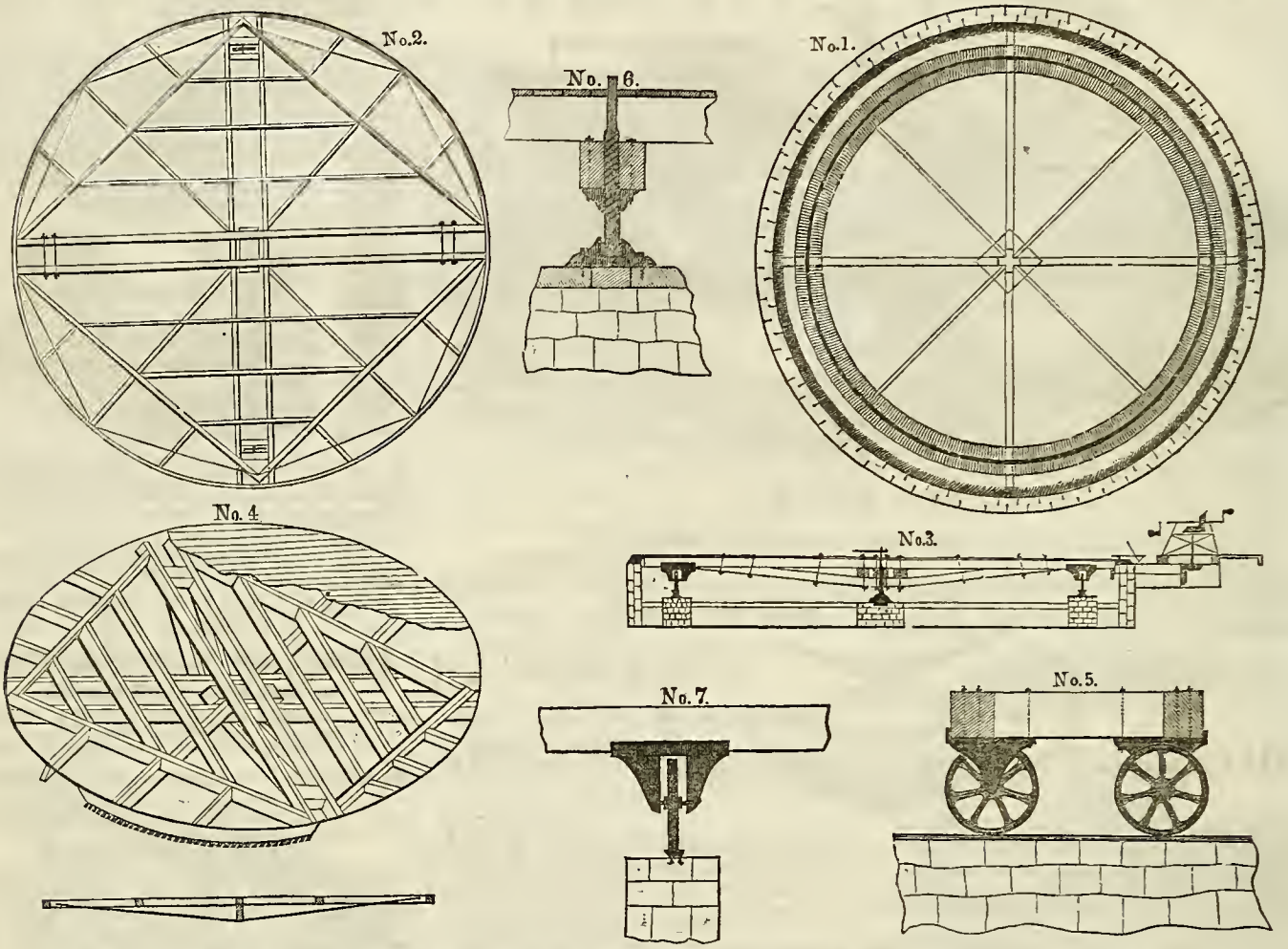
Feb. 16†* JOSEPH DAVENPORT.

RAILROAD IRON, LIGHT WEIGHT.

470 TONS, 47 lbs. per yard, good quality and pattern, now lying at New Orleans. For terms apply to VOSE, PERKINS & CO.,
ap27-tf New York

CARHART'S IMPROVED TURNTABLE.

Now building for 13 of the Principal Roads in Ohio, Indiana, New York, New Jersey, and North Carolina.



This Table, together with an Engine and Tender of 30 Tons Weight, can be Turned by One Man in 25 Seconds.

RAILROAD COMPANIES in want of *Turntables* of a permanent and durable character, at a low price, are respectfully referred to the annexed references. The undersigned being confident that the manner of turning engines by his Table is the most permanent, expeditious, and cheapest in the United States, solicits the attention of Engineers, and others, to his improvement. The undersigned being a practical mechanic, and having devoted his time, for the past five years, exclusively to the construction of Turn and Transfer Tables, Draw and other Bridges, is prepared with every facility for executing orders in that line with promptness and satisfaction.

The price, which is always based upon the use of the best materials and best workmanship which can be procured in the market where used, can be determined only by the locality.

REFERENCES:

New York & Erie Railroad Company.
Hudson River Railroad Co.
Ohio & Pennsylvania Railroad, J. Edgar Thomson, President, S. W. Roberts, Sup't and Engineer, Pittsburgh, Pa.
Pennsylvania Central Railroad, O. W. Barnes, Resident Engineer, Pittsburgh.
Toledo & Cleveland Railroad, Wm. Ferguson, Chief Engineer, Cleveland Ohio.
Columbus, Piqua & Indiana Railroad, A. J. Conover, Chief Engineer, Piqua, Ohio.
Cleveland, Zanesville & Cincinnati Railroad, W. H. Grant, Chief Engineer, Akron, Ohio.
Cleveland, Columbus & Cincinnati, and Cleveland & Erie Railroads, L. Tilton, Sup't, Cleveland, Ohio.
Little Miami & Columbus & Xenia Railroads, William H. Clement, Sup't, Cincinnati, Ohio.
Cincinnati, Wilmington & Zanesville Railroad, E. W. Woodward, Engineer, Circleville, Ohio.
Central Ohio Railroad, G. W. Fulton, Sup't, and S. Medbury, Engineer, Zanesville, Ohio.
Camden & Atlantic Railroad, and Dauphin & Susquehanna Railroad, R. B. Osborne, Engineer, Philadelphia.
Bellefontaine & Indiana Railroad, W. M. Roberts, Engineer, Pittsburgh, J. Nottingham, Sup't, Marion, Ohio.
Cleveland & Pittsburgh Railroad, J. Durand, Sup't, Cleveland, Ohio.
Wilmington & Raleigh Railroad, North Carolina.
Central North Carolina Railroad.
Cincinnati & Indianapolis Railroad, Indiana.
New Albany & Salem Railroad, Indiana.
Michigan Central Railroad, Michigan.
Dayton, Xenia & Belpre Railroad, Ohio.
Pomeroy Railroad, Engineer at Cincinnati.
Springfield, Mount Vernon & Pittsburgh Railroad, Ohio, Charles Anthony, President.

DESCRIPTION OF PLAN.

Fig. 1, of the above cut, represents the foundations, consisting of *Bank* and *Track Walls*, the latter made of cut, the former of hammer-dressed stone, with cut stone coping. The Track is bent of the ordinary T rail, spiked and leaded to the stone track walls. The Center Pier is made of cut stone, with a step for screw and pivot bolted to the same.

Fig. 2, shows the framing.

Fig. 3, is a side view of Main Truss, with the mode of gearing, including the mitre-wheels, iron crank frame, rack and pinion, foundations, pivot wheels and pedestals.

Fig. 4, gives a perspective view of rim, segments, decking, etc.

Fig. 5, is an end view of the main trucks, with pedestals and wheels.

Fig. 6, is a screw for pivot, 6 inches in diameter, working in a steel step through a nut for adjustment.

Fig. 7, shows a cross section of track wall, well, and pedestal.

For further particulars please address,

D. M. CARHART, Cleveland, Ohio.

MATHEMATICAL INSTRUMENTS.



T. F. RANDOLPH & BRO.,

N. W. Corner Fifth and Walnut sts.

No. 1, 2d Story, Apollo Building,

CINCINNATI, O.,

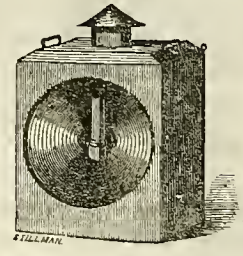
MANUFACTURERS OF

Surveyors' and Engineers' Instruments, Theodolites, Transits, Levels, &c., &c.,

REPAIRING AND ADJUSTING INSTRUMENTS DONE TO ORDER.

Orders promptly attended to.

LOCOMOTIVE LANTERNS.



I AM now manufacturing

LOCOMOTIVE

LANTERNS

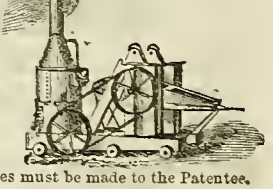
of the most approved form, with true Parabolic Silver-plated Reflectors, Copper Cases, and in every way equal to the best manufactured in the country.

Orders from Railroad Companies in the West are solicited.

A. S. WINSLOW,

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DESIGNED for Mining, Tunneling, Quarrying Use, and Rock Excavations of all descriptions, by the use of which a saving of 50 to 75 per cent. is made. This drill can be operated by hand, horse, or steam power. A Machine is now in operation at the Crystal Palace.

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G. ARTHUR GARDNER,

nov17† Trinity Building, New York.

Railroad Record.

E. D. MANSFIELD, - - - - - - Editor
J. A. JAMES. - - - - - - Associate Editor
CINCINNATI:

THURSDAY MORNING.....SEPT. 28, 1854.

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REMOVAL.

The Office of the Railroad Record has been removed to No. **106** West Fourth St., north side, between Vine and Race streets, in the building occupied by the Cincinnati & Cleveland Short Line, the Cincinnati, Lebanon & Xenia, and the Cincinnati & Dayton Short Line Railroad Companies.

The location is in the very center of Railroad business, and but a few steps from the Burnet House. Full files of railroad reports, maps, newspapers and other documents can always be found at this office, and it will always afford us great pleasure to give any information, and answer any queries on railroad matters, when in our power. We cordially invite railroad men from the country, when visiting our city, to honor us with a call and avail themselves of the facilities of our office.

☞ **Orders for all kinds of Railroad Printing received and promptly attended to at the Office, No. 103 West Fourth Stree .**

Covington & Lexington Railroad Opened to Paris.—The opening of this road to Paris was duly celebrated on Tuesday last.—The directors of this company deserve commendation for the energy displayed in the prompt completion of this heavy undertaking. Daily trains will now run regularly between the cities of Cincinnati and Lexington. This is but the first link in the great Southern chain, and we hope soon to be able to chronicle the completion of the second link, and then the third and final one which will open to us the whole South.

COMMERCE OF CINCINNATI AND LOUISVILLE.

The annual reports of the cities of Cincinnati and Louisville, on Trade and Commerce, are before us. They are very interesting documents, and serve to show the rapid increase, and great extent of the internal commerce concentrating in the Ohio Valley. Louisville being situated at the Falls of the Ohio, has some natural advantages not possessed by Cincinnati; but these advantages have been more than balanced by the great artificial improvements extending in every direction from this city. Indeed, no place in the United States has profited so much, by a well devised system of canals and railways, as Cincinnati. It has extended her trade from a diameter of 150 to 600 miles; or in other words, from an area of 15,000 square miles to one of 250,000--multiplying the commercial resources of Cincinnati, full *fifteen fold!* In all the articles of southern products, her markets extend from Buffalo to Galena; and in those of her own manufacture, she covers the whole Ohio Valley. The Ohio and Mississippi railroad on the west, is about to extend her arms, with a strength and facility unequalled, to regions beyond the Mississippi; while on the east, the Cincinnati and Marietta railroad is about penetrating a region of coal, iron and salt unequalled on the continent. So, also, Louisville is now connected with the North by the Jeffersonville and New Albany railroads, and the South by the Lexington railway.

The population of Louisville is supposed to be about 70,000, and that of Cincinnati 160,000. Louisville is more exclusively a *commercial* town, though its manufactures have recently very much increased. Cincinnati is the largest manufacturing town in the Valley of the Mississippi.

With these remarks we will present a comparative view of the leading articles *imported* into Cincinnati and Louisville. The report of Louisville, for some reason or other, does not give the *exports*.

Articles.	Imported into Louisville in 1853-4.	Imported into Cincinnati in 1853-4.
Flour, bbls	19,665	427,464
Whisky, do	32,044	285,243
Bacon, casks	4,252	14,900
Do bbls	11,279	29,387
Do lbs	.....	27,059,917
Coal, bushels	1,443,600	8,198,090
Corn, do	175,000	745,455
Lard, kegs	54,391	174,864
Iron, pieces	74,076	380,405
Do bundles	14,467	72,780
Do tons	9,471	14,256
Tobacco, hhds	6,475	8,744
Do boxes	10,190	33,353
Cheese, do	21,721	216,892
Coffee, bags	41,486	91,425
Merchandize, p'kages	186,990	897,800
Sugar, hhds	22,181	61,461
Do bbls	13,665	25,441
Do boxes	305	2,349
Molasses, bbls	27,710	86,430

This comparison, while it exhibits an extensive trade in both cities, shows so great a preponderance in Cincinnati that it seems quite disproportioned to the population. The proportion of population is as 1 to 2½; but the difference in trade is much greater. The *excess* of Cincinnati in the leading imports, is—

In Flour	2,000 per cent.
In Whisky	800 "
In Bacon	700 "
In Tobacco	60 "
In Iron	400 "
In Coal	500 "
In Lard	200 "
In Corn	300 "
In Cheese	900 "
In Coffee	120 "
In Sugar	200 "
In Molasses	220 "
In Merchandize	400 "

There are a great variety of other articles imported into both places, but these are the principal ones, and exhibit very clearly the difference in trade between these cities.—There is one great *principle* to be deducted from it—that Internal Improvements and Domestic Industry are the great sources of civic prosperity. Cincinnati has manufactures, railways and canals, all devised and carried into execution by able, energetic and public-spirited citizens, such as few places have ever had; Mind and Industry, working in rich natural resources, have made her great, and given her a position and commerce unequalled in the Valley of the Mississippi.—But cities are not permanent. They are liable to rapid decay. If Cincinnati would preserve her prosperity, she must remember how it was acquired. She must reward her public spirited citizens, and encourage Mind and Industry. Louisville, also, has commenced a career of manufacturing and improvement; and she will flourish in the same proportion with which she puts forth these energies.

The growth of commerce in Cincinnati exceeds anything recorded of commercial progress. In 1826 the entire value of her exports and imports did not exceed *four millions.* In 1854, the value of the leading articles of export and import exceed *one hundred and ten millions;* and if the unenumerated articles could be included, would probably reach *one hundred and fifty millions!*

The trade in Groceries has been the slowest to advance, as in this branch the competition of all the Eastern cities, and of Louisville, in the South, was the greatest; yet within the last five years this branch of business has also advanced with great rapidity, and Cincinnati now supplies with the leading articles, an extent of country equal to 100,000 square miles. Sugar is sold at this place to supply the whole North, from Oswego, N. Y., to Chicago, Ills. Coffee meets with more competition; but that also, is extending over the same, from this place. In the last year, the stock on hand had so accumulated that the trade was less active. Yet, taking a period of five years, the increase is very great, as the following statement will show:

	Exports of Sugar. *hhds.*	Exports of Molasses. *bbls.*	Exports of Coffee. *bags.*
In 1849-50	9,650	25,878	22,030
In 1850-51	13,000	25,098	38,158
In 1851-52	20,360	48,866	43,654
In 1852-53	31,515	65,056	67,122
In 1853-54	44,119	63,381	48,634

The value of commerce in these articles has

trebled in five years. At the same time the manufacturing industry of Cincinnati has advanced almost equally—a proof of which may be found in the immense increase of iron and coal consumed.

In conclusion, we repeat that no place in the country owes more than Cincinnati to her long lines of communication with the Interior; and as she extends these she will find her prosperity increase.

Railroads.

NORTHERN CROSS, AND CENTRAL MILITARY TRACT RAILROADS, OF ILLINOIS.

We have heretofore had very indefinite ideas of these roads, except as to their direction and termini. We are under obligations to W. H. Sidell, C. E., for the following particulars. He says:

The Northern Cross Railroad, begins at Quincy, on the Mississippi, and in a distance of 100 miles—first, 20 eastwardly, then northwardly 80 miles—reaches Galesburg.—From Galesburg the Military Tract Railroad runs northeastwardly 84 miles, to Mendota, on the Illinois Central road, 16 miles north of LaSalle. At Mendota begins the Aurora Railroad, which carries the line to Chicago. This latter road is 89 miles in length, though now using the Galena & Chicago Union track for the first 30 miles out of Chicago. Thus Quincy is, by this chain, 273 miles from Chicago.

The charter of the Northern Cross road gives the right to extend across the country, between the Mississippi and Illinois Rivers, from Quincy to Meredosia. In fact this was the original sole intention of the charter, and hence its name.

The extension of a branch to Galesburg, was a subsequent idea, and it was then considered of more immediate importance that the branch should be first completed. The distance from Quincy to Meredosia is 50 miles; the first 20 of which is common to both main line and branch; this portion has been partly graded and will be completed hereafter.

At Meredosia it meets the Great Western road, now constructed, opening a direct communication with Philadelphia and the East, as by our northern branch we are put in connection with the North, via Chicago. On the Missouri side of the Mississippi River, the Hannibal & St. Joseph railroad is constructing; and from Quincy to a point on that road—Palmyra—a distance of 10 miles, a road will doubtless be built, as the right to construct such has been obtained, which will open an extended far Western connection.

A charter for a bridge over the Mississippi river has been obtained. In an engineering sense this bridge is easily practicable.

The Northern Cross road was put under contract last winter, and is now in a state of considerable forwardness; over 2000 men and 1,300 horses and oxen are now at work. The grading of many of the sections, though not contiguous, is already completed. Track laying commenced at Quincy about the 1st inst., the necessary iron for 80 miles being on hand, and will proceed as rapidly as the grading on some of the heavier sections will permit.—There are but three bridges on the line, two less than 100, and the other less than 50 feet feet. The curves are few and easy and the maximum grade is 38 feet.

The surface of the country is not so easy for railroad construction as many imagine; the undulations are considerable, and the streams run in deep chasms, so that it requires some pretty heavy work to pass them, and heavier grades than people at a distance deem sufficient for prairies.

The country is one of boundless fertility and very healthy; indeed the "Military Bounty Tract," through which this road runs, has long been famous as the richest of the West, and therefore on this continent, and therefore in the world!

The estimated cost of the road is about $18,000 per mile, allowing $10,000 for iron alone.

The Northern Cross road passes through several thriving towns, which are thus described by an eye-witness:

Augusta is situated about thirty miles from Quincy and will present in its fine position, healty situation, and its facilities for education, great inducements to persons in the city desirous of sending their children abroad to be educated.

Macomb. This is a prairie city of 2000 inhabitants. Its houses are mainly one story frames, each in a yard of about one by two hundred feet, fronting principally on two streets, which cross the center, stretching for half a mile into the prairie.

Galesburg, the terminus, is a model city, about the size of Macomb, but founded on a system altogether different. One Mr. Gale was deputed by some New England farmers, to buy a large tract of land for them in Northern Illinois. He bought one here. The proprietors selected their farms, laid out the town, and sold their lots, but reserved one-tenth part of the unsold land for a college and schools.

The wilderness blossomed under their hand. The Peoria & Oquawka railroad took their town in route, and the Northern Cross Railroad has a made it a terminus. A glorious future looms before it. Its college fund has increased immensely, and it aims to contest the palm with Jacksonville itself in the matter of University attractions.

Well may we believe, then, that the Northern Cross railroad, having its termini at Quincy and Galesburg branching to Rock Island and Chicago, and having such towns as Augusta and Macomb on its line, cannot but be a successful line.

Our apologies are due to Mr. Sidell for not noticing his kind attentions earlier; but the temporary absence of the writer must be the excuse.

NORTHEAST & SOUTHWEST ALABAMA RAILROAD CONNECTIONS.

From our exchanges it appears that the subscriptions to the capital stock of this company are increasing rapidly; enough has already been obtained to grade and cross-tie the road from Chattanooga to Tuscaoolsa, except about 20 miles, of which 13 are in Jefferson and 7 in St. Clair counties.

The Cleveland and Chattanooga road, the northernmost link in this great chain, is about to pass into the hands of the East Tennessee & Georgia company; it has been located and will soon be put under contract. When completed it will form a direct commnnication between Knoxville and New Orleans, as well as be an important portion of the great through line from the Northeast. The following table shows the distance and the state of forwardness of the several lines composing the route:

WASHINGTON, D. C., TO NEW ORLEANS.

To Lynchburg.....		170 miles,	Complet'd & in prog.
To Va. line.....205	375	"	" " "
To Knoxville.....130	505	"	In progress.
To Cleveland..... 82	587	"	Nearly completed.
To Chattanooga.... 30	617	"	Provided for.
To N.E. & S.W.RR.270	887	"	Organiz'd & in prog.
To New Orleans....200	1087	"	Chartered and pro'd

The Cincinnati connection is also tolerably direct, as follows:

CINCINNATI TO NEW ORLEANS.

To Paris, Ky..... 75	75	miles.	Completed.
To Knoxville.....175	250	"	Organized.
To Cleveland..... 82	332	"	Nearly completed.
To N.Or. as above..300	632	"	

CINCINNATI, CUMBERLAND GAP & CHARLESTON RAILROAD.

This undertaking has been several times noticed in the Record, but the route has not heretofore been defined. The following, from Mr. Cocke, the President of the Company, will show its probable location. It is under the superintendence of R. L. Owens, Esq., as Engineer-in-Chief.

"Our road is called in the charter, *The Cincinnati, Cumberland Gap and Charleston Railroad*, and proposes to connect with the Kentucky Union Railroad at Cumberland Gap, at the point where the three states of Kentucky, Virginia and Tennessee join; thence across East Tennessee to "*Paint Rock*" on the French Broad river, where the North Carolina line intersects said river, passing through Tazewell, Bean's Station, and by the mouth of the Nolechuncky river, thence up the French Broad river to Paint Rock. From the Paint Rock it will run through Asheville, N. C., by the nearest route to Greenvillle, S. C., at which point we propose to connect with a road which now runs to Charleston, S. C."

Mississippi & Tennessee Railroad.—We learn that about 50 miles of this road is under contract, commencing at Memphis. The grading contract is to be finished by July, 1855. A strong and substantial company are negotiating for the whole contract from this place to Grenada, with a probability of success. This road when finished, will give Memphis between sixty and eighty thousand bags of cotton that are now shipped to New Orleans. Success to it and due credit to its officers and managers.—*Exchange.*

Railroad Earnings.

August, 1853--4.

EASTERN:

Name of Roads.	Miles.	1854.	1853.	Increase.	Per Cent.
New York Central,	320	$515,174 60	$500,410 94	$ 14,763 60	2.8
Pennsylvania Central,	357	305,668 64	236,493 19	69,175 45	22.3
Baltimore & Ohio,	380	295,135 78	219,011 39	76,124 39	25.7
Do do, Wash. Br.	40	31,999 83	29,196 77	2,803 06	8.7
Hudson River,	144	136,042 00	131,173 00	4,869 00	3.5
New York & New Haven,	76	81,726 71	84,142 68	Decrease.	2.9
Eighth Avenue,	3½	24,405 50			
Sixth Avenue,	3½	17,750 50			

WESTERN:

Name of Roads.	Miles.	1854	1853.	Increase.	Per Cent.
Mich. So. & Nor. Ind.	247	$165,949 83	$155,398 48	$10,551 35	6.3
Mich. Central,	278	152,841 55	144,752 69	9,088 86	5.9
Ohio & Pennsylvania,	187	110,238 38	66,928 28	43,310 10	39 2
Galena & Chicago Union,	120	105,955 07	48,969 30	56,985 77	53.7
Cleveland & Pittsburg,	99	37,241 26	36,548 60	692 66	1.8
Milwaukee & Miss.	100	31,139 90	18,254 71	12,885 19	41.5
Macon & Western,	101	25,175 97	20,663 83	4,512 14	17.7
Virginia & Tenn.,	105	20,844 33	12,983 01	7,861 33	37.6
Chicago & Rock Island,	181	97,641 00	44,482 88	53,158 12	54.4
Added since the above table was made up, viz:					
New York & Erie,	460	473,416 00	410,671 00	62,745 00	13.3
New York & Harlem,	150	90,009 53	87,776 41	2,233 12	2.4
Hamilton & Eaton,	38	8,068 79	6,064 18	2,004 61	24.8
Little Miami,	83	64,696 15*			
Cincinnati, Hamilton & Dayton,	60	41,378 64*			

* We are unable to give the Earnings of the Little Miami, and Cincinnati, Hamilton & Dayton roads for August 1853, but know them to be much more than this year. The decrease is readily accounted for in the low fares of the past and present seasons; a kind of friendly game to see which can lose money the faster.

Our Table of Monthly Earnings shows a steady increase in the business of railroads, though not to such an extent as some of our previous exhibits. This is readily accounted for by the excessive dullness in all kinds of busines, and the comparatively small amount of pleasure travel the past month. As our rivers rise, and fall business opens, we may with certainty expect a heavy business. In the mean time we have no cause of complaint on account of the present showing.

From this exhibit we deduce as follows:

8 Eastern roads, 1,927 miles, have increased over the same month last year, aggregate,. 75 8 pr.ct.
Or, per mile..... 0.39 "

10 Western roads, 1,456 miles, have increased in same time..... 28.29 pr.ct.
Or, per mile..... 19.04 "

From which we infer that Eastern roads generally, have already reached their limits, and that the Earnings will present a steady uniform rate of increase; while upon the Western roads the increase will continue to be large for a number of years to come, until the resources of this vast extent of country shall be fully developed, and who shall say when that will be? And what better answer is needed to the cry of "too many railroads" than a reference to the constantly increasing business of the roads already constructed?

ILLINOIS RAILROAD—PUBLIC LANDS.

Few persons fully appreciate the quantity of land that is contained in the grant in aid of the Illinois Railroad. The quantity is 2,600,000 acres. How much is two millions six hundred thousand acres? Neither more nor less than the dimensions of the whole state of Connecticut! As follows:

Official return of Connecticut, (acres).... 2,733,870
Lands patented to Illinois Central..... 2,572,060

A person or Company that should own the whole state of Connecticut in fee, free of debt, with all its rocks, rivers, swamps, bays, hills, dales and valleys, would be possessed of a good farm, notwithstanding that a very large proportion of it would be unremunerative, being unsusceptible of cultivation, and ineligible for occupation. The state of Connecticut contains 350,000 inhabitants, 60,378 dwellings, 547 miles of railroad, taxable valuation of $300,000,000.

This is what has grown upon a "patch" of land equal to the quantity owned by the Illinois railroad, but far beneath it in value.—The land owned by the road is all selected for its fertile qualities, and eligible location.—There is none of it waste or unprofitable.—There is no portion of it remote from railroad conveyance to the best markets North and South. It is all accessible to the most abundant supplies of bituminous coal—the whole quantity of coal in the whole Union is 133,000 miles, one-third of which is Illinois. The supply of timber by railroad from the North is limitless. Here are all the elements for the support of an immense population.—*Ex.*

SPRINGFIELD, MT. VERNON & PITTSBURG RAILROAD.—We learn that at a meeting of the directors of the above road, held at Springfield, on Friday last, Gen. Anthony handed in his resignation as President of the Company which was accepted; whereupon C. P. Buckingham, Esq., of this city, was elected President in his stead.

This selection, we feel confident, will give universal satisfaction, not only to the stockholders of the road but to the public generally. Mr. Buckingham's high character as a business man and as an honest an honorable citizen, will at once give credit and confidence to this important railroad, and will insure the early completion of the work suspended. We hope Mr. Buckingham will unhesitatingly accept the trust confided to his charge, and enter upon its duties as soon as possible with a fixed determination to push the work through without any unnecessary delay.—*Mt. Vernon Banner.*

NORTH MISSOURI RAILROAD.

The following particulars we gather from the St. Louis *Intelligencer*:

The North Missouri Railroad, starting in the city of St. Louis, is intended, running north, to pass through Iowa and ultimately to connect the city of St. Louis with that of St. Paul, or whatever town further north may spring into importance in the course of time, and the spread of emigration. What immediately concerns us, is to carry the road to the Iowa line, or first, to the line of the Hannibal and St. Joseph railroad which will intersect the northern portion of our state from east to west.

The estimated cost of the road from St. Louis to the Hannibal and St. Joseph railroad is seven million dollars, including every cost for locomotives, road, bed, and everything needed to make the road complete. It is evident then, that further help will be needed from the State and from other sources. One million more of state credit, and one million five hundred thousand more of subscriptions, would, it is supposed, so far complete the road to the Iowa State line, as to enable the Company to raise the means without trouble on the Company's bonds to do the balance of the work.

The road is under contract to be completed from here to St. Charles by 17th May, 1855, and in two and a half years, from 17th of last May, to the Hannibal and St. Joseph line of railroad. There are now over 300 men at work on the road from St. Louis to St. Charles, and in three weeks the contractors will be at work with a large force on the first forty miles beyond St. Charles, and it is expected the latter will be ready nearly as soon as that between St. Louis, and St. Charles. The people of St. Louis, and those interested in the matter, may, therefore, feel assured that they will, by the fall of 1855, be able to travel some forty miles beyond St. Charles by the North Missouri railroad, provided state and city and county bonds can be negotiated at anything like reasonable rates; and it is almost certain that city and county bonds must get better when capitalists look into the immense property owned by the city and county, and the comparative smallness of the debt of each. State bonds, will, undoubtedly keep good. All other counties beside St. Louis raise their subscriptions by taxation. They would be valueless otherwise to the company.—St. Louis city and county subsription, paid in bonds, are taken by contractors, as bsfore stated at par, so that it makes it as good as cash to the company.

Nothing is needed now, but the manifestation of a liberal spirit towards the road, to secure its speedy completion to the fullest extent. Its importance to St. Louis, and to the whole line of country through which it is to pass, it would be hard to over-rate. It runs, or is intended to run, and will run when completed, centrally along the ridge formed by the Mississippi and Missouri rivers, at a sufficient distance from either to secure it from all competition from them in the way of

trade. It runs through a rich country, whose unmeasured wealth, otherwise destined to be lost to us, it will at once develop, increase, and pour into our lap. The directory at least are not backward in this matter, they have given the subject that examination which has left upon their minds a profound conviction of the importance of the work to St Louis and the country along its route. They may be relied upon to do their part towards the consummation of this great enterprise, and will leave no stone unturned to hasten the events. Give them the sinews of war, and they will speedily prosecute the struggle to victory.

Those especially interested in the work,—and what man who makes the interests of this section of country his own, is not?—have great reason to congratulate themselves upon the happy auspices under which the work is being carried on. The management of the road has been such as must secure the approbation and confidence of all; the contractors, each in his locality, have pushed, and are pushing on the work with the greatest zeal. We commend it to the warm sympathies of our fellow-citizens and our farmers, especially to the north, as one of the enterprises with which their future prosperity is very intimately bound up.

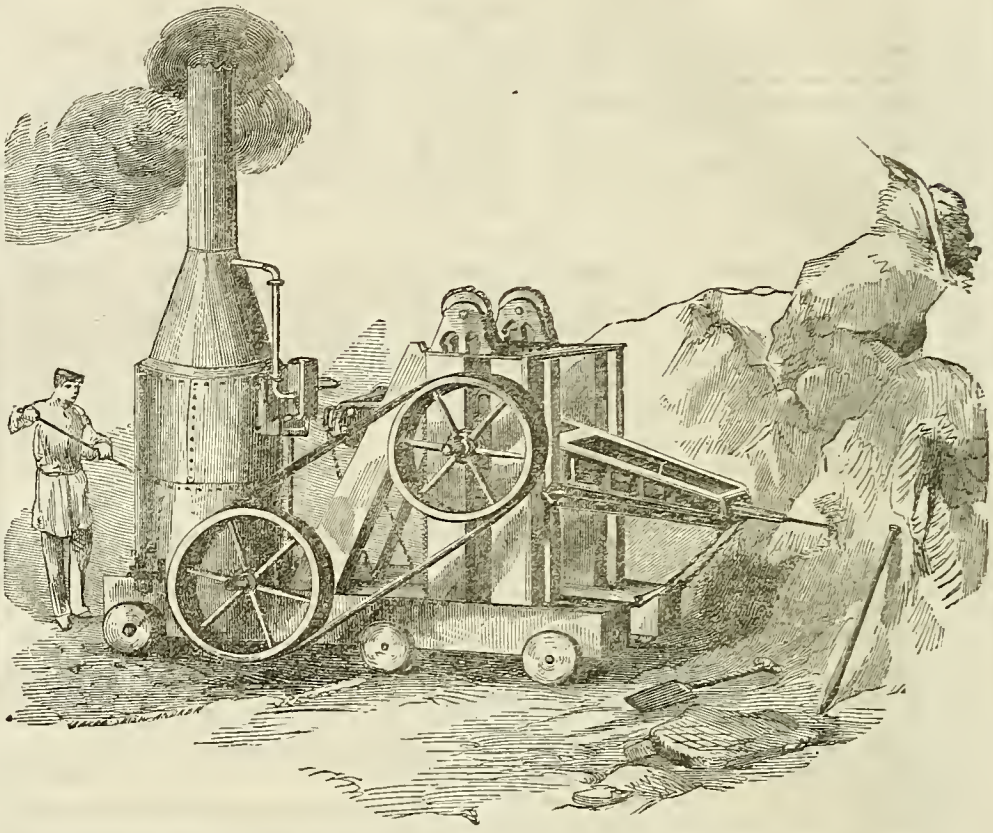
COMPOSITION CASTINGS.

It has long been a desideratum in the adaptation of fine arts to the refined wants of daily life, as well as for purposes of science, that works of sculpture should be capable of being produced at a cheap rate. Many processes have been tried to render plaster solid; but none has hitherto proved in every respect successful, the requisite degree of transparency not having been obtained. Dr. Emil Braun has at length succeeded, we are told, in the production of a material adapted to plastic purposes, which affords the same sharpness of outlines as plaster of Paris, is scarcely inferior in whiteness to the finest statuary marble, and even surpasses it in impermeability of surface, being perfectly impervious to wet, and capable of resisting all inclemencies of weather.

The inventor has already exhibited several busts and statues of this composition, which have been viewed by the sculptors and artists of Rome, who are unanimous in their opinion as to the beauty and value of the material, the fracture of which even presents a crystallized structure. This material is as well adapted for the most delicate objects as for works of colossal size; the former exhibiting the utmost refinement of execution, whilst the latter proves that it is capable of resisting any degree of weight arising from the bulk of the objects themselves. In this material facsimiles of the most beautiful monuments of ancient or modern times, architectural ornaments, &c., may be reproduced at a price not greatly exceeding that of plaster casts. Thus not only houses and museums, but also gardens and parks, and all open court-yards or spaces destined for decorative purposes, may be adorned with the finest works of sculpture which the world affords.

☞ We learn from the Lebanon *Star*, that the work on the Cincinnati, Lebanon and Xenia Railroad, has been resumed. Messrs. De Graff & Co., assisted by Mr. Shannon Superintendent, broke ground vigorously at Lebanon, on Wednesday morning last.—*Dayton Empire.*

GARDNER'S ROCK DRILL.



At this time, when air-lines only are thought of among railroads, when rivers and mountains offer no permanent obstacle to the onward march of progress—when mines are being opened and worked under circumstances that in former days would have utterly dismayed capitalists, and allowed the mineral wealth of the earth to lie undisturbed in its hidden recesses rather than incur the necessarily heavy preliminary outlay—any practical invention for facilitating such progress cannot but be very acceptable to parties interested.

Among other decided improvements in the mechanical department of mining and tunneling operations, none can surpass "Gardner's Rock Drill," in efficiency and fitness for the purpose intended. By it a new era has been opened in mining and other excavations, by reducing the cost of operating to about one-tenth of former rates; and at the same time, changing the labor of years to months only. And it is destined to work an entire change in all kinds of earth and rock work, embracing excavations, boring or tunneling. By its use shafts or tunnels, heretofore requiring years of incessant labor, can now be completed in about as many months. As an evidence of its value, a silver medal (the highest premium) was awarded at the "World's Fair."

The machine, as described by the inventor, consists of a platform bearing a steam engine, with, at the other end, standards bearing a frame, by which the drill can be placed and worked horizontally, perpendicularly, or in any other direction. This frame bears two stout cross-heads and a mandril, which last bears the drill of any length or size desired. A simple and strong arrangement of an iron bar &c., underneath, causes the drill to turn faster or slower, as wished, as it strikes, and a similar arrangement effects the feeding forward of the drill rapidly or more slowly as in the judgment of the operator, the hard or soft character of the rock may seem to require.—The rate of advance of the drill can be varied instantaneously. The cross-heads and drill are thrown back by means of cams, thus compressing a stout cylindrical india rubber spring, the expansion of which gives an immensely powerful blow; and the machine clears itself of dust and debris without assistance.

The number of blows per minute is limited only by the durability of the *Steel Drill.*—On granite, 120 blows per minute is the working rate. These machines can be operated by hand, horse, or steam power. A three-horse power engine, operated by one man, will drive a machine capable of drilling anywhere from 3 to 7 inch holes, 4 feet deep per hour, in Quincy granite; and the same engine employed to operate the machine, will serve hoist the ore and rock. It takes up but small space, comparatively; two of these machines

only occenpying the space where eight men can work, thus making a difference, in the same space, of 92 mens' labor, each machine being equal to 50 men.

We regret that want of space prevents a more minute description of this valuable invention, and a comparison of its effects with those of the old hand-labor system ; but Mr. Gardner, Trinity Buildings, New York, will be very happy to explain everything appertaining to it, to those who desire it.

It is an invention which not only promises much, but actually performs much more than it promises. We therefore cheerfully commend it to the attention of Railroad Contractors, Miners and others in want of such a machine.

RECIPROCAL RIGHTS OF RAILROADS AND RIVERS—RAILROAD BRIDGE OVER THE MISSISSIPPI AT ROCK ISLAND.

We have made mention of this Bridge on several occasions in the RECORD, because we deemed the subject one of vital importance to the Railroad interests, and the point of controversy involved, as one affecting the rights of the community at large. We hold that railroads have rights as well as rivers—that rivers cannot be a bar to railroads any more than railroads can be a bar to rivers. But railroads possess decided advantages over rivers, inasmuch as they can be constructed over rivers so as to offer little or no impediment to navigation, and at the same time they can be built to penetrate the country in any and every direction, opening new avenues of trade and adding largely to the wealth of such sections, while rivers are confined to certain locations only, and, as has been the case with the Ohio and its tributaries for several seasons past, are not unfrequently useless for transportation purposes a large portion of the year.

Under these circumstances we cannot understand how it can be decided unlawful to construct any bridge, over any river, where it is so arranged as to offer no actual impediment to the free navigation thereof. We are aware that it is contended that this especial bridge does interfere with navigation ; we do not concede this as a fact, though it may perhaps make a little more care necessary, on the part of the pilot, in passing the draw ; yet even then not as much as crossing an ordinary sand-bar at low water. And if it did require some considerable care to pass it safely, have not railroads co-equal and co-existent rights with rivers ? And when they meet thus, should not the concessions be mutual ? If asked what concessions railroads make in crossing rivers, we reply, in the extra pains taken so to construct their bridges as to offer as little impediment to navigation as possible. Disinterested persons must coincide with us, we think, in our opinions, when they read the following description of the dimensions and plans of this bridge, for which we are indebted to the St. Louis *Intelligencer:*

The slough on the Illinois side of Rock Island is crossed by an embankment and bridge of three spans, each of 150 feet, resting upon their abutments and piers about 40 feet high.

The main channel will be crossed by a bridge of five spans, each 250 feet ; and two spans for the draw bridge, each 118 feet in the clear.

The *draw* is to rest upon a very large circular pier—surmounted by a turn-table of 36 feet in diameter, and will be worked by rack and pinions with such facility that the draw can be opened or closed by two men in one and a half minutes.

It is designed to keep the draw constantly opened during the season of navigation, except when the trains are crossing the bridge.

The total length of the bridge across the main channel between abutments, is 1,562 feet, (which is nearly equal to the width of the Mississippi river from the St. Louis shore to Bloody Island.)

There are two spans in the draw, *each* wide enough for *two* of the largest class upper Mississippi boats to pass abreast with safety.

Crib guards will be made extending up and down the river some 400 feet, for the protection of the pier, so that it is impossible for a boat to strike a pier unless done intentionally. The depth of the water in the channel at the present and lowest stage through the draw is ten feet.

Now, in the name of common sense, what impediment does such a bridge offer to navigation at that point ? None, and we are satisfied that all opposition to the bridge must arise from other causes than this.

We are glad to learn that the company are still going on with the bridge ; the abutments and piers on the Illinois side and in the main channel are completed ; a large force is employed on the main piers. On the occasion of baptising the first stone of the first pier, a large concourse of persons were present, and the stone was laid in its place amid the shouts of the assembly, after which a meeting was organized and several spirited resolutions were adopted.

There are several other railroad bridges projected over the Mississippi, and the Ohio rivers, upon the construction of which the ultimate decision of the Courts in this case will have an important bearing. The result is therefore anxiously looked for, and we cannot but feel assured that the decision will be in favor of the bridge.

Of the difficulty between the Bridge Company and the War Department, we have nothing to say, further than we think the action of the Secretary of War in this case, questionable ; but, then, this is only *our* opinion.

BELLEVILLE & ILLINOISTOWN RAILROAD.—We learn from the Missouri *Republican* of the 7th, that the work of laying the iron is rapidly progressing on this road. Only about three miles remain to be completed, and this will be done in a couple of weeks. Belleville will then be in half an hour's travel of St. Louis.

MADISON, INDIANAPOLIS & PERU RAILROAD.

It seems that the Indianapolis and Peru Railroad Company, becoming dissatisfied with the operations of the consolidated company, has sued out an injunction to prevent the consolidated company from further operating the Peru road. The injunction was granted by the Marion Circuit Court on the 4th inst.; the final hearing will take place next month.

The President of the consolidated company in his report, says:

"The disaffection spoken of has arisen from various causes ; in part from personal considerations, but more from a misapprehension of the true state and condition, business and business prospects, of the several portions of the consolidated road, and from the great depreciation of the stock of the consolidated company. So far, the Peru company has received all the benefits derived from the consolidation, the earnings of the Madison road being very nearly in the proportion of four to one, and not less than fifty thousand dollars of these earnings being expended for the exclusive benefit of the Peru road. For these expenditures and other liabilities, paid and assumed, the Peru Company is now indebted to the consolidated company more than one hundred thousand dollars, a sum exceeding the net earnings of the Peru road for a year to come.

At the period of the consolidation, the Peru road was not completed, and the consolidation was urged by the contractors, as their only resource to enable them to prosecute their work successfully, and without the credit thus given to their securities, it is believed the work must have been suspended. The last rails were not laid until about the first of April, and as the road then came into the hands of the company, it immediately required ballast, switches, side-tracks, water-tanks, station-houses, depots, machine-shops, turn-tables, and rolling machinery. These expenditures, and the large floating debt of the Peru Company, absorbed the earnings of the consolidated company, and added very materially to their embarrassment. Had the earnings of the Madison road for the first six months been applied to the liquidation of her floating debt, it would have made her condition comparatively easy, while the total net earnings of the Peru road for the same period would not have paid her semi-annual interest in July. These facts certainly could not have been known to those who desire to dissolve the consolidation.

The receipts for the first six months ending June 30th, were as follows:

ON MADISON ROAD.

For Freight and Passengers	$115,687 27
From other sources	30,133 77
Total	$145,821 04

ON PERU ROAD.

For Freight and Passengers	$28,057 98
From other sources	4,978 95
Total	$32,836 93

Making a total receipt on the entire road of $178,677 97, being $20,389 86 less than the receipts of the Madison road alone, for the corresponding period in 1853.

The expenditures for the same period have been as follows :

On Madison Road	$94,649 85
On Peru Road	82,299 80
Total	$176,949 65

The ordinary or current expenses for this period amounted to the sum of $114,986 41. This included the unusually large items of

$26,064 75, for repairs of road, and $10,035 10 for wood purchased in 1853.

The extraordinary expenses were $61,963 24.

COLUMBUS RAILROAD CONVENTION.

A convention of Railroad officers is about to assemble at Columbus, in this, state to consider the state of Railroad affairs at the West, and consult upon the best interest thereof.

In view of this convention, a correspondent of the Indianapolis *State Journal* suggests the following subjects for consideration .

1st. To unite the duties of President and Superintendent of trains, *in one person*, drawing but one salary.

2d. Let one person act as Superintendent of Tracks, with care of freight trains, and Chief Machinist.

3d. Dismiss all runners, outside agents, and pay no such expenses as *they* now incur.

4th. Reduce all salaries of the *cushion-chair* order to a reasonable amount.

5th. Prohibit any officer from giving any free passes, and let such things be done by the Boards in session only.

6th. Publish a monthly account of receipts and expenditures, including a full and honest statement of the *names* of all the *officers and employees*, and each one s salary or pay.

7th. Inquire whether Lawyers, and Doctors, and Politicians, *are* the best qualified persons for Presidents and Superintendents, or, whether the duties require any other qualifications, than mere legal, medical, or political skill ?

8th. Increase the price of freight and passage, until it will remunerate the stockholders.

9th. Obtain from the Legislature, proper laws to make the *watering of stock*, punishable by fine and imprisonment in the Penitentiary; and make it a penal offence, for any officer or Director of a Railroad Company, *to hold or vote a proxy*, at any election of the Company.

Some of these suggestions are worthy of serious thought, and would if adopted, add much to the profit and efficiency of railroads.

PENNSYLVANIA RAILROAD—NEW BONDS.—The Pennsylvania Railroad Company have just had engraved a new certificate of their full-paid stock, and have adopted certain forms in their issue which it is believed will very effectually guard against fraud. Each certificate requires four signatures, with at least three of whom there must be collusion if any false stock gets upon the market. The new certificates first pass through the hands of the Transfer Clerk, then the Register's, then those of the Treasurer, and lastly the President's, all of whose signatures, and the Company, each bears.

MAYSVILLE & LEXINGTON RAILROAD.—We are happy to learn from the Maysville *Eagle*, that there is a fair prospect that arrangements will be made ere long to resume the construction of this road. Energetic business men have taken hold of the matter and will carry it to completion if it be possible. The unsettled state of the financial market operates very much against the road ; but the prospects of success, says the *Eagle*, are very flattering.

TELEGRAPHS AND TELEGRAPHING.

A NEW IDEA.—The New York *Journal of Commerce* in speaking of the system of Telegraphs in England, says :

"There is also a system of remitting messages in progress of introduction, by means of which money paid in at any of the stations, is paid out at any other station required, and is expected to supercede the Government Order Office, which works through the slower medium of the Post Office."

This, though new, seems to us a good idea. The payment by the offices of telegraph drafts would be a matter of safety and convenience to all parties. In the first place it would be a proof against forgery. The deposit made in advance at one office, would insure against outside frauds, and the draft could be transmitted only through an instrument that can speak the truth. An instrument, moreover, that speaks to no one but the operators in the first instance. It would save the accidents and uncertainty of the mails. It would make remittances prompt to the moment. Money deposited in Albany would be practically transferred to New York in less than an hour. To business men this, we think, would be a great convenience, while it would be a source of profit to the Telegraph companies.

CENTRAL MILITARY TRACT RAILROAD.—A late number of the Chicago Democratic *Press*, says :

"We learn from A. T. Hall, Esq., who is connected with this road, that it will be finished to Princeton, twenty-two miles from Mendota, and the cars will commence running next week. By the 20th of the month it is to be finished thirteen miles further to French Grove, and by the first of October to Weathersfield, in Henry county, fifteen miles from Mendota. A few months more and we shall have another and continuous road to the Mississippi, at Burlington. The road runs thro' one of the finest portions of the state, and will add very much to the prosperity of Chicago."

Weathersfield is about thirty miles beyond Galesburg, which latter point we expect to reach from Burlington in the course of a few weeks. Should no untoward event occur, we shall be in connection with Chicago in from 60 to 90 days.—*Bennington Tel.*

IRON FOR THE MEMPHIS AND CHARLESTON RAILROAD.—We are pleased to learn, says the Memphis *Eagle*, that Mr. Tate, the energetic President of the Memphis & Charleston Railroad Company, has just closed a contract for twenty-five hundred tons of iron for the construction of the road east of La Grange. The iron is to be delivered at New Orleans on the first of December next. The terms of the contract are very favorable. The iron is purchased at $45 per ton, the payments to be made partly in cash, and partly in the bonds of the Company.

MARIETTA & CINCINNATI RAILROAD.—Noah L. Wilson, Esq., now in England on business of this Company has been elected President of the Company, in place of Mr. Cutler, who has been compelled to resign on account of his health. Until Mr. Wilson's return, Wm. S. Nye, Esq., of Marietta, will act as President.

NO MORE LANDS TO BE RESERVED FOR RAILROADS.—The following letter from the Secretary of the Interior, addressed to the Hon. Alfred Iverson, gives the conclusion to which the Department has come in reference to public lands reserved for railroads. We find it in the Columbus, Ga., *Times* of August 30 :

DEPARTMENT OF THE INTERIOR,
August 25, 1854.

Sir : In reply to yours of the 21st, requesting that the President will withdraw from sale or private entry the land within a belt of 12 miles on each side of the proposed Mobile & Girard Railroad, I have to state that the whole subject of the withdrawal of lands for railroad purposes has recently been fully examined and considered, and that it has been determined, with the approbation of the President, to bring into market with as little delay as practicable all lands heretofore withdrawn for such roads as have not been favorably acted upon by Congress, and to decline hereafter to withdraw lands for such purposes until after the grant shall have been actually made.

I am, sir, very respectfully, your obedient servant,
R. McCLELAND,
Secretary.

Hon. A. Iverson, Columbus, Ga.

GALVANIZED IRON.

The preservation of iron from oxidation or rust, for a series of years engaged the attention and taxed the ingenuity of practical and scientific minds, and a variety of processes had been suggested and tried without producing satisfactory results, as none were found to stand a test of time when exposed at the same time to the destructive influence of atmospheric changes. The researches of Sir Humphrey Davy, in 1824, at length threw a new light on this important subject, and the concurrent testimony of Brande and Faraday, of England, and Professors Morse and Henry, of our own country, backed by the acquired practical experience of thousands of consumers, have long since established the fact that iron prepared by what Davy termed the "galvanizing" process, is entitled to take precedence of all other metals, for the several uses to which it may be applied. The French Marine Commission have recommended its use in the French Navy, and J. W. P. Lewis, Esq., an accomplished engineer of Philadelphia, who speaks from actual observation, and careful notice of the results of several experiments made on galvanized iron, fully coincides in the views taken by Brande and others, that iron, when galvanized, is fully protected against rust, and we hope ere long to see it universally adopted in every section of the country.

GOLD IN VERMONT.—The Woodstock *Age* says that there is gold in Vermont ; and says that for the last three or four weeks, from thirty to fifty workmen, under the direction of Capt. Ira F. Payson, of N. Y., have been engaged in digging into and examining the premises of Bridgewater, where gold has been discovered, and that the result thus far, has been very satisfactory. The *Age* concludes by assuring the public that there is no humbug about this matter. and that the mines will prove among the richest in the country.

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

CORRECTED TO WEDNESDAY OF EACH WEEK.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'D.	ASK'D.
Alabama and Tennessee	1st mortgage, convertible till 1872	7	1872		95
Baltimore and Ohio	Transferable. Taxed	6	1885	81	82
Do do	Coupons. Not Taxed	6	1875	84	85
Do do	" "	6	1880		82
Do do	"	7	1860		87
Do do		6	1885		92
Bellefontaine and Indiana	1st mortgage, convertible	6	1866	98½	100
Buffalo and Penn. State Line	1st mortgage, not convertible	7	1866	97½	101
Chicago and Rock Island	1st mortgage, convertible	7	1870	86	90
Chicago and Mississippi	1st " "	7	1862	88	92
Do do	2d " "	7	1874	68	72½
Chicago and Aurora	1st " "	7	1866	90	92½
Cincinnati and Fort Wayne					
Cleveland, Columbus, and Cincinnati	1st mortgage, convertible	7	1859		
Do do do	No mortgage, convertible	7	1855		
Cleveland and Mahoning					
Cleveland, Painesville and Ashtabula	1st mortgage	7	1861	90	95
Do do	2d " not convertible	7	1861	99	100
Cleveland and Pittsburgh	1st " convertible	7	1860	93	95
do do		7	1873		85
Cleveland and Toledo	1st mort. not conv. '73	7	1863	85	87
Cleveland, Zanesville, and Cincinnati					
Cincinnati, Hamilton and Dayton	1st mortgage " till 1855	7	1867		95
do do do	2d mortgage	7	1868		95
Cincinnati, New Castle and Michigan	1st mortgage, real estate, convertible	10	5 & 10 y's	96	100
Cincinnati Western	1st " " " "	10	5 & 10 y's	90	98
Cincinnati, Wilmington and Zanesville	1st "	7	1862	92	94
Cincinnati, Indianapolis and Chicago					
Columbus and Lake Erie					
Columbus, Piqua and Indiana	1st mortgage, convertible	7	1862	84	86
Do do do	2d "		1852	80	83
Columbus and Xenia	1st mortgage, convertible	7	1859	118	120
Covington and Lexington	2d " till 1862	7	1883		
Do do	1st " not "	6	1862	80	85
Dayton and Michigan	1st " "	7	1867	94	97
Dayton and Western	1st " "	7	1862	90	95
Dayton, Xenia and Belpre	1st "	10	1864	85	95
Eaton and Hamilton	1st mortgage	7	1862	84	87
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.	7	1862	93	96
Evansville and Illinois	1st Mortgage, convertible 1857	7	1862	85	87
Frankfort and Lexington	1st " "	6			
Franklin and Warren					
Galena and Chicago Union	Pledge of 2d section, convertible	10	1853-6	125	130
Do do do	1st mort., 2d " not convertible	7	1862	89	90
Illinois Central	1st mortgage, not convertible	6	1875	74½	75
Illinois and Wisconsin		10			
Indiana Central	1st mortgage, convertible	7	1866		90
Do do	" "	10	1857	99	100
Indianapolis and Bellefontaine	1st " "	7	1860-1	94	96
Indianapolis and Lafayette	" "	7	1861		95
Jeffersonville	1st " not "	7	1861	87	94
Junction (Ohio)	1st " "	7	1867	85	90
Do do	2d " "	7		95	90
Lawrenceburg and Upper Mississippi	1st mortgage, convertible	7	1866		95
Lexington and Big Sandy					
Little Miami	No mortgage, convertible 1852-4	7	1858-61	85	90
Do	" " till 1855	7	1861		
Louisville and Nashville					
Lyons', Iowa, Central	1st mortgage, convertible	7	1873		
Mad River and Lake Erie	1st mortgage, convertible till 1855	7	1855-6	97½	100
Do do	2d " "	7	1866	66	75
Do do	Dividend	7	1860	78	83
Madison and Indianapolis	1st mortgage, convertible after 1853	6	1861		
Marietta and Cincinnati	1st " convertible	7	1868	88	90
Maysville and Big Sandy					
Maysville and Lexington	1st mortgage, convertible	6	1873	10	
Memphis and Charleston					
Michigan Central	No mortgage, convertible	8	1860	100	
Do do	" "	8	1855-6	97	100
Do do	" not "	8	1857-8	95	100
Michigan Southern	1st " "	7	1860	96	100
Milwaukie and Mississippi	1st " " 1857	8	1862	98	101
Mobile and Ohio	1st mortgage 6s. 1884				
Nashville and Chattanoogn				83	93
New Albany and Salem	mortgage on 1st section	10	1858-62		101
Do do	1st " on other sections, convert.	8	1864-75	87	88
New Castle and Richmond	1st " convertible	6	1873	87	90
New Orleans and Ohio, Ky	Guar. of McCracken Co			86	93
New York and Erie	1st mortgage, not convertible	7	1867		
Do do	2d " convertible	7	1859	94	
Do do	Income, not convertible	7	1855	77	90
Do do	Convertible till 1861	7	1871	72	75
Do do	" " 1862	7	1862	72½	75
Northern Cross, Ill	1st mort. conv	8	1873	90	93
Northern Indiana	1st mortgage, not convertible	7	1860	93	96
Do do	1st mortgage Goshen line				87
Do do	Construction Bonds			84	90
Ohio Central	1st mortgage, convertible, west section	7	1861		
Do	1st " " east "	7	1864	94	95
Ohio and Indiana	1st " "	7	1867		100
Ohio and Pennsylvania	" "	7	1865-6	101	104
Do do	Income. No mortgage, convertible	7	1872	84	86
Pacific, Mo					
Panama	1st mortgage, convertible	7	1866	90	91
Parkersburgh (or Northwestern Va.)	" Guar. City of Baltimore	7	1873	94	96
Pennsylvania	1st mortgage, convertible till 1860	6	1880	96	97
Peru and Indianapolis	1st " convertible	7		78	83
Rock River Valley Union	1st " convertible	7	1872	98	100
Sandusky and Mansfield	1st "	7	1860	71	75
Do do	2d "	10	1853-7	102	104
Scioto and Hocking Valley	1st " conv. coupons	7	1861	87	90
Southwestern, Tennessee					
Springfield and Columbus					
Steubenville and Indiana	1st mortgage, convertible	7	1865	83	85
Terre Haute and Alton	1st " convertible		1862-72	87	92
Do do	2d " do	8	1865		87
Terre Haute and Richmond	1st mortgage, convertible	6	1866	100	103
Toledo, Norwalk and Cleveland	1st "	7	1863	80	90
Do do do	2d "			90	95
Do do do	" Guar of C. C. & C.		1883	90	95

TABLES OF RAILROAD SHARES.

☞ The following quotations are not PER SHARE, but upon the HUNDRED DOLLARS.

	shares.	off'd.	ask'd.
Baltimore and Ohio	100	51½	55
Bellefontaine and Delaware	50	40	50
Bellefontaine and Indiana	50	60	65
Belleville and Illinoistown			
Buffalo and Pennsylvania State Line		120	125
Central Military Tract			
Central Ohio	50	75	80
Chicago and Rock Island		80	95
Chicago & Miss., (Alton & Springf'd,)			
Cincinnati, Cambridge and Chicago		25	30
Cincinnati and Fort Wayne			
Cincinnati Hamilton and Dayton	100	80	90
Cincinnati, Indinnapolis and Chicago			
Cincinnati, Logansport and Chicago	50		90
Cincinnati Western	50	15	35
Cin. Wilmington and Zanesville	50	50	60
Cleveland, Columbus and Cin	100	105	110
Cleveland, Medina and Tuscarawas			
Cleveland, Painesville and Ashtabula	100	100	105
Cleveland and Pittsburgh	50	52	65
Cleveland and Mahoning			
Cleveland and Toledo	50	73¼	90
Cleveland, Zanesville, and Cincinnati			
ClintonLine			
Columbus and Lake Erie	50	50	70
Columbus, Piqua and Indiana	50	50	65
Columbus and Xenia	50	93	95
Covington and Lexington	50	50	66
Covington and Ohio, Va			
Dayton and Michigan	50	30	50
Dayton and Western	50	26	50
Dayton Short Line	50		
Dayton, Xenia and Belpre			
Detroit and Pontiac			
Eaton and Hamilton	25	47½	55
Eaton and Piqua			
Erie and Northeast		110	112
Erie and Kalamazoo		90	100
Evansville and Crawfordsville			
Fort Wayne and Mississippi	50		
Fort Wayne and Southern	25	15	50
Franklin and Warren			
Galena and Chicago Union	100	99	105
Greenville and Miami	50	50	60
Hannibal and St. Joseph			
Hudson River		40	42
Henderson and Nashville			
Hillsboro' and Cincinnati	50	40	55
Illinois Central 10 per cent	100	101	105
Illinois and Wisconsin			
Indiana Central	50	50	65
Do do 10 per cent	50	55	70
Indianapolis and Bellefontaine	25	60	65
Indianapolis and Cincinnati	50	45	60
Indianapolis and Lafayette	50	76	80
Jeffersonville and Indianapolis	50	72	78
Junction (Ohio)	50	90	95
La Crosse and Milwaukie	100		
Lake Erie, Wabash and St. Louis			
Lawrenceburg and Upper Mississippi	50	45	60
Lexington and Frankfort			
Lexington and Danville			
Little Miami	50	98	100
Logansport and Pacific			
Logansport and Marion			
Louisville and Frankfort	50	62	70
Louisville and Nashville	100		
Macon, Georgia	10	98	100
Mad River and Lake Erie	50	60	70
Madison and Indianapolis	50	40	50
Madison, Indianapolis and Peru	50		
Marietta and Cincinnati	50	37½	50
Marion and Mississinewa Valley			
Maysville and Lexington	50		
Maysville and Big Sandy			
Memphis and Charleston			
Michigan Central		90	100
Michigan Southern		99	100
Milwaukie and Mississippi		77	82
Mobile and Ohio			
Nashville and Chattanooga			
New Albany and Salem	50	35	50
New Orleans and Ohio			
New York Central		92	100
New York and Erie	100	46	50
Northern Indiana		96	98
Ohio and Indiana		76	80
Ohio and Mississippi	50	50	70
Ohio and Pennsylvania	50	84	85
Ohio River and Wabash			
Owl Creek Valley			
Pacific, Mo			
Panama		88	90
Parkersburg, or Northwestern Va			
Pennsylvania	50	90	87
Peru and Indianapolis	25	38	50
Sandusky and Mansfield	50	50	60
Sandusky, Mansfield, and Newark	50		
Sangamon & Morgan, or Groat West'n,			
Scioto and Hocking Valley	50	40	60
Southwestern Indiana			
Southwestern, Tenn			
Springfiled Mt. Vernon and Pittsb'gh	50	40	60
Springfield and Columbus			
Steubenville and Indiana			
Terre Haute and Alton			
Terre Haute and Richmond		100	102
Toledo and Illinois			
Toledo, Norwalk and Cleveland	50	70	90

STOCK TABLE.

CORRECTED WEEKLY.

Government Securities.

	INT.	DUE.	OFF'D.	ASK'D.
U. S. Loan	6	1856	104½	105
Do	6	1862	113½	114
Do	6	1867	117¼	118
Do	6	1868	117¼	118
Do (int. ceased July 1).	5	1853	101½	102
Do Coupons		1862	117½	118
Do "	6	1868	117½	118
Do "		1853	100	101

State.

Alabama	5	....	90	95
Do	6	....	102	104
Arkansas	6	....	95	100
Georgia	6	....	107	108
Do	7	....		
Illinois Canal Bonds		1860	96	98
Do do registered		1860	110	110½
Do do		1847	92	95
Do do registered		1847	90	96
Do do Internal Impt.	0	1847	85	90
Do Interest do	6	....	58	62
Indiana	5	....	88	90
Do	2½	....		60
Do Canal Loan	0	....	93	94
Do do preferred	5	....	54	55
Do do deferred	5	....	30	32
Do special preferred	5	....	24	25
Do do deferred.	5	....	10	11
Kentucky, 30 years	6	1871	101	102
Do 15 years	6	....	107	108
Do large bonds	6	1869-72	105	106
Do	5	....	92½	93½
Michigan	6	....	94½	96
Ohio	6	1856	102¾	103
Do	6	1860	106¾	108
Do	6	1870	110	112
Do	6	1875	109	110
Do	5	1855	102	105
Do	5	1864	104	106
Pennsylvania	6	....	103	105
Do	5	1870	84	87
Tennessee, new loan	6	1890	100	101
Do Coupons	5	....	80	85
Virginia Coupons	6	1886	100	101

City Securities.

Albany	6	1867-9	106	107
Allegheny	6	1873	75	76
Baltimore	6	1870-90	100½	101
Do	5	1865	87	89
Boston Bonds	4½	1860	101	102
Chicago	0	1876-7	92	95
Covington	6	1881	93	95
Cincinnati	6	1860	94	100
Do	6	1897	94	100
Do	5	1884	86	87
Do W. W	6	1865	102	103
Jeffersonville, Indiana	7	1872-82	85	88
Lawrenceburgh, Ia	7	....	89	90
Louisville	6	1880	82	85
Memphis	6	1882	90	92
New York	7	1857	101	103
Do	5	1858-60	99¾	100
Do	5	1870-5	100¾	103
Do	5	1890	101	
Philadelphia	6	1876-90	90	91
Pittsburgh	6	1869-71	82	83
Do coupons	6	1883		83
Richmond	0	1882	93	94
St. Louis	6	1870	85	90
Wheeling	6	1872	105	106

County Bonds.

Bourbon, Ky	6	1881	78	80
Darke, O	7	....	92	95
Fairfield, O	7	1862	90	92
Fayette, Ky	6	1881-2	75	80
Guernsey, O	7	1862	97	99
Mason, Ky	6	1881		78
McCraken co. Ky., endorsed by New Orleans and Ohio R.R.			75	80
St. Louis	6	1866	83	85
Do	7	1871	107	108

Banks.

OHIO.

Ohio Life Insurance and Trust Co	93	95
Lafayette, Cincinnati, (closing)	113	115
Franklin do		
Commercial do		
Mech. & Traders do		
State Branches		

KENTUCKY.

Bank of Kentucky and Branches	101	103
Northern, and Branches	108	110
Southern, and Branches	103	106
Bank of Louisville	111	112
Kentucky Trust Co	99	100
Farmers' Bank of Kentucky	107	110
Newport Safety Fund Bank	98	100
Commercial Bank of Kentucky		

INDIANA.

State Bank and Branches		

TENNESSEE.

State Bank and Branches		
Union	94	100
	97½	100

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g.
On New York	Sight	1	1½ prem.
Boston	Sight	1	1½ prem.
Philadelphia	Sight	1	1½ prem.
Baltimore	Sight	1	1½ prem.
New Orleans	Sight		prem.
England		110½	112½.

SPECIE.

GOLD.

California, ℔ oz	$17 50	@	$17 65
Spanish Doubloons	16 50	@	16 60
Patriot Doubloons	15 60	@	15 80
Sovereigns	4 85	@	4 88
Guineas	5 00	@	5 00
American, new	1 00½	@	1 01
American, old	1 04	@	1 06
Portuguese	1 00	@	1 01

SILVER.

American Dollars	1 02	@	1 04
American, halves	1 02	@	1 04
Spanish Dollars	1 05	@	1 07
Spanish Quarters	1 02	@	1 03
Mexican Dollars	1 03	@	1 04
Five Franc pieces	95	@	96

LAND WARRANTS.

	Off'd.	Ask'd
160 acre warrants	$180	$190
80 acre warrants	90	92
40 acre warrants	45½	47¼

Reported for the Railroad Record.

CINCINNATI STOCK SALES.

AT THE STOCK BOARD,

MERCHANTS' EXCHANGE

And at Private Sale.

BY HEWSON & HOLMES,

For the week ending Wednesday, Sept. 27, 1854.

30	Shares Ohio & Miss.	(and int.)	Railroad	50	00
50	" " "	"	"	50	50
66	" " "	"	"	50	50
10	" Covington & Lex.		"	50	50
23	" " "	"	"	50	00
40	" " "	"	"	55	00
50	" Cin. Wil. & Zane.	"	"	43	00
10	" " "	"	"	45	00
36	" Little Miami		"	99	00
14	" Col. and Xenia		"	94	00
100	" Cin. and Chicago		"	15	00
110	" Eaton and Ham.		"	35	00
50	" Farmers' Bank by.			104	10
5	" " "	"	"	104	50
30	" Ohio & Miss.	(and int.)	"	50	50
118	" " "	"	"	49	50
20	" " "	"	"	50	25
20	" " "	"	"	50	25
27	" " "	"	"	49	50
20	" Cin., Ham. & Day.		"	80	00
$100	Cin. & Day. RR. 7 per cent, 2d mort. bond redeemable in 1880. Int. coupons, payable semi-annually in New York			80	00

BY ISAAC OSBORN DAVIS.

50	Shares Ohio & Miss.	(with int.)	Railroad	60	00
46	" Little Miami		"	99	25
50	" Cov. & Lex.	(and int.)	"	50	00
40	" Cincinnati and Indianapolis		"	45	00
120	" Cin. Wil. & Zane.	(and int.)	"	43	00
75	" Ohio & Miss. (byp)	"	"	50	00
60	" Cin. & Indianapolis		"	44	00
70	" Cin. Wil. & Zanes.	"	"	43	00
30	" Cov. & Lex.	"	"	50	00
130	" Ohio & Miss. (Eas ac. b. 60 d.)		"	52	00
50	" Col. and Xenia		"	94	25
50	" Cin. & Chicago		"	15	00
30	" Cin., Ham. and Dayton,		"	80	00
39	" " "	"	"	80	00
	" " "	(int scrip)	"	75	00
40	" Clev. Col. & Cin.		"	103	25
60	" Ohio and Miss. (byp. with int.)		"	50	25
4	$1,000 Bonds Columbus, Piqua & Ind. RR. Co. 1st mort. (with int.)			74	00
$5000	Second Mortgage Bonds, Ohio & Miss. R. R. Co. (and int.)			60	00
$10,000	2d mort. Bonds Ohio & Miss. RR. Co. (Eas. acct.)			61@61½	

MONETARY.

From our advices we gather that Money has been rather abundant at the East during the past week, the banks generally discounting all their regular customers' offerings. Street rates about 10 @ 12 per cent. for number one mercantile paper.

Foreign Exchange reached 110 during the past week.

The prospect, so far as we can judge, is that money will be easier, and business good, though not so greatly expanded as last season.

The Stock Market, though somewhat fluctuating, has been quite as firm as could be expected under such a sudden rise as took place the week previous. Erie seems to be the standard for stocks in the New York market; as that stock is buoyant or depressed other stocks feel the effects. We note that the better class of securities were in demand; and that foreign orders, tempted by the exceeding low rates of the few previous weeks, had been quite large. From every indication we are inclined to believe that the future will be bright and cheering in the financial circles.

We translate De Coppet & Co's Weekly Foreign Circular, under date of 18th inst, which says:

"The advance in securities, noticed in ours of the 11th inst., has continued during the week with a regularity and constancy which would seem to assure a permanency which no previous rise has indicated. Home capitalists have entered the market with spirit. The demand from this source, in addition to the already active foreign demand, has occasioned a number of transactions—a large proportion for investment—principally in the shares of good dividend paying railroads, such as Galena & Chicago Union, at an advance of 5 per cent., Michigan Southern & Northern Indiana, 10 per cent., Michigan Central, and Cleveland & Toledo, 4 per cent., as well as the various obligations of Erie and Illinois Central at an advance of 4@7 per cent."

"State Stocks are an exception, and continue dull with limited sales. City Bonds, with one or two exceptions, are in demand and firm. Strictly speculative stocks have advanced, but are liable to frequent fluctuations. This amelioration of our market has been effected, notwithstanding the heavy shipments of specie to Europe; besides some $500,000 shipped from Boston."

The shipment of specie for the week is	$ 1,255,000
From Jan. 1, '54 to date	27,400,000
Same time, 1853	14,194,000
" " 1852	19,750,000

The sales during the past week have been as follows:

By A. H. Nicolay, Sept. 24, 1854—

$5,000	Bonds O., & Miss., 2d mort. conv. 7s. '80	60	00
5,000	" " " "	52	00
8,000	" Ill., & Wis., Railroad 7s '73	60	00
5,000	" Scioto & Hoc. Val. 7s conv. '65	55	00
5,000	" Tol., Nor. & Cleve. 7s. '63	87	50
7,000	" N. Y. City, Croton Water 7s, '57 The above with interest.	101	50
1,000	" Shares Flushing Railroad	73	50

At the West we find that the last week has been one of considerable stringeney in the Money Market; and at the close of the week, the discount houses have refused nearly all the offerings, on account of *scarcity of currency*. The best names known on Third street, have been done as high as two and three per cent per month.

The action of our Bankers is driving Indiana Currency home for redemption, and we have nothing to replace it. The U. S. Custom House Office here, has, we understand. Some $100,000 in silver to disburse in exchange for gold, but this is but a drop in the bucket, the more especially as the present state of the currency makes gold worth a heavy premium. Our currency tinkers, when they made this law, had not the fear of the people before them; and indications are, that the people will not have the fear of the law before them in their business transactions, after the 1st proximo.

Eastern Exchange is low, ruling from ¼@1 per cent. premium, yet the supply is small.

The Stock Market presents every indication of buoyancy, though much checked in its operation by this unwarranted stringency in Money Matters. Nevertheless, several heavy transactions have taken place on Eastern account, for particulars we refer to our to quotations o Stock Sales of the week.

So soon as the Currency matters are settled, we think that business will be good, and transactions in Stock large

RAILROAD CONVENTION.—A convention of Presidents', Superintendents' and Directors of Western railroads met at Columbus last week. Twenty-six companies were represented.—The "free pass" system was discussed, and a resolution passed to abolish the entire system after the expiration of the current year; all trip passes to cease after November next.—Even the Presidents' of railroads can not pass free over any road but their own.

A regular tariff of prices was also adopted, tending gradually to raise the rates.

The proceedings were secret, and have not yet been officially promulgated. We may have more to say on the subject when we fully understand what was done.

METALLIC WEALTH OF THE UNITED STATES.

In the *Mining Journal* for August, we find an able article on the above, from which we extract the following relative to the gold-bearing belt of the Atlantic States:

"The Appalachian chain takes its origin in Canada, south-east of the St. Lawrence, and forms a broad belt of mountain ridges, extending in a southwesterly direction to Alabama. The entire length of the chain is about 1300 miles; its breadth is variable, gradually expanding towards its center, and contracting at each extremity. The most striking feature of this mountain system is the fact that it is made up of a series of parallel ridges, very numerous, especially in Pennsylvania and Virginia, no one of which can be considersd as being the main or central chain to which the others are subordinate, but the whole forming a system of flexures which gradually open out from the southeast to the northwest, as has been made evident from the results of the geological surveys of Pennsylvania and Virginia, under the direction of Professors H. D. and W. B. Rogers. Along the southeastern edge of this great Appalachian system is a relatively narrow, undulating range, known under different names in different states. In Vermont it is called the Green Mountains; in New York, the Highlands; in Pennsylvania, the South Mountains; in Virginia, the Blue Ridge; in North Carolina, the Smoky Mountains. The rocks of this belt, which has a width of ten or fifteen miles, are of the lower palæozoic age, but highly metamorphosed, and for the most part, having their organic remains entirely obliterated. Still farther to the southeast lies the great auriferous belt, nearly parallel with the Blue Ridge, and not easily separated from it in geological age, either lithologically or by palæontological characters. The central axis of this belt has a direction in Virginia of about north 32° east; towards the north it assumes a more nearly north and south direction, and to the south it approaches an east and west line. Its width, where most developed, does not exceed seventy miles. This is about its extent on the borders of North and South Carolina. In Virginia it does not exceed fifteen miles. Starting from Georgia, and proceeding northward we find it developed in the following counties: in Georgia, in Carroll, Cobb, Cherokee, Lumpkin, and Habersham counties; in South Carolina, through the whole northwestern corner of the state, especially in the following districts: Abbeville, Pickens, Spartanburg, Union, York, Lancaster; in North Carolina, in Mecklenburg, Rutherford, Cabarrus, Rowan, Davidson, Guildford, and Rockingham; thence through Virginia, in Pittsylvania, Orange, Culpepper, Fauquier; in Maryland, Montgomery county. Beyond Maryland, to the north, the indications become fainter, and consist only in a few scattered lumps or fine scales occasionally picked up, until we reach Canada, where there is a considerable extent proved to be auriferous."

HARTFORD AND PROVIDENCE RAILROAD.—The first locomotive passed over this road from Hartford to Providence on the 12th inst.

NOTICE TO CONTRACTORS.

Mobile and Girard Railroad.

SEALED PROPOSALS will be received by the undersigned at this office, until the first day of December, for the Clearing, Graduation, Track-Laying, together with the building of all Bridges and Culverts of the Western Division of the Mobile and Girard Railroad, extending from Mobile to Greenvile, covering a distance of 130 miles.

The work will generally be divided into one mile sections, and bids may be made for one or more of these sections. Separate proposals are desired for the Track-laying, building of Bridges and Culverts, likewise for the building of the Trestle-work, 5¼ miles in length, across the Tensas and Mobile Rivers, with the intervening swamps. The trestle-work will be 12 feet high, built upon Black Cypress Piles, found in abundance and adjacent to the line; the two rivers will be crossed with the common Pile Bridging with Truss Pivot Draw in the center of each.

Specifications with the form of the contract and proposals can be had of the undersigned upon application.

Plans, profiles and estimates of that portion of the line are now ready for examination. Parties proposing will please designate it as such upon the envelope.

The country is healthy, with no swamps after leaving the Tensas River. From Mobile to the river, 18.5 miles the grading is light and country very healthy at all seasons of the year. After the line leaves the Tensas River, it passes through, and on the ridge that divides the Alabama and Conecuh waters, easy of access by the Alabama River, and through a section of country well stocked with provisions.

Payments will be made one-third (⅓) in current funds, one-third in the capital stock of the Company, bearing (.08) per cent. interest payable in stock, until the road is completed, then to cease and become common stock of the road, and relying upon the earnings of the same for dividends; the balance (⅓) one-third to be paid in the (.08) per cent. convertible bonds of the Company, maturing in (5) or more years, at the option of the contractors, coupons payable semi-annually either in Columbus, Ga., Mobile, Ala., or at New York, at the option of the holder.

To bidders personally unknown to the undersigned, bond and approved security will be required to an amount not exceeding (¼) the amount of the contract, for the timely and faithful completion of the same.

22½ miles of the road from Girard west, will be open for business the first of November, and 52 miles 9 months therefrom; it is the intention to have the entire line of 245 miles open for business early in 1858.

Sept. 28, 1854-9t. GEO. S. RUNEY.

Shortest Route to Indianapolis, Chicago, and St. Louis by Indianapolis & Cincinnati Railroad,

VIA LAWRENCEBURG,

IN connection with the **OHIO & MISSISSIPPI RAILROAD.** Passenger Trains leave Cincinnati at 7:15 A. M., and 3:15 P. M. Arrive at Indianapolis at 11.30 A. M., and 8:30 P. M.

By morning train passengers arrive at Chicago in 14 hours, and at St. Louis in 28 hours.

Freight shipped to Indianapolis and all other points West and North without delay at cheapest rates.

Cars run from Lawrenceburgh to Terre Haute, Lafayette, Peru and Chicago, without unloading.

Office, foot of Main street corner of Water street.

SIDNEY RICE,
Cincinnati, Sept. 28, 1854. Agent.

NOTICE TO CONTRACTORS.

Terra Haute and Alton Railroad.

SEALED PROPOSALS will be received at the Engineer's Office in Shelbyville, Shelby Co., Illinois, until Wednesday, Sep. 27, inst. at sundown, for the graduation, masonry, trestle work and ties, on the Terra Haute and Alton Railroad, from the Chicago Branch to the main trunk of the Illinois Central Railroad, being about 50 miles.

Plans and specifications of the Eastern Division can be seen at the Engineer's Office at Terra Haute, Indiana, and of the middle Division at the Engineer's Office in Hillsboro.

A large portion of this work is very heavy and offers great inducements for Contractors to give it their attention. Payments in cash mostly.

D. CARPENTER, jr.,
Div. Engineer Eastern Div.
L. L. LOCKLING,
Div. Engineer Middle Div.
Sep. 21tt PHELPS, MATTOON & BARNES.

New Works on Civil Engineering.

THE Field Practice of Laying out Circular Curves for Railroads. By John C. Trautwine, Civil Engineer.—4th Thousand, in pocket-book form with tucks.

—ALSO—

A New Method of Calculating the Cubic Contents of Excavations and Embankments, by the aid of Tables and 10 Engraved Plates of Diagrams. By John C. Trautwine, C. E.; 2d edition.

Price, one dollar each. Postage on the Curves, five cents; on the Excavations and Embankments, eight cents. For sale by WILLIAM HAMILTON.

Hall of the Franklin Institute.
Sept. 21-3* Philadelphia, Pa.

CHARLES FRODSHAM'S

IMPROVED WATCHES.

BEGGS & SMITH, JEWELERS,

NO. 6 WEST FOURTH STREET,
(*Adjoining the First Presbyterian Church.*)

CINCINNATI, O.

HAVE received from Mr. Simon Willard, Boston, Agent for the United States, the sole and exclusive agency for the sale of **CHARLES FRODSHAM'S** NEW SERIES OF IMPROVED CHRONOMETER WATCHES, in the states of Ohio, Indiana, Illinois, Michigan, Iowa, Wisconsin, Missouri, Kentucky and Tennessee.

In the Watches of the New Series, Mr. FRODSHAM has succeeded by a more perfect method of compensation, a more correct adjustment in isochronism, and an entirely new and peculiar construction of the train, by which more power is obtained without increase of size, in producing timekeepers of wonderful and unrivalled accuracy. The great importance of the improved watches is a perfect regularity of time under every variety of climate, motion and position. So perfect are the adjustments, that the most violent exercise, such as horseback riding, jumping, etc., produces on them no sensible effect They are therefore, particularly adapted to Railroad purposes.

These watches having been subjected to the severest tests for the past three years, and having proved themselves perfect in all the essentials of correct timekeeping, are recommended with confidence to those in search of good watches, as the best article ever introduced into the American Market.

Liberty is given to refer to the following gentlemen, who, among many others, have proved the excellence of Charles Frodsham's Watches as timekeepers:

Gen. John S. Tyler	.....	Massachusetts.
John E. Thayer, Esq.	.....	"
Enoch Train,	"	"
E. C. Bates,	"	"
F. W. Thayer,	"	"
Wm. Whiting,	"	"
Geo. M. Thacher,	"	"
David Dyer,	"	"
Alvin Adams,	"	"
Billings Briggs,	"	"
David Weld,	"	"
Hon. Ebenezer Lane,	.....	Sandusky.
E. F. Osborne, Esq.	.....	Ohio.

The Prices of the New Series Gold Cases, are According to Size, viz:

SIZE 12	.....	
" 14	.....	$230
" 16	.....	
" 18	.....	250
" 20	.....	275
" 22	.....	300

Recommendations:

Boston, Sept. 3, 1853.

The Compensated Lever Watch I purchased of you, made by Charles Frodsham, London, No. 7200, has varied but thirty seconds from mean time in six months, by actual daily comparison with your regulator.

Yours, &c., ALVIN ADAMS.

Mr. Simon Willard.

Boston, Feb. 4, 1854.

Mr. S. Willard Dear Sir—The Frodsham watch, No. 7557, I purchased of you last October, has performed wonderfully well. I have compared it almost daily by your Astronomical clock, and its variations for ninety days is but one second, or a loss of but one-hundredth of a second per day. I consider it better than any Marine Chronometer I ever used.

Yours truly,
FISHER A. NEWELL,
Late master of Sch., Honolulu.

Sandusky, Ohio. Jan. 1, 1854.

Mr. S. Willard, Dear Sir—More than six months ago I purchased of you two of Frodsham's best watches—up to this time, one of them, No. 7571, has altered from mean time but twenty-seven seconds, and the other, No. 7517, but twenty-three seconds in the same period.

Yours, respectfully,
E. F. OSBORNE.

To Mr. Simon Willard.

Gentlemen—On the 1st of April last I procured from Mr Willard, of Boston, one of Frodsham's improved series of watches. It was regulated and set to Cincinnati time. It has not, in that period, been suffered to run down, nor have the hands been moved, and to day it is 20 seconds only slow. Respectfully yours,

HENRY O. AMES,
Sup,t Cin. Ham. & Dayton Railroad.
August 18, 1854.

To Messrs. Beggs & Smith.

The following is an extract from a letter of William Brown, Esq., Springfield, Ohio, engineer on the M. R. & L. E. R. R., who has personally kept the rate of several of Frodsham's watches.

"Finally from what I have known of Frodsham's watches, I am very strongly impressed with the idea, that they are a decided improvement on all other timekeepers, and were they set in gimballs and used with the same care, I think their performance would equal that of Mr. Frodsham's celebrated box chronometer, and would answer the same purpose for determining longitudes."

Sept. 21-6*

Notice of Copartnership.

MR. PETER MARIE. heretofore of the firm of De-coppet & Co., has this day formed a copartnership with Mr. Rudolph Kanz, (for many years with the banking house of Messrs. L. Von Hoffmon & Co.,) under the firm of MARIE & KANZ, at 27 William street. Their attention will be devoted to the purchase and sale on commission of Stocks, Bonds and Foreign Exchanges, and to the negotiation of business paper.

New York, Sept. 1, 1854. [sept. 7-1*

ALBERT H. NICOLAY,

AUCTIONEER.

HOLDS his regular auction sales of Stocks, Bonds, and other securities, every Monday and Thursday, at 12½ o'clock, at the Merchants' Exchange. First class Stocks, and Bonds, at private sale.

Office No. 4 Broad street, New York.

ADRIAN H. MULLER & CO.,

AUCTIONEERS

Of the City of New York.

Hold their regular Auction Sales of Stocks, Bonds and other Securities every Wednesday at 12½ o'clock, at the Merchants' Exchange. They would respectfully tender their services in the negotiation of the same, either at private or public sale.

Office, No. 2, Pine Street, corner of Broadway, Metropolitan Bank Building.

REFERENCES BY PERMISSION:

Moses Taylor, Esq.; W. W. DeForest, Esq.; Geo. S. Robins, Esq.; Dow D. Williamson, Esq., Pres. Farmers' Loan and Trust Co.; Wm. F. Hayemeyer, Esq., Pres. Bank North America; Edward Whitehouse, Esq.; Messrs. Camman & Co.; Messrs. Carpenter & Vermilye; Messrs. Fisher, Denny & Co.; Messrs. Wm. & Jno. O'Brien; Messrs. Week, & Co. mh9 6*

FINANCIAL AGENCY & STOCK EXCHANGE.

ISAAC OSBORN DAVIS,

No. 38 West Third Street,

CINCINNATI, OHIO.

Buys, Sells and Negotiates Loans on Business Paper, and all kinds of Railroad Securities, On Commission.

CINCINNATI REFERENCES.

Dunlevy, Atwood & Co., Bankers.
T. S. Goodman & Co., "
Chas. Stetson, Esq, Pres't Ohio Life and Trust Co.,
J. P. Bishop. Esq., Cashier " " "
Smead, Collard & Hughes, Citizens Bank.
George Milne & Co., Bankers.
E. M. Gregory, Esq., "
Ellis & Sturges, "
McMickin & Co., "
Jno. H. Groesbeck, Esq., Banker.
S. W. Torrey & Co.,
C. A. Olmsted & Co., Ohio & Mississippi Railroad.

NEW YORK REFERENCES.

Atwood, Dunlevy & Co., Bankers.
Samuel J. Beals, Esq., 80 Broad street.
Boston Locomotive Works. Boston, Mass.

FOREIGN CORRESPONDENT.

De Coppet & Co., New York.

RAILROAD STOCKS, AND OTHER SECURITIES. The subscriber offers for sale—

$20,000 Sciota and Hocking Valley Railroad Company, 7 per cent. first mortgage, Convertible Bonds. Interest payable semi-annually in New York.

$6,000 Little Miami Railroad Company, first Mortgage Bonds.

$10,000 Dayton, Xenia and Belpre Railroad Co., first Mortgage 10 per cent. Interest payable semi-annually in New York.

$18,000 Covington and Lexington Railroad Co., 6 per cent. second Mortgage Bond, guaranted by the City of Covington.

$10,000 City of Cincinnati, 7 per cent. bonds.

$3,000 Eaton and Hamilton Railroad Co., second Mortgage Bonds.

$5,000 Ohio and Mississippi Railroad Co., second Mortgage Convertible 7 per cent. Bonds. Interest payable semi-annually in New York.

RAILROAD STOCKS-

120 Shares Ohio and Mississippi Railroad Stock.
40 Shares Covington and Lexington Railroad Stock.
80 Shares Cincinnati, Hamilton and Dayton Railroad Stock.
100 Shares Cincinnati and Chicago Railroad Stock.
30 Shares Indianapolis and Cincinnati Railroad Stock.
160 Shares Mad River and Lake Erie Railroad Stock.
80 Shares New Albany and Salem Railroad Stock.
30 Shares Little Miami Railroad Stock.
60 Shares Ohio and Mississippi Railroad Stock.
40 Shares Mad River and Lake Erie Railroad Stock.

WANTED.

Covington and Lexington Railroad Stock.
Cincinnati and Chicago Stock.
$60,000 on the best of Securities.

Sept. 7—tf. ISAAC OSBORN DAVIS.

ENGINEERING!!

The undersigned is prepared to furnish SPECIFICATIONS, ESTIMATES, AND PLANS, In general or detail of all kinds of

Steam Vessels, Engines, Boilers, Mill Work, &c

Particular attention given to the superintending of LOCOMOTIVES, TENDERS, CARS,

And Railway Machinery of every Description,

While under construction.

AGENT FOR THE PURCHASE of, on commission, all articles required for Railroads, Steam Vessels, Locomotives. Engines, Boilers, Machinery, &c.

General Agent for

ASHCROFT'S STEAM GAUGE, ALLEN AND NOYES' METALIC SELF ADJUSTING CONICAL PACKING, DUDGEON'S HYDRAULIC JACK.

Also, of Water Gauges, Indicators, Steam Whistles, &c., &c. CHAS. W. COPELAND,

Consulting Engineer,

x5-tf 64 Broadway, N. Y

ENGINEERS' MATERIALS.

EGGERS & CO.,

WHOLESALE DEALERS IN

PAPER & STATIONERY,

Since first January.

No. 127 Walnut St., bet. Third and Fourth.

CINCINNATI,

Keep the most completo stock in tho West of every thing used by Engineers. On application, a catalogue with prices will be forwarded. [jy.21-†.

ENGINEERS' & SURVEYORS' INSTRUMENTS!

JAMES FOSTER, Jr.,

MATHEMATICAL AND PHILOSOPHICAL

INSTRUMENT MAKER!

HAVING removed from his old stand to south-west corner of Fifth and Race street, and increased his facilities for making instruments, is now ready to supply Levels, Transits, Theodolites, the Dumpy or Gravatt Level, Circular Protractors of Troughton & Simms model, Surveyors Compasses, Pocket Compasses with and without sights, in great variety. All kinds of Land Chains; Ivory and Box wood Scales of all kinds and graduation; Drawing instruments of all kinds, brass and German silver. Measuring tapes of all kinds, Magnets, Magnifyers, Barometers, Spy Glasses, &c., &c. Repairing promptly attended to. ap.6-6*.

TO RAILROAD COMPANIES.

THE subscriber, manufacturer and agent for manufacturers of railroad materials, would solicit from railroad managers in the West their orders for

RAILROAD SPIKES, CAR AXLES, RUBBER SPRINGS, RUBBER HOSE, LOCOMOTIVE TIRES, SPRING STEEL, CAST STEEL, NUTS AND WASHERS, LOCOMOTIVE LANTERNS, ETC.

A. S. WINSLOW,
9 and 11 West Second Street,
mr.24 † Bet. Main and Walnut Sts. Cincinnati.

Locomotive for Sale.

ONE 8 wheel, 16 ton Engine, Cylinder 13 by 20, 4½ feet driving wheels, 2 pair drivers connected, and truck. Tender holding about 1400 gallons.

The Engine is in good condition; manufactured by Rogers, Ketchum & Grosvenor. Patterson, N. J.

Address ENOCH JOHNSON,
Sup't C., Z. & C. RR.
jy.20-tf. Akron, Ohio.

Myers' Patent Cylindrical Car.

NOTICE.—The Subscriber having become proprietor of MYERS' PATENT CYLINDER CAR, for a considerable portion of Western territory, including the State of Ohio, offers the same to Rail Road Companies on favorable terms. The public will be furnished within a short time with complete explanations of its operation, together with the results of actual experiments testing its applicability to all the uses for which it is recommended. W. CLOUGH,

South-western Car Works.

Madison, Indiana. May 11.

NUGENT'S COLLEGE

OF

ENGINEERS & MECHANICS,

PUBLIC SQUARE, CLEVELAND, OHIO;

C. NUGENT, C. E., Principal.

THE design of this Institution is to afford young men an opportunity of acquiring a knowledge of the profession of Civil Engineering, and to Mechanics and Tradesmen a sound theoretical and practical knowledge of Mathematics, Architectural and Mechanical Drafting, Plain and Ornamental Penmanship, &c. For further particulars address the Principal. au.10.

Notice.

THE copartnership heretofore existing between the undersigned, under the firm of Smith & Tyson, is this day dissolved by mutual consent. Either partner is authorized to settle the business of the concern.

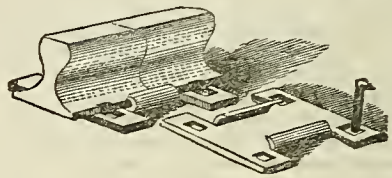
J. HOPKINSON SMITH,
RICHARD W. TYSON,
Baltimore, July 1, '54. No. 25 South Charles st.

Notice of Copartnership.

THE undersigned have this day formed a copartnership, under the firm of J Hopkinson Smith, in which Richard W. Tyson is a special partner, and J. Hopkinson Smith is the general partner.

J. HOPKINSON SMITH,
RICHARD W. TYSON.
Baltimore, July 1, 1854. [aug. '54-3*

RAILROAD SPIKES,



WROUGHT IRON

Chairs and Fastenings.

THE undersigned will continue to manufacture with increased facilities, HOOK & FLATHEAD R. R. SPIKES, of all Patterns, WROUGHT and CAST CHAIRS, and FASTENINGS, BOILER RIVETS, BOLTS, SHIP and BOAT SPIKES, &c.. &c.

The best quality of refined iron is used, and all orders filled with despatch. J. HOPKINSON SMITH,

No. 25, South Charles st.

☞ Please direct the name in full.

Baltimore, August 31-†

GUNPOWDER,

MANUFACTURED BY

The Hazard Powder Company,

HAZARDVILLE, CONN.

H. G. HAZARD, President.
A. E. DOUGLASS, Secretary.

THE undersigned are always prepared to furnish Mining and Blasting Powder to any extent, delivered at any point on the lines of railroads, or any other places of public improvements in the West or South, at the very lowest rates. Also, SAFETY FUSE of the best Eastern manufacture.

We would respectfully urge all contractors and consumers to call upon or correspond with either of us before arranging for their supplies elsewhere.

To the trade generally we would offer all the brands of Sporting and Rifle Powder manufactured by the above concern. M. D. W. LOOMIS,

Southeast corner Main and Second Sts.
Cincinnati, Ohio.
S. H. LOOMIS,
Nashville, Tenn.
August 16, 1854. [au.18†

PROSSER'S PATENT

Lap-Welded Iron Boiler Tubes.

TUBES screwed together. finsh on both sides, for Artesian wells, etc. Free-joiot Tubes, for Core Bars, Awning Frames, Leaders, etc.

Brass Boiler Tubes.

Patent Wrought Iron Blacksmiths' Water Tuyeres, Water Backs, etc.

Agents for Krupp's celebrated Cast Steel for Shafts' Railway Axles. Tires, Platers' Rollers, etc.

P. S.—All Tools necessary for the construction or keeping in order of Tubular Boilers.

THOS. PROSSER & SON
au.17† 28 Platt street. New York.

Norris' Locomotive Works,



PHILADELPHIA.

ENGAGED for many years in manufacturing Locomotives, offer to Railroad Companies to construct of any plan or size,

LOCOMOTIVES OF SUPERIOR QUALITY.

Our facilities for doing work have been largely increased this year, and orders can be executed with dispatch.

jy. 27. RICHARD NORRIS & SON.

Railroad Car Findings.

BRIDGES & BROTHER,

64 Courtlandt Street, New York.

Wheels & Axles, Jaws, Boxes, and Castings Fitted

Wrought Nuts, Bolts, & Washers,

Engine and Car Screw Bolts, all sizes; Coach Lag and Telegraph Screws,

LOCOMOTIVE ENGINE LANTERNS,

From the best Manufacturers, and at their prices. Car Hand, and Signal Lanterns.

Cotton Duck for Car Covering,

Of any required width to 124 inches.

ENAMELLED HEAD LININGS, Plush and Curled Hair.

Hand Cars and Baggage Barrows. Passenger, Freight-Car, and Switch Locks, Door Knobs and Butts. Brass and Iron Wood Screws. Brass and Silver Plated Trimmings for Windows and Seats. Varnish, Coach Japan, and Glue; Paints, Varnish and Glue Brushes.

Silver Plated and White Metal Letters. Engine and Signal Bells, anti-friction or Babbitt Metal.

Portable Forges and Jack Screws.

Hemp Packing, American, Russia, and Italian. Conductors' Badges and Baggage Checks. Iron, Bronzed and Brass Hat Hooks. Ventilators and White Metal Rings. And all other Articles pertaining to Cars.

ALBERT BRIDGES,
Late Davenport & Bridges, Car Manufacturers,
Cambridgeport, Mass.
ALFRED BRIDGES,
Late Davenport, Bridges & Co., Fitchburg, Mass.

†oc6

Locomotive Tires and Car Axles.

THE undersigned is prepared to supply Railroad Companies and Builders with Tires and Axles of superior quality and finish, made from faggotted charcoal iron, formed and finished entirely under the hammer. For the character of the manufacture he refers to builders and companies who have used them in the West.

A. S. WINSLOW
mr.24-†] 9 and 11 WestSecond St., Cincinnati.

G. ESCOL SELLERS.....C. D. DANA.

SELLERS & DANA,

AGENCY FOR THE SALE OF

Railroad Materials and Machinery,

THIRD STREET, (west of Burnet House.)

CINCINNATI, OHIO.

HAVING OPENED a depot for the sale of all articles used by Railroad Companies, we will fill orders promptly at manufacturers' prices, and are now prepared to furnish

Locomotives, Cars, Car-Wheels, and Axles. Ames' Tire and Crank Axles, Chairs and Spikes. Locomotive Head Lights, (of several makers) Car, Conductor's, Signal, Switch, Stoker and other Lanterns. Drawbridge and cross Road signal Lights; Gum Packing and Hose, assorted Car Trimmings, Enameled head and seat Linings, Plated and White Metal Letters.

—ALSO—

Machinists' Tools, particularly adapted to Railroad Work, Mill Work, Shafting and Shop outfits, Punching and Shearing Machines, for Boiler Work; Planers, Lathes, Drills, Portable Forges, etc., etc. Oak-Tanned Belting, of superior quality of all sizes. jy.1†3.

JAMES W. HOOKER,

Commission Merchant,

AGRICULTURAL WAREHOUSE,

—AND—

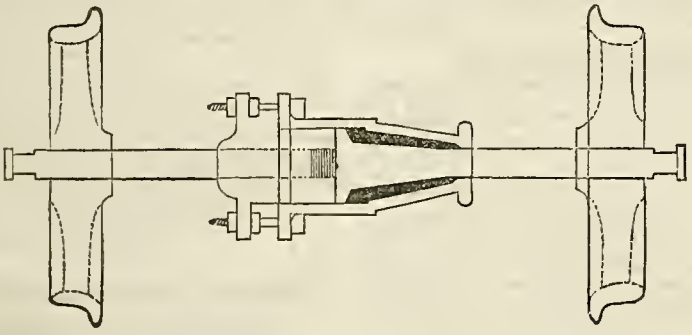
MACHINERY DEPOT,

35 Lloyd Street,

BUFFALO, N. Y.

Commission Dealer in Portable and Stationary Engines Iron Planers, Lathes, Universal Checks, Belting, Oils, Rubber Packing and Hose, Scales, Safes, Mill Stones and Machinery generally. Post Paid Letters will receive prompt attention je. I-tf.

DENNEY'S DIVIDED CAR AXLE.



PATENTED JANUARY 31ST, 1854.

THE ATTENTION OF RAILROAD COMPANIES is respectfully invited to an examination of the merits of this valuable invention, which offers to add largely to the safety of life and property.

The valuable features of this arrangement of axle are, a saving of full fifty per cent. in motive power on crooked roads: the rails are protected from being destroyed by the flanges of the wheels coming in contact with them on the curves, as is the case with the stiff or rigid axle, which not only destroys the rail but puts a constant strain upon the wheel and axle, causing the wheel on the inner rail to trip or revolve upon the rail under the weight of the car and its load, while the opposite wheel is traversing its greater distance; the tendency of which, is to wear the wheel flat, and cause it, or the axle, to break sooner or later. There is less danger of the car leaving the track from its having become spread.

Axles fitted in this way do not require to be near so large, and yet contain more strength than the common axle, for the reason that the liberty given to the wheels, which allows them to accommodate themselves to the curvatures of the road, removes wholly the strain thrown upon the ordinary axle; and therefore, it requires no more strength of iron at any point between the wheels, than is contained in the bearings, which in the ordinary axle, is not more than one-third of the strength of the other portions of the axle.

The elongated bearing which forms the connection is so proportioned as not to wedge or become tight in the alloy, the wear being almost imperceptible, requiring to be set up not oftener than once in twelve months, by a slight tightning of the screw nuts. If, from long service, the alloy becomes worn out, it can be refilled, making it as perfect as when first filled up, and the gauge of the wheels will never become changed so as to injure the running of the car.

It is after a series of the most careful experiments, conducted through a period of time sufficient to test in the most satisfactory manner, the real merits of divided car axles, and a thorough and practical test in real service of over two years, that we now offer to Railroad Companies one that we are assured will give universal satisfaction in its operations, and both simple and cheap in its construction.

We are now ready to dispose of rights to use the above axle on the following terms: We guarantee full and perfect satisfaction by giving ample time to thoroughly test its merits, and will require no payment to be made until such satisfaction has been given. All applications to be made to

SAMUEL L. DENNEY,
Christinna, Pa.
Or, to **CHRISTIAN UMBLE,**
Gap, Pa.

jy.10†

TYLER DAVIDSON & CO.,

Agents for the

BOSTON BELTING COMPANY

India Rubber Machine Belting in any quantity, from 2 to 20 inches.

India Rubber Steam Packing;

Mixed	do	do	1-32 to ¾ inch thick.
Plain	do	do	1-32 to 1 inch thick.
Pure	do	do	

Pipe and Manhole Rings, all sizes;

Square or Rope Packing, do.

HOSE.

India Rubber, Hydrant, Conducting, Fire Engine, and Locomotive, of all sizes, manufactured from the best of Vulcanized Rubber, and for sale only by the agents.

Car Springs, and all other kinds of Vulcanized India Rubber used for Mechanical and Manufacturing purposes.

The undersigned, having been appointed Agen of the Boston Belting Company, beg leave to advise Dealers and Consumers that they are now prepared to supply the above goods in any quantities, on the most favorable terms. On hand and for sale,

50,000 Feet Vulcanized India Rubber Machine Beltings, from 2 inch to 20 inches, 3 and 4 ply.

TO STEAMBOATS AND RAILROADS.

India Rubber Hose, for Pavements, Streets, Gardens, Locomotives, Engines, etc.

40,000 feet Hose, 3, 4, 5, 6, and 7 plys, suitable for pavements, streets, gardens, locomotives, fire engines, etc., 1 to 3 inch, warranted extra quality. Also,

THE vulcanized India Rubber Break Springs now in use by all the Eastern Railroads, and possessing decided advantage over the Steel Springs now in use, for the following reasons:

1st, They are much easier put on.

2d, They are a great deal cheaper.

3d, They are much more durable than steel, and no time lost in making them, the weather having no effect on them.

ALSO—Large 6 inch hose for water stations. This is a new and important invention. The coldest weather will have no effect on them whatever They are warranted to remain as pliable, in the COLDEST of weather, as they are in 150 Fahrenheit heat.

Armitage Anvils, -10 casks, assorted weights now in store.

Allen's Revolvers and Self-Cocking Pistols.—Now in store, a large assortment of the above, 3, 4, and 5 inch Revolvers; 3, 4, 5, and 6 inch Pocket Pistols. Also, Dueling Pistols.

Leland's Superior C. S. Car and Auger Bitts.—All sizes.

Brass Kettles, and Sheet Brass, &c.—Brass Kettles, assorted from 6 to 30; Sheet Brass assorted from No. 0 to 30; Brass Wire, do do do.

Star Breast Chains.—Four casks of those superior double-linked Chains, just received.

Walker's Trace Chains.—70 casks of those superior goods, warranted full length and sizes, 8 to 20 links, straight and twisted, now in store.

American Anvils.—Eagle brand, faced with with cast steel, and warranted by the manufacturers equal to Armitage's Mousehole.

Plated Spoons.—Plain, tipped, and threaded heavy plate, on best quality of German Silver.

Premium Gimlet Screws.—10,000 gross just received.

Mill Saws. Hoe & Co.'s C. S. Wm. Rowland's, and W. H. Rowland's 6, 6½, 7, 7½, and 8 ft

Cross Cut Saws.—Hoe & Co.'s C. S., Jno ockerell's C. S. and G. S., Wm. Rowland's and W. & H. Rowland's 5, 5½, 6, 6½, 7, 7½, and 8 feet Also, 4 and 4½ feet Tennon Saws.

Axes—1000 doz. Axes, assorted Yankee and Kentucky patterns, first, second, and third quality

Nails.—4000 kegs Shoenberger's and Wheeling Nails, now in store.

For sale by TYLER DAVIDSON & CO.,
mr 3 140 and 142 Main street

Cincin'ti, Logansport & Chicago Railroad.

FOR Eaton, Richmond, New Castle, Indianapoiis, Terro Haute, La Fayette, Michigan City, Chicago, Gajena, Rock Island, Alton and St. Louis.

New Arrangements.

On and after Thursday, August 17th, 1854, until further notice, two Passenger Trains daily, (Sundays excepted) will leave Cincinnati, Hamilton and Dayton Depot, foot of Sixth Street, as follows, viz:

Morning U. S. Mail Train, at..... 6:10 A. M.
Evening Accommodation do., at..... 4:00 P. M.

For New Castle and intermediate stations, both Trains connecting at Richmond with Trains of Indiana Central Railroad, arriving at Indianapolis at 12 M. and 10 P. M., ☞ and making at that point, as sure Northern and Western connections as any other route from Cincinnati or elsewhere. Returning,

1st Train leave New Castle at..... 7:00 A.M.
1st " " Richmond at..... 9:00 "
2d " " New Castle at..... 1:15 P. M.
2d " " Richmond at..... 3:20 "

Connections at Richmond with Trains from Indianapolis, morning and afternoon—arriving at Cincinnati at 11.45 A. M. and 6:00 P. M.

☞ Trains run by Columbus time, seven minutes faster han Cincinnati.

FARE:

From Cincinnati to Richmond.....$1 75
" " New Castle..... 2 50
" " Indianapolis..... 3 00
" " Terre Haute..... 5 00
" " La Fayette..... 5 00
" " Michigan City..... 7 75
" " Chicago..... 9 00
" " Saint Louis.....15 50

For information and through tickets, please apply at the General Railroad Ticket Office, No. 169 Walnut st., next door below the Gibson House, or to W. A. Latham, at the Cincinnati, Hamilton and Dayton Railroad office, corner of Broadway and Front Streets, under the Spencer House, or at the Sixth street Depot.

S. B. MORSE, Act'g Sup't.

The Omnibus Line will call for passengers in any part of the city, by leaving their orders at the offices.

aug, 24] W. H. SMITH Conductor.

THE SHORTEST ROUTE TO CHICAGO.

Ohio & Mississippi Railroad

THREE regular passenger Trains daily, (except Sundays.) On Monday, April 17th, and until further notice,

Leave Cincinnati at 6.15 A. M., 2.15 P. M., and 4.40 P. M. Connecting at Lawrenceburg, at 7.30 A. M., and 3.30 P. M. with Train for Indianapolis, Terre Haute, Lafayette and Chicago.

AND RETURNING,

Leave Aurora at 6.40 A. M., 4.20 P. M., and 8.20 P. M. connecting at Lawreucehurgh, at 4.30 P. M. and at 8.30 P. M. with the Trains that leave Indianapolis at 12 A. M. and 4 P. M., uniting at that point with all the Trains from the North and West.

☞ Tickets may be procured at the office on Fourth street, near Vine.

☞ Omnibusses will run to and from the cars in the customary manner. S. S. POST,

Chief Engineer and Superintendent.

Cincinnati, April 14, 1854.

COLUMBUS PIQUA, AND INDIANA RAILROAD.

New route from Columbus, West and from Urbana, East.

On and after Monday September 19, 1853, two trains per day, (Sunday excepted) each way, will run on this Road, between COLUMBUS and URBANA. Will leave Columbus at 4.50 a.m., and 3.30 p.m.—arriving at Urbana at 8.12 a.m., and 6.14 p.m. Returning—will leave Urbana, for Columbus, at 9.15 a.m., and 3.00 p.m.—arriving at 12.05 and 6.55 p.m.

The 4.50 a.m. train, from Columbus, will connect with the night Express train from Cleveland and arrivo at Urbana in time for the morning train north for Sandusky and intermediate points. Persons arriving by the morning Cleveland and Zanesville trains can have a few hours at Columbus and leave by the 3.30 p.m. train—arriving at Urbana in time to get supper and take the 5.35 p.m. train for Dayton and Cincinnati.

The 9.15 a.m. train from Urbana connects with the morning train from Cincinnati and Dayton that arrives at Urbana 8.40 a.m.—arriving at Columbus at 12.05 p.m in time for the 1 p.m. train for Cleveland, connecting with the Buffalo and Dunkirk boats. The 3.00 p.m. train will leave Urbana on the arrival of the Sandusky train—reaching Urbana at 2.45 p.m.—and arrive in Columbus in time for the various night trains.

A line of Omnibuses will connect with the trains at Urbana for the conveyenco of passengers to and from Piqua and Greenville over a good Macadamized road.

A. G CONOVER, Sup

Piqua, Sept. 13, 1853. s29-tf.

Baltimore & Ohio Railroad.

380 MILES BETWEEN WHEELING AND BALTIMORE.

THIS Road was opened to the Ohio River in the spring of 1853, and has already established a high character with the business community of the West. Its facilities for the transportation of freights are already superior to those of any other great through line—while the attractions of the country through which it runs, and its many admirable provisions for the expedition, comfort and safety of travelers, it has received such favor as a passenger road, (with its present connections,) as to show that it will become the preferred route for all portions of the West and South-West as soon as its further connections are formed by the completion of the Central Ohio, North-Western Virginia and other Railroads now rapidly finishing.

FOR PASSENGERS BY THIS ROUTE,

Through Tickets from all Parts of the West,

ARE NOW SOLD IN

Cincinnati, Louisville, Madison, Indianapolis, St. Louis, Chicago, Toledo, Detroit, Cleveland, Columbus, Zanesville and other Cities.

AT ALL OF WHICH ARRANGEMENTS HAVE BEEN EFFECTED

For Sending Travelers Direct to WASHINGTON, BALTIMORE, PHILADELPHIA, NEW YORK, and other ATLANTIC CITIES.

FOR FREIGHTS IN EITHER DIRECTION

The fullest accommodations are provided. In motive power and Cars, the company has abundant resources, which are being further extended to meet the demands of Western Trade. In the dispatch and regularity of transpart, and in the careful landiug of property, this road challenges a comparison with its rivals. At Baltimore, the road connects directly in the streets and at the wharves with the

PHILADELPHIA AND NEW YORK RAILROADS,

The numerous Steamers of the Parker Vein Line to New York and Boston, the Ericsson Steamers by Canal to Philadelphia and New York,

And various other Lines of Steamers and Sailing Vessels to the Eastern Ports, and to Richmond, Norfolk, Charleston, Savannah, etc.

J. B. FORD is the Company's Receiving Agent at Wheeling.

WM. G. HARRISON, President. *JOHN H. DONE*, Mast. of Transportation, Baltimore.

je. 8†

Pittsburgh, Philadelphia, BALTIMORE AND NEW YORK.

NEW ROUTE OPENED TO NEW YORK. ALL THE WAY BY RAILROAD, VIA **CINCINNATI, HAMILTON & DAYTON RAILROAD.**

The quickest, cheapest and most pleasant route to Pittsburgh, Philadelphia, Baltimore and New York.—Depot in the West end of the city.

Only route via Pittsburgh by which through tickets can he obtained from Cincinnati to New York.

One less change of cars than any other route.

Passengers leaving Cincinnati, on 6 o'clock morning train of Cincinnati, Hamilton & Dayton Railroad, go through to Crestline without change of cars, and, after 30 minutes for dinner, proceed by Ohio & Pennsylvania Railroad, arriving at Pittsburgh at 8 o'clock P. M.: leave Pittsburgh via Pennsylvania Central Railroad, at 9 o'clock, P. M., and arrive in Baltimore and Philadelphia at 12 o'clock and 30 minutes (noon) next day; and from thence via Kensington and Jersey City, or Camden and Amboy Railroads, arriving in New York at 4 P. M.

Second Train:

Leaves Cincinnati, Hamilton and Dayton Railroad at 8 o'clock and 20 minutes every morning; arrives at Crestline at 4:20 P. M., and Pittsburgh at 12 o'clock and 30 minutes, midnight; and after a comfortable night's rest, resume by 7 o'clock A. M. Train, arriving in Philadelphia and Baltimore at 12 o'clock and 30 miuutes, midnight.

The only offices in Cincinnati at which Through Tickets can he purchased from Cincinnati to New York, via Pittsburgh and Philadelphia, are under the Spencer House, and one door below the Gibson House on Walnut street.

FARE:

From Cincinnati to Pittsburgh, first class.....$ 7 00
" " " front car..... 5 00
" " Philadelphia..... 14 00
" " Baltimore..... 14 00
" " New York, via Pittsburgh and Philadelphia, all the way by railroad 16 00

For through tickets and infurmation, please apply at Cincinnati, Hamilton and Dayton Railroad Office, north west corner of Broadway and Front streets, under the Spencer House, or to J. W. SHIPLEY, at Railroad Office on Walnut street, between Fourth and Fifth streets, one door south of the Gibson House, or at Sixth street Depot.

H. O. AMES, Superintendent.
W. A. LATHAM, Agent.

The Omnibus Line will call for passengers hy leaving their orders at the offices.

Sep. 7, tf. WM. H. SMITH, Conductor.

Indianapolis and Cincinnati Railroad, via Lawrenceburgh.

Through to Chicago in 15 Hours!

Shortest line to Indianapolis, Terre Haute, Lafayette, and Chicago.

Through from Cincinnati to Indianapolis in six hours. and to Chicago in 15 hours!

TWO TRAINS DAILY, Boat or Cars, each way, (Sundays excepted,) Passengers who prefer taking Steamboat for the first twenty miles, will go by the Steamer **Forest Queen**, foot of Main street, at 12 M.

Those who prefer the Cars for the whole distance, will go by the regular passenger trains of the

OHIO & MISSISSIPPI RAILROAD,

Which leave Cincinnati at 6.30 A. M. and 3.45 P. M.—The train which leaves Cincinnati at 6.30 A. M. connects at Lawrenceburgh with the Indianapolis and Cincinnati Railroad train for Indianapolis, Lafayette, Terre Haute, Michigan City and Chicago.

Baggage checked through and a Baggage Master accompanies the same.

Fare from Cincinnati to Indianapolis.....$3 00
Do do Lafayette..... 5 00
Do do Chicago..... 9 00

At Shelbyville passengers may take the Jefferson, Rushville, Kingstown or Columbus Cars.

GEO. HAVEN, Sup't.

Through tickets may be procured on board the boat, or at the Office of the Ohio and Mississippi Railroad, Fourth street, near Vine, or of

C. S. RUSSELL Ag't.
Ind. and Cin. R R. Office, corner of Main and Water streets, Cincinnati.

☞ Omnibusses will call for passengers, by leaving their names at either of the above offices.

Cincinnati, June 1†.

Change of Time on Cincinnati, Hamilton, Eaton & Richmond Railroad.

ON and after TUESDAY, April 4th, 1854, the Morning Train for Richmond and Indianapolis, will leave Depot, foot of Sixth street, at 6.10 o'clock, A. M.

Passengers by this Train connect at Indianapolis with the 1 o'clock, P. M. Train on Lafayette and Indianapolis Railroad for Lafayette and Chicago; arriving at Chicago by 9 o'clock, P. M., of same day, being 9 hours less time than by any other railroad route leaving Cincinnati.

Also, connect at Indianapolis with 1.15 P. M. Train for Terre Haute.

Trains for St. Louis leave Chicago at 11 o'clock P. M., after the arrival of 1 P. M. Train from Indianapolis in the morning, making this the quickest route by far between Cincinnati and St. Louis.

Evening Train will leave as usual, at 3.30 P. M. connecting at Richmond with 7 P. M. Train for Indianapolis; arriving at Indianapolis at 10.30 P. M.

FARE—Cincinnati to Richmond.....$1 75
Cincinnati to Indianapolis..... 3 00
Cincinnati to Chicago..... 9 00

ap. 6 D. M. MORROW, Sup't.

Marietta & Cincinnati Railroad.

OPEN between CHILLICOTHE and GREENFIELD, Connected by Stage at Hillsborough, with Hillsborough and Cincinnati, and Little Miami Railroad Trains, forming a through daily line each way.

On and after Monday, the 8th of May, passenger trains will run as follows, viz:

Leave Chillicothe at 9 00 A. M.
Returning do Greenfield at 5 30 P. M.

Passengers from Cincinnati leave by Little Miami Railroad, at 7 40 A. M., dine at Hillsborough and reach Chillicothe the same Evening.

Fare from Cincinnati to Chillicothe, $3 45.

J. W. STOWELL,
Chillicothe, May 6th, '54— Sup't.

STEREOTYPE FOUNDRY,

AND AGENCY OF

L. JOHNSON & Co.'s TYPE FOUNDRY.

C. F. O'DRISCOLL, (Successor to A. C. JAMES,) is prepared to execute in the best manner all kinds of

STEREOTYPING,

including Books, Pamphlets, Music, and Jobs of every description. He will keep on hand an assortment of

Card and Job Type, Cuts, Rules, &c. &c.

from the foundry of L. JOHNSON & CO., of Philadelphia, and will furnish to order PRINTING MATERIALS OF EVERY KIND,

AT THE FOUNDRY PRICES.

C. F. O'DRISCOLL,
No. 167 Walnut Street,
Cincinnati, O

Railroad Line.



Cincinnati, Hamilton & Dayton Railroad.

Summer Arrangement.

COMMENCING WEDNESDAY, JUNE 20th, 1854. TRAINS will run by standard time, which is seven minutes faster than that of Cincinnati.

First Train

At 6 o'clock, A. M., Lightning Express for Dayton, Crestline, Pittsburgh, Philadelphia and Baltimore.

Second Train

At 6.10 A. M.. for Hamilton, Richmond, Indianapolis, Terre Haute, Lafayette and Chicago, direct.

Third Train

At 8.20 A. M., for Dayton, Sandusky, Toledo, Detroit, Chicago, Cleveland, Buffalo, New York, Boston, Pittsburgh, Philadelphia, Baltimore and Washington.

Fourth Train

At 2 P. M. for Dayton, Greenville and Union.

Fifth Train

At 3.30 P. M., for Hamilton, Richmond, Indianapolis, Terre Haute, Lafayette and Chicago.

Sixth Train

At 5 P. M., for Dayton, Troy and Piqua, and intermediate stations.

Seventh Train

At 6.30 P. M., for Hamilton and intermediate stations.

The 1st Train, Express,

Will stop only at Hamilton and Middletown.

2d, 3d, 4th, 5th and 6th Trains,

Will stop at all regular stations.

The Seventh Train

Will stop at all way and flag stations.

The 1st Train

Will connect at Crestline at 12.30 P. M., with the Ohio & Pennsylvania Train for Pittsburgh, Philadelphia, Baltimore, etc., forming a direct and continuous line for each of these cities. Cars run through to Crestline without change. Baggage checked to Pittshugh.

2d Train

Will connect at Richmond at 9.05 A. M., with Train of Indiana Central Road for Indianapolis; arrive at that place at 12 M., thence to Terro Haute, Lafayette, or Chicago without detention. Time as short as by any other route.

3d Train

Will connect at Dayton at 10.45 A. M., with Mad River Train, and arrive at Sandusky at 4 P. M., and go immediately on board the splendid steamers **St. Lawrence** and **Mississippi**, to Buffalo; thence at 7.30 A. M., with Buffalo and N. Y. City Road, to New York; arriving at that place at 10 P. M., also at Crestline 4.20 P. M., with Ohio and Penna. Train for Pittsburgh, Philadelphia, Baltimore and Washington.

The Same Train

Will also connect at Clyde with Cleveland and Toledo Train to Toledo. Chicago and intermediate points; and at Sandusky at 5 P. M., with steamer **Bay City**, for Detroit. Also, with Dayton and Michigan Railroad to Troy and Piqua, and at Piqua with Doyle & Co's Canal Packet Line to all points on Wabash and Miami Canals.

Fourth Train

Will connect at Dayton with Dayton and Greenville Railroad to Greenville, Union, and all points on Bellefontaine and Indianapolis Railroad.

Fifth Train

Will connect at Richmond at 6.40 P. M., with Indiana Central Train for Indianapolis, Terre Haute, Lafayette.

Passengers will bear in mind that the following rates of fare, via Lake Steamers, include both Meals and Staterooms, and that the fare to Philadelphia and Baltimore is One Dollar cheaper, and one less change of cars than by the Columbus route.

FARE:

From Cincinnati	to	Hamilton	$ 60
Do	do	Eaton	1 35
Do	do	Richmond	1 75
Do	do	Indianapolis	3 00
Do	do	Terre Haute	5 00
Do	do	Lafayette	5 00
Do	do	Chicago	9 00
Do	do	Dayton	1 50
Do	do	Troy	2 10
Do	do	Piqua	2 35
Do	do	Springfield	2 10
Do	do	Sandusky	5 00
Do	do	Toledo	5 75
Do	do	Cleveland	6 00
Do	do	Buffalo, via lake steamers	4 00
Do	do	New York, RR. from Buffalo	11 50
Do	do	New York, via steamers	10 50
Do	do	Montreal, via Lake Ontario	14 00
Do	do	Boston	14 00
Do	do	Pittsburgh, first class	7 00
Do	do	do front car	5 00
Do	do	Philadelphia	14 00
Do	do	Baltimore	14 00
Do	do	New York, via Pittsburgh and Philadelphia, (Railroad all the way)	16 00

For further information or tickets apply to W. A. LATHAM, General Agent, at the office, corner Broadway and Front streets, under Spencer House, or at the Office on Walnut street, next door to the Gibson House, or at the Sixth street Depot.

HENRY O. AMES,
Cincinnati, June 1 4.—je8† Sup't.

Railroad Line.



CINCIN'I, COLUMBUS & CLEVELAND ROUTE.

To New York, via Railway, in	30	hours.
To N. Y., by Lake Steamers via Cleveland	39	"
To Pittsburgh in	14	"
To Boston in	34½	"
To Philadelphia in	38	"
To Baltimore in	38	"
To Wheeling in	18	"

VIA LITTLE MIAMI RAILWAY.

FOUR DAILY TRAINS.

First Train—Lightning Express—at	6 o'clock,	A. M.
Second Train—Accommodation Ex.	7.45 "	"
Third Train—Hillsborough Train	3.10 "	P. M
Fourth Train—Even'g Accommodn.	5 "	"

The roads of this route are laid throughout with heavy T rail.

New York, Boston, and Montreal.

First Train—Lightning Express leaves Cincinnati at 6 o'clock A. M., connecting at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo; connecting at Dunkirk with New York and Erie Railroad, and at Buffalo with Buffalo and Albany Railroad to New York and Boston.

Second Train—Accommodation Express, at 7.45 o'clock, A. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad, at Buffalo with Buffalo and Albany and New York City Railroads, and at Buffalo with Niagara Falls Railroad, to New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

—ALSO—

Connects at Cleveland with the new and magnificent low pressure steamers QUEEN OF THE WEST, Capt. McBride; CRESCENT CITY, Capt. Pease; connecting at Buffalo with the Buffalo and Albany, New York City, and Niagara Falls Railroads, for New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

Fourth Train—Evening Express, at 5 o'clock P. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad; connecting at Buffalo with New York City, Buffalo and Albany, and Niagara Falls Railroads, to New York, Boston, and Niagara Falls.

Pittsburgh, Philadelphia, and Baltimore.

First Train—Lightning Express, leaves Cincinnati at 6 o'clock A. M., connecting at Crestline with Ohio and Pennsylvania Railroad to Pittsburgh, connecting with Pennsylvania Railroad to Philadelphia and Baltimore.

Through from Cincinnati to Philadelphia and Baltimore direct.

Zanesville, Wheeling, Baltimore, &c.

First Train—Lightning Express, at 6 o'clock A. M., and second Train, Accommodation Express, at 7.45 o'clock A. M., connect at Columbus with Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Lines, via National road to Wheeling, connecting with Baltimore and Ohio Railroad to Baltimore, Philadelphia, Washington, etc.

Fourth Train—Evening Express, at 5 o'clock P. M. Passengers by this Train sleep at Columbus and resume by Morning Train, via Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Line to Wheeling.

Hillsborough.

Third Train—Leaves Cincinnati at 3 P. M., connecting at Hillsborough with Ohio Stage Co.'s Lines to Chillicothe, Piketon, etc.

FARE.

From Cincinnati to New York via Railroad, either route	$16 00
From Cincinnati to New York via Railroad to Albany, and Hudson river steamer	15 00
From Cincinnati to New York via Lake Steamers to Buffalo, and Railroad to New York	15 00
From Cincinnati to New York via Lake Steamers to Buffalo, Railroad to Albany, and Hudson river steamer to New York	14 00
From Cincinnati to Boston via Lake Shore, New York and Erie, and New York City Roads	20 00
From Cincinnati to Boston via Lake Steamers and New York City and Erie Roads	19 00
From Cincinnati to Boston via Lake Shore, Buffalo, Albany and Western Roads	19 00
From Cincinnati to Boston via Lake Steamer, Buffalo, Albany and Western Roads. An additional charge of fifty cents via Niagara Falls and above routes.	18 00
From Cincinnati to Montreal via Lake Shore Road,	18 00
From Cincinnati to Montreal via Lake steamer	17 00
From Cincinnati to Boston via Lake Shore Road and Ogdensburg	18 00
From Cincinnati to Boston via Lake Steamer and Ogdensburg	17 00
From Cincinnati to New York via Lake Shore Road and Ogdensburg	16 75
From Cincinnati to New York via Lake Steamer and Ogdensburg	15 75
From Cincinnati to Buffalo via Lake Shore Road,	9 00
From Cincinnati to Buffalo via Lake Steamer	8 00
From Cincinnati to Philadelphia or Baltimore via Crestline and Pittsburgh	15 00
From Cincinnati to Philadelphia or Baltimore via Cleveland and Pittsburgh	15 50
From Cincinnati to Pittsburgh via Crestline	7 00
From Cincinnati to Pittshurgh via Cleveland	9 00
From Cincinnati to Baltimore via Wheeling	14 00
From Cincinnati to Washington via Wheeling	15 00
From Cincinnati to Philadelphia via Wheeling	15 00
From Cincinnati to Wheeling	7 00
From Cincinnati to Cleveland	6 00
From Cincinnati to Zanesville	4 00
From Cincinnati to Columbus	3 00
From Cincinnati to Springfield	2 00

☞ For all information and Through Tickets, please apply at office, southeast corner of Broadway and Front sts., Cincinnati.

au25 P. W. STRADER, Gen'l Agent.

Cincinnati, Wilmington and Zanesville Railroad.



OPEN TO LANCASTER.—Two daily Trains, (Sundays excepted) between Lancaster and Cincinnati. On and after Monday, June 26th, 1854, until further notice, trains will run as follows:

The morning Train leaves Lancaster at 5.10 A. M., and arrives at Cincinnati at 11.15. Returning leaves Cincinnati at 3.05 P. M. and arrives at Lancaster at 9.30 P. M.

The downward accommodation train leaves Lancas- at 10.05 A. M., and arrives at Cincinnati at 5.40 P. M.

The upward accommodation train leaves Cincinnati at 7.30 A. M., and arrives at Lancaster at 4.00 P. M.

Trains will stop for passengers as follows: At Amanda, Stout's, Circleville, Williamsport, Four Corners, New Holland, Washington, Rattle Snake, Sabina, Cross Roads, Wilmington, Sligo, Clarksville and Morrow; and on the Little Miami Road at Deerfield, Butterworth's, Water Station, Loveland, Miamiville, Milford and Plainville, and on proper signal by flag, or to the Conductor, at Branch Hill and Linwood, at Turnpike.

The downward Trains connect at Morrow with the Trains on the Little Miami Road for Columbus.

Lines of Omnibusses and Packets will run between Circleville and Chillicothe, and Stages and Packets between Lancaster, Logan, Nelsonville, Athens and Pomery; and Stages between Lancaster, Somerset and Zanesville connecting with the morning train from, and evening train to, Cincinnati.

Fare from Cincinnati	to	Washington		$2 50
"	"	"	Circleville	3 60
"	"	"	Lancaster	3 60
"	"	"	Chillicothe	4 00

For other information and Tickets, apply at Ticket office, corner of Broadway and Front sts, and at the Little Miami Depot, or to the Station Agents on the line.

E. W. WOODWARD,
Engineer and Superintendent.

☞ The Omnibus Line will call for and deliver passengers to and from the trains to any part of the City.

J. HOWELL, Conductor.

☞ The Company will not be responsible for baggage exceeding $50 in value, unless the same be returned to the Conductor or Agent, and freight paid at the rate of a passage for every $500 in value above that amount.

je. 29

Covington and Lexington Railroad.



OPEN to Cynthiana, 56 miles. Two Daily Passenger Trains.

On and after Thursday, May 25th, and until further notice, Trains will run as follows:

Express Train leaves Covington at 8 o'clock, A. M. stopping at Benton, Demossville, Butler, Falmouth, Callenville, Boyd's, Berry's, Robinson's and Garnett's only, and arriving at Cynthiana at 11.50 A. M. Returning, leave Cynthiana, at 1.30 P. M., stopping at the above stations, and arriving at Covington at 5.30 P. M.

Passengers for Paris and Lexington, by taking the above train, will take dinner at Cynthiana, and by Messrs. Thurston and Thompson's line of Omnibusses, will reach Paris at 4 o'clock, P. M. The Evening Train of the Maysville and Lexington Road, leaves Paris at 5 o'clock, P. M., enabling passengers by this route to reach Lexington at 6 o'clock, P. M. Returning, leave Lexington by the 7 A. M. Train of the Maysville and Lexington Road for Paris, leave Paris by Messrs Thurston & Thompson's line of Omnibusses at 8.30 A. M. arriving at Cynthiana in time for dinner, and connect with the train for Covington at 1.30, P. M., arriving at Covington at 5.30 P. M.

Accommodation Train leaves Cynthiana at 6 o'clock A. M., stopping at all regular and flag stations upon the road, and arriving at Covington at 10.10 A. M. Returning, leave Covington at 3.15 P. M., stopping as above, and arrive at Cynthiana at 7.40 P. M.

Passengers by this train can leave home in the morning, pass five hours in Covington or Cincinnati, and return home before dark.

The Express Train will stop only at the stations named. Passengers for other points must take the Accommodation train.

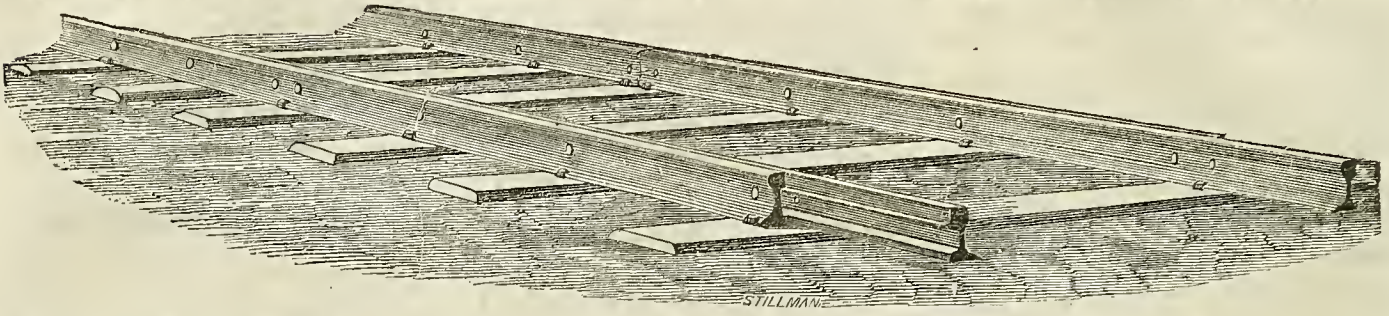
Freight trains, for the present, will leave Covington Mondays, Wednesdays and Fridays; leave Cynthiana Tuesdays, Thursdays and Saturdays.

Freight will be received at Covington and Cynthiana up to 4 o'clock P. M., for the train of the following morning.

J. M. DOUGHERTY,
Superintendent.

ja. 20.

WINSLOW'S
PATENT COMPOUND RAIL.



THIS RAIL, which is represented by the above, has now been in use on several Roads for upwards of three years; during which time it has become established among Railroad Managers as realizing the advantages of a

THEORETICALLY PERFECT RAIL.

Its advantages over the common form of "T" Rail are—a saving in the wear and tear of Machinery—it saves, to a great extent, in the repairs of track—it secures a high rate of speed with the same power, and what is certainly of equal importance, complete protection against some of the accidents to which roads are liable Being practically a continuous Rail for the entire length of the road, without break at the ends of bars, the jarring motion communicated thereby in passing over the common "T" Rail is avoided, as is also its effects upon Cars and Machinery. The comfort of travelers must of course be greatly increased.

This Rail is now manufactured at Hanging Rock Iron Works, upon the Ohio River, and at Mt. Savage Iron Works, Maryland. Specimens of the Rail and pattern of the same will be gladly shown, as well as information in relation thereto, given by applicatiou to

A. S. WINSLOW, Nos. 9 & 11 West Second Street, bet. Main and Walnut Sts., CINCINNATI.

J. F. WINSLOW, Troy, New York.
ERASTUS CORNING & CO., Albany, N. Y.

ap.7-tf

WHEELBARROWS!



ON hand, Wheelbarrows, of my own manufacture suitable for Railroad, Turnpike, Canaling, etc., in ots to suit purchasers. Orders filled for any reasonable amount. HENRY ROCKEY,
jy. 20. No. 21 East Front st.

CAR MANUFACTORY,
Dayton, Ohio.

E. THRESHER & CO., having enlarged their shops, are prepared to contract on favorable terms, for building every variety of railroad Cars, in any quantity and on short notice, made of the best materials, and of the most approved workmanship.

They are prepared also to furnish Jaws and boxes; the Washburn Wheel, 30 and 33 inch, adapted to inside or outside bearing; cast iron frogs, steel plated; and switches of the most approved patterns.

They also manufacture blacksmith tuyeres, Harris' Patent; portable bolt forges: bolt heading and bolt cutting machines; upright drills, wheel presses; wood planers; tenoning and mortising machines, etc.

They respectfully invite the attention of railroad directors and superintendents to their establishment.
Dayton, Jan. 24th, 1853. jan.25-†

S. C. THOMSON & CO.,
MANUFACTURERS OF
PATENT PAD LOCKS,

For Railroad Switches, Merchandise Cars, Stores, Cemeteries, Iron Safes, &c.,

Cor. Railroad Avenue and Market st.,
jan.12† NEWARK, N. J.

KENTUCKY LOCOMOTIVE WORKS.
CORNER OF KENTUCKY AND TENTH STS.
LOUISVILLE, KY.

THE Proprietors of the Kentucky Locomotive Works would respectfully inform Railroad Companies and the public generally that, having completed their establishment, they are now prepared to receive and execute orders with fidelity and dispatch.

They will contract for

Locomotives, Passenger, Baggage, Freight, Gravel and Hand Cars,

Of every style and pattern, as well as all kinds of St and Machinery required for railroads.

Particular attention will be paid to repairing, which they have every facility.

They are also prepared to contract on favorable terms for building all kinds of Machine Tools, such as Turning Engines, Lathes, Planers, Drills, Slotting, Spliting, and Shaping Machines, of every variety of pattern.

Having also a large FOUNDRY connected with the establishment, orders for Castings are solicited, and will be filled with promptness.

Car Wheels of any pattern can be furnished on short notice. Double and single plate and Spoke Wheels of all sizes constantly on hand.

☞ Communications or orders must be addressed to
OLMSTED, TENNYS & PECK,
jo.8-tf Louisville, Ky.

Lightner's Patent Axle Boxes for Railroad Cars.

THE attention of Railroad Managers and others is called to this valuable improvement in

AXLE BOXES.

The first cost and "fitting up" of these boxes is 20 to 25 per cent below that of most boxes in use. They will save about 75 per cent in consumption of oil. The construction is simple; they are not liable to become loose, nor "heated" by severe service. The Reservoir is held close to the shaft, and the oil journals, are secure from dust yet easy of access; the brasses may be removed from the journals, while under the car, in a few minutes. Cars furnished with these boxes run from 4 to 5 weeks without replenishing the oil, and are not detained from the road for repairs ONE TENTH part of the time which is necessary when other boxes are used.

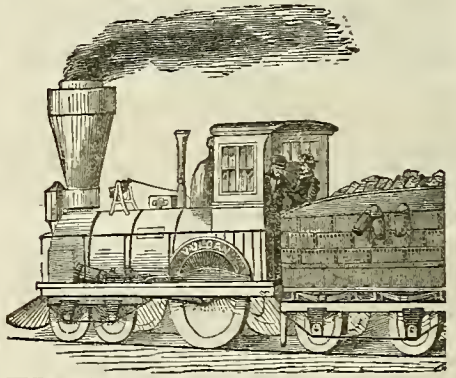
The business of a railroad can be done with a much less number of cars, with these boxes than if any other kind are used.

The first railroad meo in the country have certified that Lightner's improvements in AXLE BOXES are among the first of the times.

Models and Testimony of the above Boxes, may be examined, and arrangements may be made for the right to use the same, with the subscriber.

WILLIAM SHERBURNE,
PRINCIPAL AGENT,
May 18.6* Office, No. 167 Broadway, New York.

Cincinnati Locomotive Works!



THE undersigned are prepared to furnish Locomotives equal in efficiency and durability to the best Eastern manufacture. Also, Shaping and Slotting Machines suitable for railroad shops. Also, all kinds of heavy forging and casting done at short notice. Also, bolts for bridges cut with dispatch.
ap. 20 MOORE & RICHARDSON.

ASHCROFT'S
METALLIC STEAM GAUGE.
(BOURDEN'S PATENT,

THE subscribers offer for sale this valuable Gauge. It is adapted to Locomotive and other steam boilers, indicating with accuracy the continual variations of steam within the boiler, enabling the Engineer to maintain a uniform and safe pressure. Any of the Eastern Railroads may be referred to for proof of its importance and value. BRIDGES & BROTHER,
sep.15-tf 64 Courtlandt St., New York.

WASON'S
CAR MANUFACTORY,
Near the Pittsburgh R. R. Shops,
CLEVELAND, OHIO.

Passenger, Baggage, Freight, Dumpers, Hand Cars, &c.,

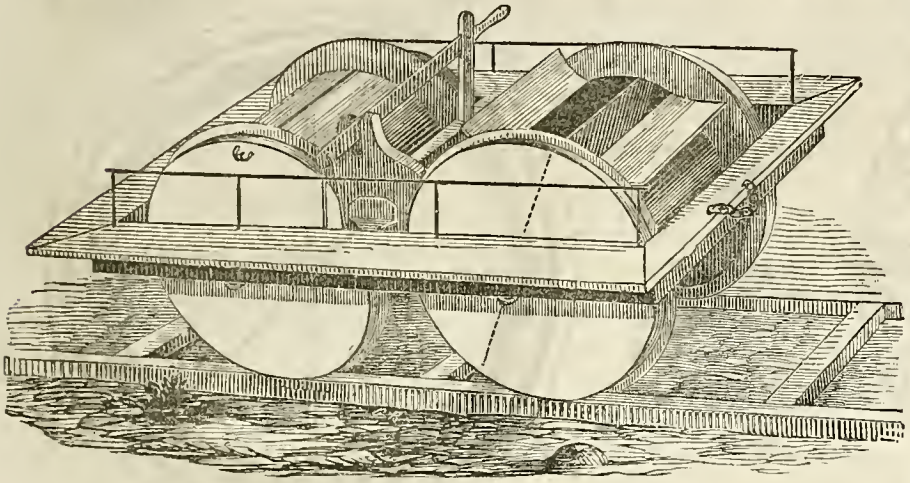
Of the best quality in all respects, style, workmanship, and material, made to order with promptoess.

Orders respectfully solicited, with the assurance that no pains will be spared to give entire satisfaction in all cases.

CHARLES WASON,
Late of the firm of T. & E. Wason, Springfield,
†oc20 Massachusetts.

MYERS' PATENT CAR,

FOR COAL, GRAIN, &c., &c.



FOR PARTICULARS OF COST, RIGHT OF USE, &c., ADDRESS,

C. TIERS MYERS,

No. 33 WALNUT STREET,

dec15-3* PHILADELPHIA.

McDANEL & HORNER,

LOCO- AND CAR MOTIVE SPRING

MANUFACTURERS, WILMINGTON, DEL.

Locomolive and Car Springs of all descriptions manufactured on the most reasonable terms, made of the best STEEL, which we have manufactured to order from the BEST SWEDE IRON. Orders from ony part of the United States will be thankfully received and promptly attended to

McDANEL & HORNER.

All Springs ordered from a distance will be delivered on shipboard at *Philadelphia* free of charge

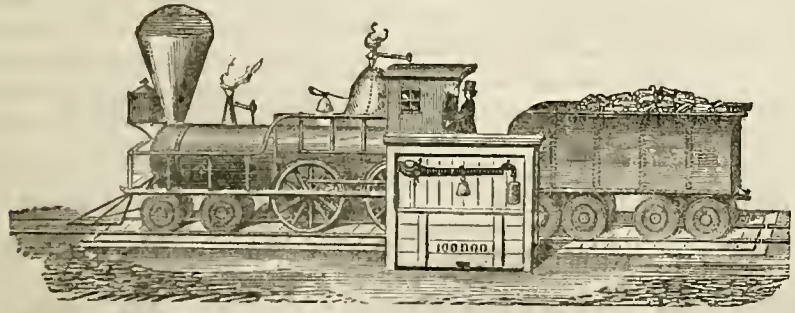
References.

NORRIS BROTHERS, Locomotive Builders, Philad.
A. C. GRAY, Pres't New Castle Manuf. Co.
U. WELLS, R. R. Car Manuf. Petersburg, Va.
I. R. TRIMBLE, Supt. Philad. R. R. Co.
M. B. MILLEN, Gen. Supt. C. R. R. Savannah, Ga.
EMERSON FOOTE, Supt. M. & W. R. R. Macon, Ga
THOMAS DOUGHERTY, Master Mach. do.
THOS. SHARP, Supt. R. F. & P. R. R. Richmond, Va

†May 19.

ISAAC RIGDON. EDWARD C. RYLAND. WM. HUDDART.

OHIO SCALE WORKS.



Rigdon, Ryland & Co.,

No. 39 Vine Street, between Front and Columbia Streets,

CINCINNATI.

WE are now prepared to furnish **Railroad Track and Depot Scales** of all sizes, which we warrant in every respect equal to any manufactured in the United States.

Being practical workmen ourselves, we feel confident that we can furnish the West and South with as good an article and cheaper than can be bought East.

Cincinnati, June 29, 1854.

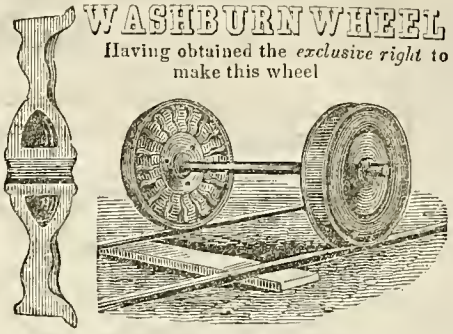
FULTON CAR WORKS,

CINCINNATI, OHIO.

THE Proprietors of this establishment would respectfully call the attention of Railroad Companies in the West and South to their establishment at Cincinnati.—Their facilities for manufacturing are extensive, and the means of transportation to the different points speedy and economical, They are prepared to execute to order on short notice, eight-wheeled Passenger Cars of the most superior description. Four or eight-wheeled Baggage, Cattle, Freight and Gravel Cars. Also, Crank and Lever Hand Cars, Trucks, Wheels, and Axles fitted.

WASHBURN WHEEL,

Having obtained the *exclusive right* to make this wheel



In Cincinnati, Covington and Newport, they are now prepared to furnish Railroad Companies with that Celebrated wheel, with or without Axles. Also, Journal Oil Boxes of any pattern, and Castings for cars fitted to order at the shortest notice.

Address KECK & HUBBARD,
Fulton Car Works Cincinnati, Ohio.
ap.12 Office 62 East Second Street.

MUSKINGUM WORKS,

ZANESVILLE, OHIO.

DOUGLASS, SMITH & CO.

WOULD respectfully call the attention of Railroad Companies to their establishment at Zanesville

They are prepared to execute orders, on short notice, for

Passenger Cars of the most superior description,

Second Class Passenger, Mail Express, and Baggage Cars; Freight, Cattle, four or eight wheeled Gravel Cars.

We manufacture a superior

CAR WHEEL,

Over 2500 of which are now running on the Central Ohio Railroad, and many of these have been in use on the road over two years, having in that time only three to crack, and two to be renewed in consequence of the wearing of the Chill. We have also commenced the manufacture of the celebrated

WASHBURN WHEEL,

And are prepared to furnish this wheel, with or without axles. Also, castings for Cars fitted to order at the shortest notice.

BOLLMAN'S PATENT IRON & WOOD BRIDGE.

We are also agents and builders of the above celebrated Bridge. Are now placing upon the piers an iron bridge on this plan over the Muskingum river at Zanesville. We are ready to contract with companies for the construction of this Bridge. All orders addressed

DOUGLASS, SMITH & CO.,
au4tf. Muskingum Works, Zanesville, O.

J. DAVENPORT. . . . M. D. WELLMAN. . . . C. M. RUSSELL

DAVENPORT, RUSSEL & CO.,

Railway Car Manufacturers,

MASSILON, OHIO.

THE subscriber, late of the firm of Davenport, Bridgen & Co., Fitchburgh, Mass., having associated himself with Messrs. Wellman and Russell, under the above name, would respectfully solicit calls for any kind of Passenger, Baggage, Post Office, Freight, Coal, Gravel or Hand Cars.

Having had fifteen years experience in the business and having secured the best of workmen from the Car Factory in Cambridge, Mass., I feel confident that perfect satisfaction can be given in all work entrusted to our care.

We have now on hand the best of dry White-Oak with which we think we can build Cars as cheap and as well as any other establishment in the States.

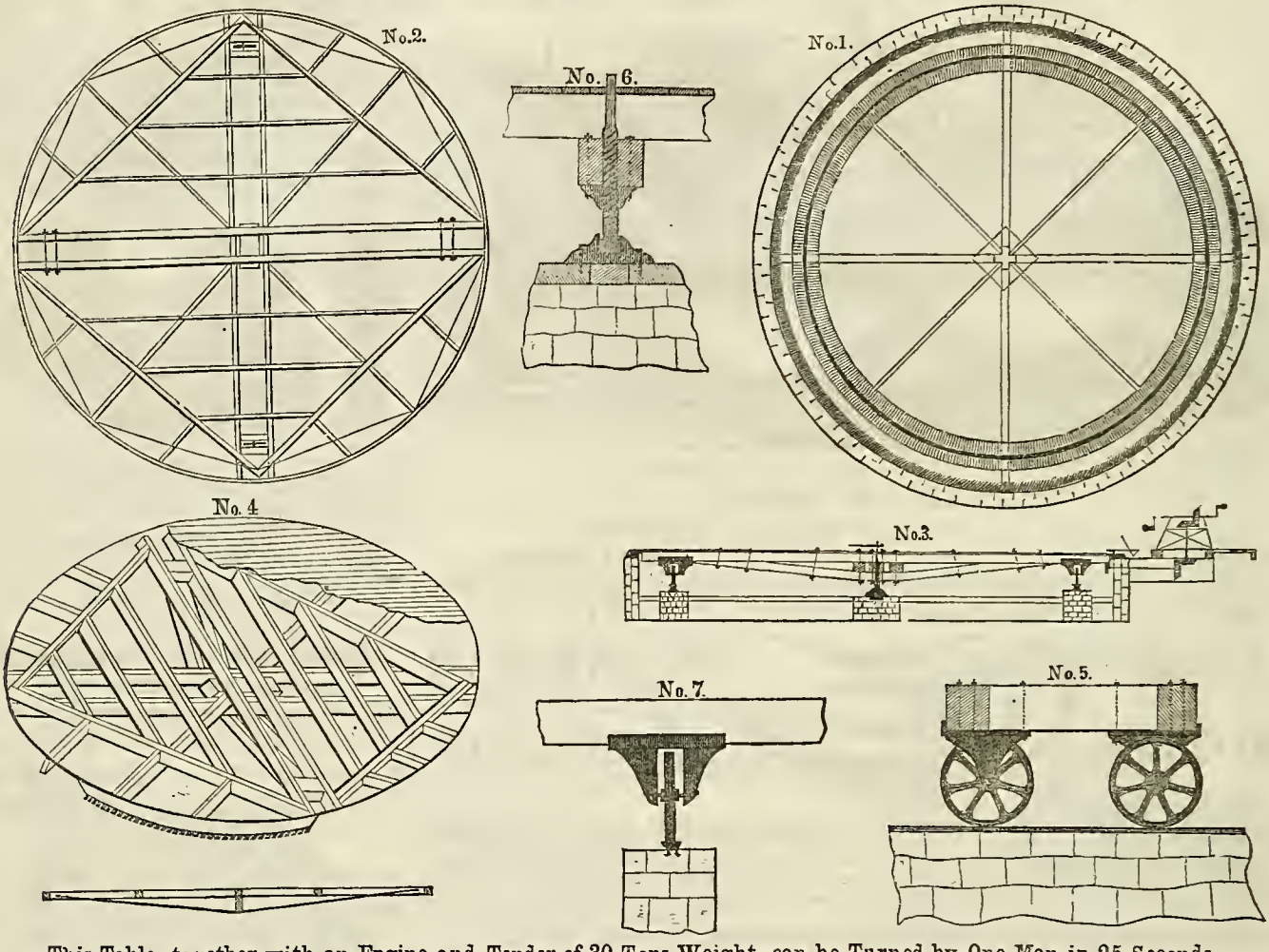
Feb. 16†* JOSEPH DAVENPORT.

RAILROAD IRON, LIGHT WEIGHT.

470 TONS, 47 lbs. per yard, good quality and pattern, now lying at New Orleans. For terms apply to VOSE, PERKINS & CO.,
ap27-tf New York

CARHART'S IMPROVED TURNTABLE.

Now building for 13 of the Principal Roads in Ohio, Indiana, New York, New Jersey, and North Carolina.



This Table, together with an Engine and Tender of 30 Tons Weight, can be Turned by One Man in 25 Seconds.

RAILROAD COMPANIES in want of *Turntables* of a permanent and durable character, at a low price, are respectfully referred to the annexed references. The undersigned being confident that the manner of turning engines by his Table is the most permanent, expeditious, and cheapest in the United States, solicits the attention of Engineers, and others, to his improvement. The undersigned being a practical mechanic, and having devoted his time, for the past five years, exclusively to the construction of Turn and Transfer Tables, Draw and other Bridges, is prepared with every facility for executing orders in that line with promptness and satisfaction.

The price, which is always based upon the use of the best materials and best workmanship which can be procured in the market where used, can be determined only by the locality.

REFERENCES:

New York & Erie Railroad Company.
Hudson River Railroad Co.
Ohio & Pennsylvania Railroad, J. Edgar Thomson, President, S. W. Roberts, Sup't and Engineer, Pittsburgh, Pa.
Pennsylvania Central Railroad, O. W. Barnes, Resident Engineer, Pittsburgh.
Toledo & Cleveland Railroad, Wm. Fergusou, Chief Engineer, Cleveland Ohio.
Columbus, Piqua & Indiana Railroad, A. J. Conover, Chief Engineer, Piqua, Ohio.
Cleveland, Zanesville & Cincinnati Railroad, W. H. Grant, Chief Eugineer, Akron, Ohio.
Cleveland, Columbus & Cincinnati, and Cleveland & Erie Railroads, L. Tilton, Sup't, Cleveland, Ohio.
Little Miami & Columbus & Xenia Railroads, William H. Clement, Sup't, Cincinnati, Ohio.
Cincinnati, Wilmington & Zanesville Railroad, E. W. Woodward, Engineer, Circleville, Ohio.
Central Ohio Railroad, G. W. Fulton, Sup't, and S. Medbury, Engineer, Zanesville, Ohio.
Camden & Atlantic Railroad, and Dauphin & Susquehanna Railroad, R. B. Osborne, Engineer, Philadelphia.
Bellefoutaine & Indiana Railroad, W. M. Roberts, Engineer, Pittsburgh, J. Nottingham, Sup't, Marion, Ohio.
Cleveland & Pittsburgh Railroad, J. Durand, Sup't, Cleveland, Ohio.
Wilmington & Raleigh Railroad, North Carolina.
Central North Carolina Railroad.
Cincinnati & Indianapolis Railroad, Indiana.
New Albany & Salem Railroad, Indiana.
Michigan Central Railroad, Michigan.
Dayton, Xenia & Belpre Railroad, Ohio.
Pomeroy Railroad, Engineer at Cincinnati.
Springfield, Mount Vernon & Pittsburgh Railroad, Ohio, Charles Anthony, President.

DESCRIPTION OF PLAN.

Fig. 1, of the above cut, represents the foundations, consisting of *Bank* and *Track Walls*, the latter made of cut, the former of hammer-dressed stone, with cut stone coping. The Track is bent of the ordinary T rail, spiked and leaded to the stone track walls. The Center Pier is made of cut stone, with a step for screw and pivot bolted to the same.

Fig. 2, shows the framing.

Fig. 3, is a side view of Main Truss, with the mode of gearing, including the mitre-wheels, iron crank frame, rack and pinion, foundations, pivot wheels and pedestals.

Fig. 4, gives a perspective view of rim, segments, decking, etc.

Fig. 5, is an end view of the main trucks, with pedestals and wheels.

Fig. 6, is a screw for pivot, 6 inches in diameter, working in a steel step through a nut for adjustment.

Fig. 7, shows a cross section of track wall, well, and pedestal.

For further particulars please address,

D. M. CARHART, Cleveland, Ohio.

MATHEMATICAL INSTRUMENTS.



T. F. RANDOLPH & BRO.,

N. W. Corner Fifth and Walnut sts.

No. 1, 2d STORY, APOLLO BUILDING,

CINCINNATI, O.,

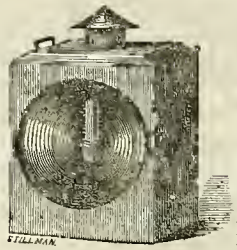
MANUFACTURERS OF

Surveyors' and Engineers' Instruments, Theodolites, Transits, Levels, &c., &c.,

REPAIRING AND ADJUSTING INSTRUMENTS DONE TO ORDER.

Orders promptly attended to.

LOCOMOTIVE LANTERNS.



I AM now manufacturing

LOCOMOTIVE LANTERNS

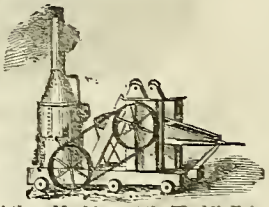
of the most approved form, with true Parabolic Silver-plated Reflectors, Copper Cases, and in every way equal to the best manufactured in the country.

Orders from Railroad Companies in the West are solicited.

A. S. WINSLOW,

†m124] 9 and 11 West Second St. Cincinnati.

"GARDNER'S ROCK DRILL."



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nov17†

Railroad Record.

E. D. MANSFIELD, - - - - - - Editor
J. A. JAMES, - - - - - Associate Editor

CINCINNATI:

THURSDAY MORNING,.....OCT. 5, 1854.

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REMOVAL.

The Office of the RAILROAD RECORD has been removed to No. **106** West Fourth St., north side, between Vine and Race streets, in the building occupied by the Cincinnati & Cleveland Short Line, the Cincinnati, Lebanon and Xenia, and the Cincinnati & Dayton Short Line Railroad Companies.

The location is in the very center of Railroad business, and but few steps from the Burnet House. Full files of railroad reports, maps, newspapers and other documents can always be found at this office, and it will always afford us great pleasure to give any information, and answer any queries on railroad matters, when in our power. We cordially invite railroad men from the country, when visiting our city, to honor us with a call and avail themselves of the facilities of our office.

☞ **Orders for all kinds of Railroad Printing received and promptly attended to at the Office, No. 106 West Fourth Street.**

COLUMBUS RAILROAD CONVENTION AGAIN.—We find the following in the Sandusky City *Register*. What does it mean ?

A telegraph in our yesterday morning's paper, about the results of the deliberations of the railroad Superintendent's Convention, is, we learn, rather premature :—therefore, the Cincinnati papers have "scented" too soon. Nothing decisive was accomplished at that Convention. Southern and Western roads were not represented. All the talking was by two or three "gassy" men. The Convention broke up in discontent, Friday noon : and, after dinner, many Superintendents took their quiet leave—rather disgusted with what had occurred.

It is understood that the Convention adjourned to meet at Dayton on the 25th of October ; but it is more than probable that that appointment will end in a smoke. An assemblage of a half dozen Presidents and Superintendents of our largest and most interested roads would effect more innovation and reform than forty of these general Conventions of Superintendents.

THE OHIO & MISSISSIPPI RAILROAD.

The peculiar position of this road places it on a level with the New York & Erie, the Pennsylvania Central and the Baltimore & Ohio railroads, with the difference, that its cost is much less, and its receipts will in the end be greater. If the New York & Erie, or the Baltimore & Ohio, can make 6 per cent. dividends, the Ohio & Mississippi can make 15 per cent. This may seem extravagant, but the slightest investigation of their relative cost, position, graduation and termini, will demonstrate our statement beyond the possibility of cavil. As the Ohio & Mississippi is the most important work in the Valley of the Ohio, and as the cities of Cincinnati and St. Louis have invested largely in its capital and credit, it may be useful to make some comparisons between this truly *central* work and the three largest railroads in the Atlantic states.

1. As to POSITION. We shall here compare the lengths, *relative to a straight line*, the *termini*, and the *geography* of position :

Roads	Length	Straight Line	Termini	Geography
N. Y. & E..	460	320	Dunkirk.	Dividing Ridges of the Hudson, Delaware, Susquehanna & Allegheny.
Balt. & O...	380	240	Wheeling.	Allegheny Mountains.
Pa. Cental..	353	270	Pittsburg.	Allegheny Mountains.
O. & Miss...	340	320	St. Louis.	Valley of the Ohio.

This comparison shows the following facts: *first*, that the *losses* in distance are respectively as follows, viz: New York & Erie, 30 per cent.; Pennsylvania Central, 24 per cent.; Baltimore & Ohio, 37 per cent.; Ohio & Mississippi, 6 per cent. Thus the distance from New York to Erie, and that from Cincinnati to St. Louis are on an *air-line*, precisely the same, while the *loss* on the New York & Erie is 140 miles, and that on the Ohio & Mississippi only 20 miles ! The New York & Erie has to construct *one hundred and twenty miles* of difficult and expensive railway more than the Ohio & Mississippi, to *attain the same distance*. The disproportion on the Baltimore road is even greater. The *effect* of this is to make the Atlantic roads not only cost vastly more, but to increase *in a constant ratio*, the expense of transportation to attain the same result ; and this expense of transportation is increased relatively on local as well as through traffic, for there is a loss of 30 miles in each 100 of the Erie railway.

Secondly, The three great Atlantic roads traverse a succession of mountains, which, in addition to the expense of construction, make a permanent addition to the expense of transportation, by a *succession of high grades*.—Thus the Erie railroad has grades of 80 and 90 feet ; the Pennsylvania Central, grades of 90 feet, and the Baltimore & Ohio grades of 116 feet. The Ohio & Mississippi has some short grades of 50 feet ; but on the whole, its grades are small compared with the Atlantic roads.

Thirdly, the importance of the Western *terminus* of the Ohio & Mississippi, is far beyond that of either of the others. St. Louis, on the Mississippi, is to be at least the third or fourth city of the United States. New York and Cincinnati, and perhaps Philadelphia, will exceed it ; but it will certainly run beyond Boston, Baltimore and New Orleans. Besides this, St. Louis being near the mouth of the Missouri, is, and always will remain, the great gate-way to the West.

A glance at the above comparative view, shows that the Pennsylvania railroad has a great advantage over the other Atlantic highways, in regard to the prospect of profits ; but that neither of them bear any comparison to that of the Ohio & Mississippi, which, in its position and construction, far exceeds them. But, that this may be more evident, we proceed to another mode of comparison, viz—

2. COST AND DEBTS.

Roads.	Cost of Construction.	Cost per mile.	Funded Debt.
N. Y. & Erie....	$34,003,865	$75,000	$24,003,865
Balt. & Ohio.....	22,254,338	60,000	6,000,000
Pa. Central.....	18,200,000	52,000	5,000,000
Ohio & Miss.....	12,000,000	35,000	5,750,000

In the above statement it is assumed that the Columbia railroad is a part of the Pennsylvania Central ; and that the Ohio & Mississippi is finished and stocked complete.—Now this statement shows that if these roads paid precisely the same *net profits* per mile—then assuming the dividend of the Erie, at 6 per cent. *as a standard*—the results would be in fact—

New York & Erie	6 per cent.
Baltimore & Ohio	7½ "
Pennsylvania Central	8½ "
Ohio & Mississippi	12½ "

Taking 7 per cent. dividends as giving a *par* value to stocks, and we have the following intrinsic values of these stocks:

New York & Erie, shares	85½
Baltimore & Ohio	107
Pennsylvania Central	121½
Ohio & Mississippi	178½

This is on the supposition that these works do make the *same profits per mile*. But we hazard nothing in saying that the profits of the Ohio & Mississippi railroad, *per mile*, must be greater by far than either of the other works. The reasons for this are too obvious to require an elaboration ——(!). The fertility of the country is greater ; the position of the road by far better, and the competition much less. In fact, there is, and can be no real competition to the Ohio & Mississippi railroad. No road will be constructed in the same direction, and in the same district of country for at least twenty years.

3. THE BEGINNING OF BUSINESS.

The Ohio & Mississippi railroad is now opened between Cincinnati and Jeffersonville, a distance of 136 miles; and although it is only four months since the first train of cars went to Aurora, yet the result is a surprise to the most sanguine friends of the work. The road has now 5,000 passengers per week—equal to 250,000 per annum ! There is now no question that the Ohio & Mississippi railroad will transport at least 300,000 passen-

gers between Cincinnati and Seymour, (87 miles) in the first twelve months of it operations. Nothing like this has ever been done in the first year, and on such a distance by any road in the West, where railways have done the best. The freight business has commenced under auspices equally cheerful, and we hazard nothing in saying that the traffic of the Ohio & Mississippi railroad will equal the highest estimates made.

Before another year will have gone, it will be fully completed, and will vindicate to the world not only its own experiments, but the superiority of the whole system of Western railways, over everything the world has yet exhibited. The recent panic (from which many are just coming to their senses,) will in two or three years, be remembered only as an evidence of the weakness and delusion to which even the shrewdest of money dealers are subject.

VERMONT CENTRAL RAILROAD.

The meeting of the Vermont Central railroad company was not very large. William Raymond Lee, Esq., was chosen President.—The amount of Crane's illegal issue is 10,000 shares, and the directors refer the subject to the stockholders without any recommendation. In regard to the surrender of the property by the Trustees, they think it cannot be judiciously done at the present time. The Trustees report the track to be in a very bad condition, and assign this as the principal reason for the great increase of expenses. Twenty-five thousand tons of iron are now required to insure safety and economy in working the road. The Trustees will not pay second mortgage interest on stock dividends, however ample their means, until a legal decision is given authorizing them to do so; and they will withhold all interest, if necessary to maintain the road in serviceable condition. The directors report the Earnings of the road for the year, to be $820,119 60. Expenses $605,-386 48, of which $83,161 is set down as extraordinary expenditures. The total liabilities are $3,697,293; assets, 239,322 13; liabilities over assets, $3,457,872 02. The funded debt is $3,338,700; floating debt, $3,-697,293.

The resolution providing for the assumption of the over-issued stock was presented; a stock vote on it resulted in its adoption by a vote of 37,653 yeas to 1,141 nays. The vote for directors was nearly unanimous for the following gentlemen:

J. C. Howe, Wm. Thomas, C. O. Whitmore, Geo. Dexter, Onslow Stearns, B. P. Cheney, and E. P. Walton, Jr. The meeting then dissolved.

CHANGE OF FARE.—On and after Monday the 2d inst., the fare hence to Indianapolis was raised to $3,50; to Terre Haute $5,50; to Lafayette $5,50.

THE COAL FIELDS OF OHIO, AND COAL CONSUMPTION OF ITS CITIES.

We have several times touched on this subject, with a view to exhibit the economical value of coal; the prodigious resources of Ohio in this mineral; and its future development. The development of coal is the result of high civilization; and hence coal mines are not thoroughly worked, till a country begins to have large towns, and is well advanced in the arts. This is now the case with Ohio, and accordingly capitalists, manufactures, artizans and citizens, are all beginning to turn their attention to the supply of coal. Some ten or a dozen coal companies have been formed within two years in Ohio, for working mines in the northeast part of the state. The production of coal has doubled in the same time; and the consumption would increase at a more rapid rate if there was a sufficient supply.

As this is a subject of great interest to railways, as well as the public generally, it may be well to examine the *causes of demand*, the *sources of supply* and the probable *development of the coal region*.

1. THE CAUSES OF DEMAND. Of course, while wood was the cheaper fuel, coal was very little in demand, except for some sorts of iron work—for which it is absolutely necessary. But this has ceased to be the case.—Wood, on the rivers, canals and railways is becoming rapidly exhausted, and at the large towns is therefore, proportionally high. At Cincinnati, where fuel of every kind is highest, the ratio of expense in burning wood and coal is about *two to one*. In other words, coal at 25 cents a bushel is cheaper than wood at $5 per cord. But with proper care, coal may be laid in the cellar at 12½ cents per bushel. In the interior of the state, we are told, coal at 20 cents is deemed cheaper than wood at $3. But at Chillicothe, Columbus, Circleville, and many other interior towns, coal can be had at 8 cents, and in these towns the consumption is increasing rapidly. In domestic consumption of fuel, we may assume that in a short time coal will be used in all the considerable towns of the state.

Another and equally important source of demand are the factories, work-shops and blacksmiths. There are now *twenty* great establishments that will consume five millions of bushels; *fifty* smaller ones that will consume an equal amount; while the furnaces forges, and blacksmiths consume as much a all the others. This consumption must amount in all to twenty millions; although, it will be observed, that nearly half of it is used in the coal mines by furnaces, forges, etc.

Another important demand is caused by MILLS. Twenty years since, it would have been deemed a positive absurdity to say that coal would be used to move mills, when there was water power present! But now the thing is reversed. It costs more to builds and keep a dam in repair, than it does to run a steam mill. The consequence is that we find steam mills all over the state, beside streams that formerly furnished the power.—In this the railways have greatly assisted; for to a flour mill, *locality* is of importance.—Hence, steam mills are now erected near the railway depots, where the carriage and handling of the wheat, flour and coal are all convenient. In a few years it will require at least ten millions of bushels of coal to supply the steam mills on the railways, and this amount must all be carried on the roads.

2. THE SOURCES OF SUPPLY. Ohio is estimated to contain a coal field equal in extent to *twelve thousand square miles*, or one-third the surface of the state. The eastern and southern boundary of the Ohio coal fields, is the Ohio River; the western commences some ten miles above Portsmouth, and runs on a line a little east of north to the western line of Summit county. Within this limit are some counties, such as Fairfield, in which coal has not yet been found. It is nevertheless quite certain that coal underlies them, and probably at no great depth. The counties which at present produce most coal, are Meigs, Athens, Muskingum, Summit, Jackson, Jefferson, Trumbull, Tuscarawas, Belmont, Guernsey, Lawrence, Stark, Hocking, and Vinton. Besides these, coal is found in Gallia, Washington, Cosbocton, Licking, Morgan and Carroll. The present amount of coal *dug*, including that consumed on the spot, is estimated at the following amount:

Counties.	Bushels.
Meigs	8,000,000
Athens	1,500,000
Summit	4,000,000
Stark	1,000,000
Tuacarawas	500,000
Muskingum	2,000,000
Lawrence	2,000,000
Jackson	1,000,000
Vinton	300,000
Coshocton	300 000
Jefferson	1,000,000
Belmont	1,000,000
Licking	200,000
Trumbull	500,000
Washington	200,000
Monroe	200,000
Morgan	100,000
Aggregate	23,800,000

The above is probably an under estimate, and certainly will be for the future, in which the demand and supply will probably be doubled in the next two or three years.

The following is the amount of coal *arrived*, as near as we can ascertain, in the chief towns of Ohio:

Towns.	Bushels.
Cincinnati	8,000,000
Cleveland	6,000,000
Columbus	1,000,000
Chillicothe	300,000
Circleville	200,000
Dayton	120,000

Other towns consume enough to make in all twenty millions of bushels. The town population of Ohio will, in half a dozen years, amount to half a million, and this will require fifteen millions for household consumption; while the foundries, factories, and shops of

all descriptions will require twenty-five millions, independent of furnaces and forges.—This brings us to the third topic, viz:

3. The Development of Ohio Coal Mines. We see that independent of the coal consumed at the mines by furnaces, forges and other works, *forty millions* of bushels will be required in the towns, and will require transportation one half by railway which will make *eight hundred thousand tons*, in addition to what the railways now have. But this amount will be increased annually at a rapid rate; for, when a state has arrived at a point in which its lands are mostly occupied, the arts and manufactures grow immensely, and that is the position of Ohio now. Her agriculture has grown beyond that of any state in the Union; and fortunately for her prosperity, the mineral region lies just where it can be fed to most advantage by her surplus food; and where the fortunate union of iron, coal, salt and stone makes manufacturing most profitable. We may expect to see large and prosperous manufacturing towns arise through out the coal districts, which in turn will create new business for the several lines of transportation. Indeed the United States has as yet seen little of manufacturing industry, compared with what we may expect to see arise in the southeastern portion of Ohio.

A Railroad Train Attached for Debt.—Recently, just as the train of the Merrimac and Connecticut railroad, with the mails and about twenty passengers, was about to leave Manchester, N. H., it was suddenly stopped by the Sheriff laying an attachment upon the engine and cars, to recover $3,000 due to the Eastern railroad. The company owes some $50,000, and it is said all the property of the road has been attachsd.

Railroad Tickets not Property.—Judge Robinson, of Rochester, N. Y., has decided in the case of the State versus Andrew Donnelly, on a charge of larceny, for stealing sixty Central railroad tickets, that such tickets, not in the hands of *bona fide* purchasers, were of no intrinsic value, and hence not the subject of larceny.

Eaton & Hamilton Railroad.—The Earnings of this line for seven months of the fiscal year, 1854, compared with 1853, same time, are as follows:

	1853.	1854.
February	$6,826 47	$11,624 14
March	6,055 36	10,721 02
April	5,097 56	7,932 93
May	6,541 76	8,075 66
June	6,035 85	7,461 64
July	4,[illegible]9 21	6,188 54
August	6,064 18	8,068 79
	$41,710 39	$60,073 02
		41,710 39
Increase, 44 per cent		$18,362 53

Time Keepers.—For good watches, see Beggs & Smith's advertisement.

Railroads.

Hartford & New Haven Railroad.—At the annual meeting of the Hartford and New Haven railroad company, held at Hartford, the following statement of the receipts and expenditures for the year was read:

From Passengers		$176,174 38
" Freight		243,643 02
" Mails, expresses, rents, etc		37,834 51
		$757,651 91
Repairing road and bridges	$81,765 20	
Wood, coal, and oil	76,273 66	
Materials and labors on engine and cars	44,892 45	
General expenses, including taxes, insurances, etc	54,687 08	
Salaries, labor and transportation expenses	93,675 67	
Lost and damaged goods, gratuities, etc	4,539 12	
Station repairs	9,589 16	
Engines and cars paid for	16,337 52	
Interest on bonds, etc	52,444 66	
		$451,204 52
Net receipts		$306,487 09

The President, Mr. Charles F. Pond, having declined to receive compensation for his services the past year, a committee was appointed to procure a service of plate, and present to Mr. Pond, in behalf of the company, in acknowledgment of his faithful and efficient services.

The old board of directors was re-elected. At a subsequent meeting of Charles F. Pond was re-elected president, and Horatio Fitch Secretary and Treasurer.

Memphis & Charleston Railroad.—The following table, compiled from the books of the Treasurer, shows the receipts of the above road during the three dullest months of the year—June, July and August, and establishes the fact that it is already a paying concern, with only fifty miles in operation.

June	$7,211 05
July	7,788 45
August	7,985 42
Total	$22,985 79

The above does not include the amount charged for mail service, for which the company have no contract with the Post Office Department.

The following table shows the receipts and expenditures of this road for the year ending August 31, 1854. Perhaps few other roads in the Union of the same completed length, could be able to exhibit so satisfactory a balance sheet:

Receipts for Passengers	$76,379 35
" " Freight	83,729 72
" " Mails	2,780 00
Total Earnings	$162,789 07
Expenses for the 12 months	77,900 45
Net Earnings for 12 months	$84,889 62

Lacon & Platte Valley Air-line Railroad.—The Fort Wayne *Sentinel*, says the Directors of this road feel sanguine that ere long they will be able to make a vigorous commencement of the work of construction.

A joint meeting of the several boards of directors will shortly be held at Lacon, Illinois, to take into consideration the prospects of the road, and devise measures for its early construction.

CENTRAL OHIO RAILROAD.

SIXTH ANNUAL REPORT.

We give herewith as much of this interesting report as we can find place for in our columns. From it we learn that by the middle of the present month another direct and unbroken communication will be had with the East over a route, which, when it becomes known to travelers, as it is, as one of the most magnificent in the way of natural scenery, will be a strong competitor for passenger travel with any and all other routes. The report says:

It is a matter of pride with the Directory, and it should be a matter of congratulation with the stockholders, that notwithstanding the excessive—and to railroad corporations—the *unprecedented* stringency of the money market, for the whole of the past year, the full opening of the Central Ohio railroad from Columbus to the Ohio river, is on the eve of accomplishment. *Within thirty days*, we trust, that trains will be run in systematic connection with the lines east and west; * * * and when it is understood that the interesting event to which we point will occur without a single failure or protest of the company's obligations, and without sacrifices or exactions upon the stockholders, we feel that no judgment in relation to our labors, made up from an imperfect knowledge of the facts, should be permitted to disturb our own satisfaction, or prevent the tender of congratulations to our stockholders. * * * *

The statement of the Auditor accompanying this report, gives the financial condition of the company. It will be seen by reference to it, that up to the first of the present month the whole expenditures for construction account have been $3,922,234 68; for machinery, $299,178 87, and for real estate account, $49,036 21; making an aggregate of $3,270,449 66. To this, making up the gross expenditures, may be added, office furniture, materials in workshops and fuel, $16,742 91.

As the work upon the graduation of the road to the river is now reduced to some 10 or 12 sections, and as all but two of those will be complete by the 15th of next month, any important addition to the construction account, within the coming year, will not be required. The amount, as will doubtless be observed, has already gone much beyond the original estimates; but when it is understood that *five-sixths* of the work of preparation for the *second track* between Zanesville and the Ohio river, is already done—that since the estimates were made, a very important change of line was authorized, and that the cost of labor and materials has advanced about 30 per cent.; and when especially is considered the impossibility, even approximately, of determining how much rock instead of earth, underlies the surface in the range of our work, it furnishes much satisfaction to know that the cost per mile, even with what is done for double track, will be but little more than that of other single track roads in Eastern Ohio, and will be much below the average cost of roads of similar class, in the Middle and Eastern states.

CONTRACTS WITH OTHER ROADS.

As you are doubtless aware that the Columbus, Piqua and Indiana railroad was being built with a gauge of 4 feet 8½ inches.—This gauge being 1½ inches narrower than the ordinary Ohio gauge, which is 4 feet 10

nches, * * the directors of that company proposed the adoption of the Ohio gauge, and a contract for running arrangements in connection with our road, provided we would endorse $150,000 of their mortgage bonds. * * * The object in obtaining the endorsement, was to give an additional market value to the bonds of the company, so as to admit of sales during the present pressure, and thereby enable them to complete their road. As the proposition was to open to us an unrestricted intercourse with the rich district traversed by the Columbus, Piqua & Indiana road, we could not feel justified in rejecting the proposition, and accordingly made the desired endorsement. We respectfully ask your ratification of the transaction.

The Steubenville and Indiana railroad company have applied for an arrangement, by which, trade and travel for or from their road may be transported over ours, between Newark and Columbus. The board have authorized the response in general terms, that all which can be reasonably asked shall be conceded, and have empowered the President to make a contract on terms similar to the one had with the Columbus and Xenia company. Our directory believe that railroad corporations, wisely administered, are beneficent and powerful agents of the state, in the development of physical wealth—in the diffusion of intelligence, through the ease of intercommunication which they establish between remote and dissimilar districts, by equalizing conditions, and by the dispersion of prejudices, assimilating populations, and enlarging the circle of kindly interchanges. As such public agents, they have no right to interpose obstacles to the largest liberty of commerce. Entertaining such views, and believing that our constituency are also impressed with them, we trust such arrangements will be made with the Steubenville and Indiana company as shall be made entirely satisfactory to them; and such as shall forever do away with the necessity of building a competing road between Newark and Columbus. The contingency of the extension of their road to the latter city, would not only be a practical waste of three-fourths of a million of dollars of the capital of the country, but could accomplish nothing but injury to both companies.

In our last annual report, we adverted to the importance of making a contract with the Cleveland and Pittsburg railroad compauy, on terms similar to those of the contract with the Columbus and Xenia company, which, if accomplished, and upon the completion of the former road, would permit the running of our trains, *under our own schedule*, over their line to the city of Pittsburg, where a direct connection could be had with the Pennsylvania Central road leading to Philadelphia, with the Connellsville road leading to Baltimore, and with the Allegheny Valley road leading to the cities of Central New York. We have the pleasure of advising you that a contract of the kind desired, was made in October last. By this contract we agree to meet the Cleveland and Pittsburg road at Kirkwood, opposite the city of Wheeling, and within a few rods of the western bridge leading to that city. Our location previously established to section 80, near West Wheeling, was extended without delay to the grounds provided by the other company, and by the terms of the agreement, our road is to be placed in working position with that point, by the time the other company shall have built down to it. The pressure of the times has compelled a partial suspension of their work, but the junction of the two roads may reasonably be expected within the coming summer.

EASTERN TERMINUS.

As notwithstanding a very careful and explicit statement of the character of our connections at the Ohio river, made in our last annual report, some misconception upon the subject seems still to prevail, it is but just to ourselves again to advert to it.

Although the city of Wheeling declined making her subscription of $250,000, except in the first instance, on terms which no other party had stipulated for, and which would have involved an extra expenditure greater than the whole amount of her proposed subscription, and afterwards upon the condition of a partial cession of our chartered powers, we persevered in the determination to make the eastern terminus of our road at that city, or as near to it as we could reach. * * *

At no period had we entertained favorably the idea of a dependence upon drays and carriages for the transmission of our freight and passengers across Zane's Island and the two bridges; for that plan involved, not only a prospective tax upon the traffic of our road, which would have seriously interfered with its profits (in the case of freights, probably amounting to *one-fourth* of the whole charge from Columbus to Wheeling) but a heavy tax upon the patience of passengers, and so far militating against the popularity of the route. Increased confidence in our credit and resources induced a conclusion in favor of a railroad bridge across the Ohio as the most perfect plan of connection; and we accordingly proposed the extension of our line directly into the heart of the city of Wheeling, at a point admitting of equally favorable interchanges with both the Baltimore and Ohio, and the Hempfield roads. As this plan was accompanied with the condition that the bridge should be as high as the Suspension Bridge at that city, and therefore by the argument of the friends of that graceful structure, no impediment to navigation; and as we were willing to have conditions annexed which should prohibit, so far as the proposed project could be made available, any except live stock transfers outside of the city, we were certainly surprised at the reception of advice from proper authority, accompanying the draft of a law which we had sent for their approbation that the City Council could not feel at liberty to co-operate with us in the obtainment of the necessary legislation. Not yet discouraged by these continued repulses, the President visited Richmond whilst the Legislature was in session, with the hope, that if co-operation could not be obtained, there would at least be no opposition. This hope was short lived.—After the patient labor of nearly a year to bring about a different state of things, and when definite action in relation to the river connection became imperative, the board now absolved from all obligations of comity, felt itself compelled to provide for the interests of the company irrespective—but not reckless—of the interests of a city whose policy in relation to our road, was incomprehensible, except upon grounds which we were reluctant to assume. Accordingly the contract which we have named, with the Cleveland and Pittsburgh railroad company, for connection at Kirkwood opposite Wheeling, and also a contract with the Baltimore and Ohio company, by which they agree to receive and deliver our trade and travel at Benwood, four miles below Wheeling, have been made. Both of these contracts, it is alleged, promise injury to that city—the first by the transmission of traffic between our road and Philadelphia, without crossing the Ohio short of Pittsburg, and a second by a crossing of the river calculated to build up a rival interest. This may be, but if so, they will be incidents of a policy to which Wheeling herself has constrained us. It cannot be alleged that in making these arrrangements, we have violated any rule of comity, or that we have failed in duty to our company. By our line to Kirkwood, we are in position to avail ourselves of the *Wheeling and Belmont bridges, of the local trade of the city, and of every facility for connection with the Hempfield road, which has ever been indicated even by those who complain of our action in the case.*

By the crossing at Bellair, we make a saving of 8 miles of transit between Baltimore and the points west of the Ohio to which our road gives access, that will accomplish an economy of time and money for both our trade and travel, which must prove an attractive feature, and exercise the happiest influence upon the trade of the road. In aiming to appreciate fairly the value of the saving of distance obtained by the crossing at Bellair, we must look upon the two roads approaching each other from opposite sides of the river as *one line*, for such it is, practically, so far as the interest of the freight forwarder, and the convenience of the traveling public are concerned. * * * *

Whatever influence then, upon the prosperity of Wheeling may be produced by our arrangements at and near the eastern terminus of our road, it cannot be alleged with any propriety, that they evidence neglect, and much less an abuse of our trust.

So far as a bridge connection with the Hempfield road is concerned, we have no hesitation in saying, that if the company having the road in charge, should prefer such connection to be across Zane's Island, and a feasible plan, at a reasonable expense, can be suggsuggested, this company should meet the proposition with favor, and bear its due proportion of the burden.

PLAN OF CONNECTION WITH THE BALTIMORE AND OHIO ROAD.

Our plan of connection with the Baltimore and Ohio road, notwithstanding the intervention of the river, contemplates the disuse of all such taxation, (drayage, storage, etc.,) and also to travel, the annoyance of porterages and carriage transfers.

The crossing of the Ohio will be accomplished by double tracked inclined planes correspondent to each other upon the east and west sides of the river, upon which planes, movable platforms with tracks to match the tracks upon the grade, just as the stage of water may require, following the rise or fall upon the river. Against these platforms a capacious and powerful steamer, carrying an entire passenger train, or half a freight train, will abut, and over the bow receive or discharge its load, having tracks running longitudinally and correspondent to the tracks of the platform. A locomotive working in the yard, upon either side of the river, will move the trains to and from the boat.

It is assumed that this arrangement will admit of the interchange of passenger trains, probably including even a meal, in 30 minutes, and make each trip with the freight cars in fifteen minutes; and at an expense much less than the ordinary transfers between different stations in the same cities.

For the transportation of freight and passengers between the temporary terminus at Bellair and the city of Wheeling, until the

line shall be extended to Kirkwood, the Baltimore and Ohio company have kindly proffered to furnish special trains for that service at whatever hour our schedule might require. It is safe to assume that both roads will furnish every facility for intercommunication with the city of Wheeling. Her population of 20,000 souls and her extensive manufactures of iron, glass, &c., furnish a traffic which neither road could afford to neglect. For the directors. J. H. SULLIVAN,

Aug. 29th, 1854. President.

We make the following extracts from the Superintendent's Report:

THE EARNINGS:

The unfinished state of the road precludes any other than a mere local business, but taking that circumstance into consideration, the business for the past twelve months affords a just ground of congratulation when taken as an earnest of what may be expected upon completion to the Ohio River.

Until April 28th, the number of miles in operation was 58½, since that time 84 miles have been worked, making an average for the entire year of say 65 miles.

We have transported during the year 110,646 passengers, from whom we have received, - - - - - - - - - - $99,064 98½

For 34,721 tons freight, - - 45,221 14

" Mail Service, - - - - - 11,967 60

" Express, - - - - - - 1,165 76½

Total Earnings, 12 months ending July 31st, 1854, *$157,419 49

*The above amount differs from amount given in Auditor's report, in the sum of $10,436 9-100, being the earnings of July, 1853, which month is not included in my report.

THE ROAD BED.

The Western Division of the road between Zanesville and Columbus, is in excellent order, and has been worked during the past year without the slightest accident to the passenger or freight trains.

The track east of Zanesville has been in my charge since the first of last month, during which time the unballasted portion has been placed in fair order by dressing up the worst points, and the ballasting has progressed from the 8th to the 14th mile.

MOTIVE POWER.

The company own at present 18 Locomotives, six of which have lately been purchased of Messrs. Bradley & Whittemore, contractors for building the road. These, with the addition of 12 first class passenger, and 12 first class freight engines, now under contract, will increase the motive power of the company to 42 engines, which it is thought will be sufficient to meet the increased business of the coming year.

The contracts out will make the stock of passenger, baggage and mail cars, by the opening of the road as follows:

26 first class cars.
9 second " "
12 baggage and mail cars.

The new passenger cars now being delivered are of a style and finish unsurpassed upon any road in the Union, and are equally wide and convenient as those now running upon the broad gauge roads of New York.

The number of freight cars now under contract, will increase our stock of freight cars, within a few months, to the following:

Of eight wheel box cars				256
" " "	Stock and coal cars			261
" " "	Platform	"		160
" " "	Gravel	"		24
" four "	"	"		61
" " "	Hopper	"		51
" " "	Platform	"		8
Total				821

This will give us a rolling stock sufficient to do all the business that will probably seek our line within the first year, and will be a larger amount of stock than is owned by any Western road of the same length.

The "coal and cattle cars," above mentioned, are calculated to load either coal, cattle, hogs or lumber, with expedition; and I have the satisfaction of reporting that upon trial, they have answered our expectations fully.

The importance of a description of car that would accommodate our greatest articles of transport going east and west, will be recognised at once when it is understood that coal cars and cattle cars, generally, are returned empty, carrying cattle eastward, and coal and lumber westward; these cars will have paying loads at all times, and thus enable us to carry at figures which would not otherwise pay.

MADISON INDIANAPOLIS & PERU RAILROAD.

In the last issue of the RECORD, page 521, we gave some few items relative to this company, since then we have recieved a copy of the first semi annual report of the company, from which we make the following additional extracts:

The business since the consolidation does not appear to have been very remunerative, upon either the Peru, the Columbus & Shelbyville, or the main portions of the line, while the steamboat operation was a great loss to the company.

The roads composing the line seem to be in need of repairs to a heavy amount, including quite an amount of rails, it is suggested that the rails on the Columbus branch be taken up, as the receipts upon that portion do not meet the expenses, and used where needed upon the line elsewhere, thus saving an additional outlay of some $200,000. The report closes as follows:

PROSPECTIVE BUSINESS, REPAIRS, &c.—The prospective business of the road is subject to so many contingencis as to render it extremely difficult to form an accurate estimate.—Throughout the line, however, it has its peculiar local business, which no competition can interfere with, and which must gradually and certainly increase with the growth and improvement of the country. The stone and lime at the south, and the lumber at the North are comparatively inexhaustible, and will furnish a constant and reliable business, while with the improvement of the country, the agricultural products seeking an outlet over the road, will add year by year to its receipts. The travel on the northern portion of the road is increasing rapidly, and the Southern part will always competc successfully for its portion of the river traffic, and the through transportation to and from Cincinnati and Louisville.

The July dividend was passed, the earnings having been exepended as heretofore stated; and this policy will be steadily adhered to as long as there are repairs to make, or debts to liquidate. It will be impossible to anticipate when dividends will be paid to the stockholders, if the road is left to its own earnings to extricate itself from debt—certainly not within the year to come.

The repairs needed on the Madion end of the road, consist in the relaying of several miles of track, with the iron now on hand, relaying the plane and re-constructing the bridge at Madison, and re-building several smaller bridges, at a total expense of perhaps $60,000.

On the Peru road, from defect of plan and workmanship nearly all the bridges, except the Wabash, will require re-building at an expenditure probably of $25,000. The company holds the contractors responsible for these defects, but may or may not recover the amount. Ten miles of the road require ballasting, at an expense say of $8,000. The 22 miles of flat bar between Indianapolis and Noblesville, are becoming unsafe, and insufficient for the business of the road, and will require to be relaid with the T rail at as early a day as practicable, at an expense of about $200,000; depot buildings at Noblesville, Tipton, Kokomo, Miamitown, and Peru, say $8,000 making a total of repairs required on the Peru road of $241,000. Some of these expenditures may for a while be delayed, but all are needed. Should the iron for this relaying be taken from the Columbus and Shelby road, it will enable the work to be done without incurring additional liabilities. But this, of course, will not be attempted until the question of consolidation is settled.

The road should also be securely fenced its entire length, and a line of telegraph be erected from Peru to Indianapolis.

Several important changes in the management of the road have occurred within the half year just elapsed. In February, John Brough, Esq., for many years ably and reputably connected with the Madison road, resigned the Presidency, and the undersigned was selected to fill the vacancy. Soon after J. R. Cravens, Esq., who had discharged his duties with entire satisfaction resigned the position of Vice President and Superintendent, and was succeeded by Philo Hurd, Esq., of Connecticut. During my connection with Mr. Hurd I found him an able, intelligent, and energetic man of business, untiringly devoted to the interests of the road, and possessed of unimpeachable integrity.

Business calling him again to Connecticut, he has been succeeded by Mr. J. O. D. Lilly, an eminent practical mechanic and engineer, as Superintendent.

W. N. Jackson, Esq., for many years the popular and efficient Secretary of the M. and I. Company, has been elected Vice President, and will devote himself to the service of the Company. As far as praticable a rigid system of economy has been adopted, and the expenditures reduced to the lowest possible rate. Respectfully submitted,

E. W. H. ELLIS,
President.

☞ The President of the Black River and Utica railroad has given notice to the stockholders that as there appears to be serious if not insurmountable objections to a union between that company and the Rome, Clayton and Ogdensburgh railroad, negotiations on the subject have been discontinued. It is now the intention of the Board to press forward in their original undertaking.

BUFFALO AND NEW YORK CITY RAILROAD.

The affairs of this company appear to be in a sad state. A committee has been appointed in New York City to examine into its situation. The committee reports, in substance, as follows:

That on the 20th of May last, two days after the committee had notified the board of directors of the Buffalo and New York City railroad company of their intention to visit Buffalo, and four days before their arrival in that place, a lease of the road to Mr. A. D. Patchin, the president of the company, was executed, by which Mr. Patchin receives, out of the first earnings of the road, 10 per cent. on its gross receipts—a sum which, as near as the committee can estimate, must amount to about $20,000 or $25,000 per annum. The lease is made for one year, with the right on the part of Mr. Patchin to renew it for three years, if he sees fit.

The committee calls the lease an "extraordinary instrument." They briefly recapitulate these results of their investigations, as disclosed by this and their former report:

First—The first mortgage, and the rights and interests of the bondholders, have been entirely disregarded in at least one very important particular. The very essential clause contained in that mortgage, by which the rolling stock is pledged to secure the first loan, has been treated as a nullity by the board itself; without any conference with the trustees or bondholders, it has been assumed by the directors that this clause is wholly inoperative, and the rolling stock has been mortgaged by the company itself, by a chattel mortgage to other parties.

Second—The president of the company, who, by virtue of his office, is the agent of all parties in interest, has been permitted to obtain a judgment against the company, without opposition, for upward of $150,000, without any legal investigation of the amount due him, and without there being anything on the books to show that his claims have been in any proper way examined by the board, or by any committee or member thereof, before they permitted this judgment to be obtained.

Third—The rolling stock, worth half a million of dollars, has been actually sold at a sheriff's sale, and bought in by Mr. Patchin, president of the company, in his own name, for a sum utterly inconsiderable, (about $10,000). This rolling stock now actually stands in his name; he is recognized by the board as its lawful and absolute owner, and his title up to this moment is not contested in any way by any one.

Fourth—A lease has been executed for one or three years, at Mr. Patchin's option, by which some $20,000 or $25,000 per annum are paid to Mr. Patchin, before interest to bondholders or dividend to stockholders.

Fifth—The road pays at present neither dividend nor interest. The interest due in May last, on the Buffalo and Attica half of the road, is in arrears, and that on the Attica and Hornellsville division, due in July, is in the same condition. These arrears already amount to $42,000. Legal steps are being taken by the trustees to foreclose the mortgage, but it is to be borne in mind that they can only be foreclosed for the interest, and this operation must be renewed, at great trouble and expense, every six months until the principal is due.

SUNBURY & ERIE RAILROAD.

The financial affairs of this Company appear to be in a bad state.

A special committee in behalf of the Philadelphia City Councils, have reported as to their examination of the "Sunbury and Erie Railroad Company" affairs. They conclude:

"Your Committee further report, that in discharge of their duty they visited the office of the Company, for the purpose of examining its books; that the books exhibited to them consisted of a Receipt book and a Cash book. The Cash book, which appeared to answer for Ledger, in fact for an entire set of books, was so kept that your Committee were satisfied that they could not, without a very laborious and protracted examination, and without making up from it a correct set of accounts, report accurately and satisfactorily to your body, as to the condition of the finances of that Company, or the manner in which the large amount paid by the city had been disposed of. As nearly as they could ascertain, however, the cash balance (as it is termed under the mode of keeping accounts pursued by the Company) was, Aug. 31, 1854, about $420,063 95, made up as follows:

Cash on hand	$ 45,454 41
Erie City Bonds	125,000 00
District of Richmond	150,000 00
Philadelphia sixes	81,000 00
	$401,454 41
Deficit, about	$18,609 54

"This $18,000 deficit is, as your committee understand, the sum used in lifting the remainder of the outstanding bonds, as heretofore mentioned.

"In view of the interests of the city, both as a stockholder and otherwise, in the condition and prosperity of the road, your committee recommend to Councils the appointment of a competent accountant, to make a thorough and complete examination and report of the past receipts and disbursements, and the present financial condition of the Company.

"In conclusion, your committee beg leave to express the hope that the examination which they have conducted, as they believe, in a candid and impartial spirit, may not be without benefit; but that the facts elicited may enable both Councils and the citizens at large better to understand their position in regard to this particular Company, and better to guide their future action as to similar applications."

MEMPHIS AND LITTLE ROCK RAILROAD.

We learn from an article in the Memphis *Eagle* and *Enquirer*, that the eastern terminus of this line will be immediately opposite the city of Memphis, at a place called "Hopefield." Of the progress of the survey the *Eagle* and *Enquirer* remarks as follows:

Two parties of engineers are now in the field locating this road. The one which started from a point opposite this city, has already laid down the road to Ten-Mile Bayou, and are prosecuting the work on toward the St. Francis with great vigor. Their instructions, which are strictly complied with, are to find the *best* route, and to totally disregard all landholding interests whatever. It is estimated that in the ten miles already surveyed and located, there is a saving of some $30,000 in the cost of construction, over what it would have been on Gregg's line—the heavy embankments through deep overflows being avoided, with scarcely any perceptible deflection from a right line. So far, the overflow on the line of the road as laid down, will not exceed an average of four inches. It is the determination of the company to build it above the overflow, irrespective of the levees. This is sound policy; for a great work like this, destined as it is to become one of the most thronged thoroughfares in the Union, ought not to be subject to any contingencies whatever, however remote or improbable. It is believed that these principles may be maintained throughout the entire length of the road, laying it down on the *best* and *cheapest* route, without increasing the distance between the Mississippi and the St. Francis, more than three-quarters of a mile over that of Gregg's air-line. But even if this were not so, and the road should be lengthened double or treble that quantity, it would still be sound policy and economy to adhere to these principles. Locations of lands made with a view to their being reclaimed and made valuable by the railroad company, may not yield quite so good returns of speculation, but the interests of the company and of the public at large will be promoted thereby.

THE SPARK AND DUST NUISANCES ON RAILROADS.

In a railroad sense, it is no longer true that "Dust we are, and unto dust shall we return." The nuisance of sparks, and sharp dust to the traveler by rail, is doomed. We lately rode from Buffalo to Fonda, a distance of 252 miles, in the hindmost car of an express train, and on getting out, had on an indisputably black hatband, a coat of recognizable jet, and were wholly free in nose, eyes and beard, of any of the customary evidence of having traveled on the Central road. We believe that not a table-spoonfull of dust could have been swept and gathered up, in the entire length of the car. We could not perceive that in that long ride, any dust whatever came into it.

The window-sashes bore the stamps, "Geo. Neilson, Boston, May 30, 1854." As well as we could see, this patented improvement of the railroad car, consists in passing the air that enters, through sieves of wet sponges in the roof, and of contracting the space by which it goes out, so that the current is constantly outward under the pressure from above, and never inward. The sponges catch all the cinders and dust, and as no air can come in at the windows, the traveler rides in a clean and cool atmosphere. Ended forever, also, is that nuisance of the thorough draft, established so often upon the rheumatic, by people gifted with the constitution of sawlogs, and the manners of oxen. The windows *can't* be opened. Only a central little glass door swings on its hinge, surrounded by glass, however, sufficient for light and observation. Mr. Neilson is a public benefactor. We think that his improvement will completely succeed.—*Buffalo Democracy.*

We have not heard that any of our railroads have ever tried any one of the many experiments to exclude sparks and dust from cars. This shows a want of energy not very creditable to the railroad management of Ohio. There are many roads on which these annoyances are entirely excluded, but the moment the traveler strikes Ohio soil he must take a long breath, shut his mouth, and eyes, and lungs, and dart across the state in a perfect cloud of dirt and fire.—*Cleveland Herald*

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

CORRECTED TO WEDNESDAY OF EACH WEEK.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'D.	ASK'D.
Alabama and Tennessee	1st mortgage, convertible till 1872	7	1872		95
Baltimore and Ohio	Transferable. Taxed	6	1885	81	82
Do do	Coupons. Not Taxed	6	1875	84	85
Do do	" "	6	1880		82
Do do	"	7	1860		87
Do do		6	1885		92
Bellefontaine and Indiana	1st mortgage, convertible	6	1866	98½	100
Buffalo and Poun. State Line	1st mortgage, not convertible	7	1866	97½	101
Chicago and Rock Island	1st mortgage, convertible	7	1870	86	90
Chicago and Mississippi	1st " "	7	1862	88	92
Do do	2d " "	7	1874	68	72½
Chicago and Aurora	1st " "	7	1866	90	92½
Cincinnati and Fort Wayne					
Cleveland, Columbus, and Cincinnati	1st mortgage, convertible	7	1859		
Do do do	No mortgage, convertible	7	1855		
Cleveland and Mahoning					
Cleveland, Painesville and Ashtabula	1st mortgage	7	1861	90	95
Do do	2d " not convertible	7	1861	99	100
Cleveland and Pittsburgh	1st " convertible	7	1860	93	95
do do		7	1873		85
Cleveland and Toledo,	1st mort. not conv. '73	7	1863	85	87
Cleveland, Zanesville, and Cincinnati					
Cincinnati, Hamilton and Dayton	1st mortgage " till 1855	7	1867		95
do do do	2d mortgage	7	1868		95
Cincinnati, New Castle and Michigan	1st mortgage, real estate, convertible	10	5 & 10 y's	95	100
Cincinnati Western	1st " " " "	10	5 & 10 y's	90	98
Cincinnati, Wilmington and Zanesville	1st " "	7	1862	92	94
Cincinnati, Indianapolis and Chicago					
Columbus and Lake Erie					
Columbus, Piqua and Indiana	1st mortgage, convertible	7	1862	84	86
Do do do	2d "		1852	80	83
Columbus and Xenia	1st mortgage, convertible	7	1859	118	120
Covington and Lexington	2d " till 1862	7	1883		
Do do	1st " not "	6	1862	80	85
Dayton and Michigan	1st " "	7	1867	94	97
Dayton and Western	1st " "	7	1862	90	95
Dayton, Xenia and Belpre	1st "	10	1864	85	95
Eaton and Hamilton	1st mortgage	7	1862	84	87
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.	7	1862	93	96
Evansville and Illinois	1st Mortgage, convertible 1857	7	1862	85	87
Frankfort and Lexington	1st " "	6			
Franklin and Warren					
Galena and Chicago Union	Pledge of 2d section, convertible	10	1853-6	125	130
Do do do	1st mort., 2d " not convertible	7	1862	89	90
Illinois Central	1st mortgage, not convertible	6	1875	74½	75
Illinois and Wisconsin		10			
Indiana Central	1st mortgage, convertible	7	1866		90
Do do	" "	10	1857	99	100
Indianapolis and Bellefontaine	1st " "	7	1860-1	94	96
Indianapolis and Lafayette	" "	7	1861		95
Jeffersonville	1st " not "	7	1861	87	94
Junction (Ohio)	1st " "	7	1867	85	90
Do do	2d " "	7		95	90
Lawrenceburg and Upper Mississippi	1st mortgage, convertible	7	1866		95
Lexington and Big Sandy					
Little Miami	No mortgage, convertible 1852-4	7	1858-61	85	90
Do	" " till 1855	7	1861		
Louisville and Nashville					
Lyons', Iowa, Central	1st mortgage, convertible	7	1873		
Mad River and Lake Erie	1st mortgage, convertible till 1855	7	1855-6	97½	100
Do do	2d " "	7	1866	66	75
Do do	Dividend	7	1860	78	83
Madison and Indianapolis	1st mortgage, convertible after 1853	6	1861		
Marietta and Cincinnati	1st " convertible	7	1868	88	90
Maysville and Big Sandy					
Maysville and Lexington	1st mortgage, convertible	6	1873	10	
Memphis and Charleston					
Michigan Central	No mortgage, convertible	8	1860	100	
Do do	" "	8	1853-6	97	100
Do do	" not "	8	1857-8	95	100
Michigan Southern	1st " "	7	1860	96	100
Milwaukie and Mississippi	1st " " 1857	8	1862	98	101
Mobile and Ohio	1st mortgage 6s. 1884				
Nashville and Chattanooga				83	93
New Albany and Salem	mortgage on 1st section	10	1858-62		101
Do do	1st " on other sections, convert.	8	1864-75	87	88
New Castle and Richmond	1st " convertible	6	1873	87	90
New Orleans and Ohio, Ky	Guar. of McCracken Co			86	93
New York and Erie	1st mortgage, not convertible	7	1867		
Do do	2d " convertible	7	1859	94	
Do do	Income, not convertible	7	1855	77	90
Do do	Convertible till 1861	7	1871	72	75
Do do	" 1862	7	1862	72½	75
Northern Cross, Ill	1st mort. conv	8	1873	90	93
Northern Indiana	1st mortgage, not convertible	7	1860	93	96
Do do	1st mortgage Goshen line				87
Do do	Construction Bonds			84	90
Ohio Central	1st mortgage, convertible, west section.	7	1861		
Do	1st " " east "	7	1864	94	95
Ohio and Indiana	1st " "	7	1867		100
Ohio and Pennsylvania	" "	7	1865-6	101	104
Do do	Income. No mortgage, convertible	7	1872	84	86
Pacific, Mo					
Panama	1st mortgage, convertible	7	1866	90	91
Parkersburgh (or Northwestern Va.)	" Guar. City of Baltimore	7	1873	94	96
Pennsylvania	1st mortgage, convertible till 1860	6	1880	96	97
Peru and Indianapolis	1st " convertible	7		78	83
Rock River Valley Union	1st " convertible	7	1872	98	100
Sandusky and Mansfield	1st "	7	1860	71	75
Do do	2d "	10	1853-7	102	104
Scioto and Hocking Valley	1st " conv. coupons	7	1861	87	90
Southwestern, Tennessee					
Springfield and Columbus					
Steubenville and Indiana	1st mortgage, convertible	7	1865	83	85
Terre Haute and Alton	1st " convertible		1862-72	87	92
Do do	2d " do	8	1865		87
Terre Haute and Richmond	1st mortgage, convertible	6	1866	100	103
Toledo, Norwalk and Cleveland	1st "	7	1863	80	90
Do do do	2d "			90	95
Do do do	" Guar of C. C. & C.		1863	90	95

TABLES OF RAILROAD SHARES.

☞ The following quotations are not PER SHARE, but upon the HUNDRED DOLLARS.

	shares.	off'd.	ask'd.
Baltimore and Ohio	100	51¼	55
Bellefontaine and Delaware	50	40	50
Bellefontaine and Indiana	50	60	65
Belleville and Illinoistown			
Buffalo and Pennsylvania State Line		120	125
Central Military Tract			
Central Ohio	50	75	80
Chicago and Rock Island		80	95
Chicago & Miss., (Alton & Springf'd,)			
Cincinnati, Cambridge and Chicago		25	30
Cincinnati and Fort Wayne			
Cincinnati Hamilton and Dayton	100	80	90
Cincinnati, Indianapolis and Chicago			
Cincinnati, Logansport and Chicago	50		90
Cincinnati Western	50	15	35
Cin. Wilmington and Zanesville	50	50	60
Cleveland, Columbus and Cin	100	105	110
Cleveland, Medina and Tuscarawas			
Cleveland, Painesville and Ashtabula	100	100	105
Cleveland and Pittsburgh	50	52	65
Cleveland and Mahoning			
Cleveland and Toledo	50	73½	90
Cleveland, Zanesville, and Cincinnati			
ClintonLine			
Columbus and Lake Erie	50	50	70
Columbus, Piqua and Indiana	50	50	65
Columbus and Xenia	50	93	95
Covington and Lexington	50	50	66
Covington and Ohio, Va			
Dayton and Michigan	50	30	50
Dayton and Western	50	26	50
Dayton Short Line	50		
Dayton, Xenia and Belpre			
Detroit and Pontiac			
Eaton and Hamilton	25	47½	55
Eaton and Piqua			
Erie and Northeast		110	112
Erie and Kalamazoo		90	100
Evansville and Crawfordsville			
Fort Wayne and Mississippi	50		
Fort Wayne and Southern	25	15	50
Franklin and Warren			
Galena and Chicago Union	100	99	105
Greenville and Miami	50	50	60
Hannibal and St. Joseph			
Hudson River		40	42
Henderson and Nashville			
Hillsboro' and Cincinnati	50	40	55
Illinois Central 10 per cent	100	101	105
Illinois and Wisconsin			
Indiana Central	50	50	65
Do do 10 per cent	50	55	70
Indianapolis and Bellefontaine	25	60	65
Indianapolis and Cincinnati	50	45	60
Indianapolis and Lafayette	50	76	80
Jeffersonville and Indianapolis	50	72	78
Junction (Ohio)	50	90	95
La Crosse and Milwaukie	100		
Lake Erie, Wabash and St. Louis			
Lawrenceburg and Upper Mississippi	50	45	60
Lexington and Frankfort			
Lexington and Danville			
Little Miami	50	98	100
Logansport and Pacific			
Logansport and Marion			
Louisville and Frankfort	50	62	70
Louisville and Nashville	100		
Macon, Georgia	10	98	100
Mad River and Lake Erie	50	60	70
Madison and Indianapolis	50	40	50
Madison, Indianapolis and Peru	50		
Marietta and Cincinnati	50	37½	50
Marion and Mississinewa Valley			
Maysville and Lexington	50		
Maysville and Big Sandy			
Memphis and Charleston			
Michigan Central		90	100
Michigan Southern		99	100
Milwaukie and Mississippi		77	82
Mobile and Ohio			
Nashville and Chattanooga			
New Albany and Salem	50	35	50
New Orleans and Ohio			
New York Central		92	100
New York and Erie	100	46	50
Northern Indiana		96	98
Ohio and Indiana		76	80
Onio and Mississippi	50	50	70
Ohio and Pennsylvania	50	84	85
Ohio River and Wabash			
Owl Creek Valley			
Pacific, Mo			
Panama		88	90
Parkersburg, or Northwestern Va			
Pennsylvania	50	90	87
Peru and Indianapolis	25	38	50
Sandusky and Mansfield	50	50	60
Sandusky, Mansfield, and Newark	50		
Sangamon & Morgan, or Great West'n,			
Scioto and Hocking Valley	50	40	60
Southwestern Indiana			
Southwestern, Tenn			
Springfiled Mt. Vernon and Pittsb'gh.	50	40	60
Springfield and Columbus			
Steubenville and Indiana			
Terre Haute and Alton			
Terre Haute and Richmond		100	102
Toledo and Illinois			
Toledo, Norwalk and Cleveland	50	70	90

STOCK TABLE.

CORRECTED WEEKLY.

Government Securities.

	INT.	DUE.	OFF'D.	ASK'D.
U. S. Loan	6	1850	104½	105
Do	6	1862	112½	114
Do	6	1867	117¼	118
Do	6	1868	117¼	118
Do (int. ceased July 1).	5	1853	101⅜	102
Do Coupons		1862	117¼	118
Do "	6	1868	117¼	118
Do "		1853	100	101

State.

Alabama	5	....	90	95
Do	6	....	102	104
Arkansas	6	....	95	100
Georgia	6	....	107	108
Do	7	....		
Illinois Canal Bonds		1860	96	98
Do do registered		1860	110	110½
Do do		1847	92	95
Do do registered		1847	90	96
Do do Internal Impt.	6	1847	85	90
Do Interest do	6	....	58	62
Indiana	5	....	88	90
Do	2½	....		60
Do Canal Loan	6	....	93	94
Do do preferred	5	....	54	55
Do do deferred	5	....	30	32
Do special preferred	5	....	24	25
Do do deferred.	5	....	10	11
Kentucky, 30 years	6	1871	101	102
Do 15 years	6	....	107	108
Do large bonds	6	1869-72	105	106
Do	5	....	92½	93½
Michigan	6	....	94½	96
Ohio	6	1856	102¾	103
Do	6	1860	106¼	108
Do	6	1870	110	112
Do	6	1875	109	110
Do	5	1855	102	105
Do	5	1864	104	106
Pennsylvania	6	....	103	105
Do	5	1870	84	87
Tennessee, new loan	6	1890	100	101
Do Coupons	5	....	80	85
Virginia Coupons	6	1886	100	101

City Securities.

Albany	6	1867-9	106	107
Allegheny	6	1873	75	76
Baltimore	6	1870-90	100½	101
Do	5	1865	87	89
Boston Bonds	4½	1860	101	102
Chicago	6	1876-7	92	95
Covington	6	1881	93	95
Cincinnati	6	1860	94	100
Do	6	1897	94	100
Do	5	1884	86	87
Do W. W	6	1865	102	103
Jeffersonville, Indiana	7	1872-82	85	88
Lawrenceburgh, Ia	7	....	80	90
Louisville	6	1880	82	85
Memphis	6	1882	90	92
New York	7	1857	101	103
Do	5	1858-60	99¼	100
Do	5	1870-5	100¾	103
Do	5	1890	101	
Philadelphia	6	1876-90	90	91
Pittsburgh	6	1869-71	82	83
Do coupons	6	1883		83
Richmond	6	1882	93	94
St. Louis	6	1870	85	90
Wheeling	6	1872	105	106

County Bonds.

Bourbon, Ky	6	1881	78	80
Darke, O	7	....	92	95
Fairfield, O	7	1862	90	92
Fayette, Ky	6	1881-2	75	80
Guernsey, O	7	1862	97	99
Mason, Ky	6	1881		78
McCraken co. Ky., endorsed by New Orleans and Ohio R.R.			75	80
St. Louis	6	1866	83	85
Do	7	1871	107	108

Banks.

OHIO.

Ohio Life Insurance and Trust Co	93	95
Lafayette, Cincinnati, (closing)	113	115
Franklin do		
Commercial do		
Mech. & Traders do		
State Branches		

KENTUCKY.

Bank of Kentucky and Branches	101	103
Northern, and Branches	108	110
Southern, and Brauches	103	106
Bank of Louisville	111	112
Kentucky Trust Co	99	100
Farmers' Bank of Kentucky	107	110
Newport Safety Fund Bank	98	100
Commercial Bank of Kentucky		

INDIANA.

State Bank and Branches		

TENNESSEE.

State Bank and Branches		
Union	94	100
Planters'	97½	100

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g.
On New York	Sight	1	1⅛ prem.
Boston	Sight	1	1¼ prem.
Philadelphia	Sight	1	1¼ prem.
Baltimore	Sight	1	1½ prem.
New Orleans	Sigbt.		prem.
England		110½	112½.

SPECIE.

GOLD.

California, ℔ oz	$17 50	@	$17 65
Spanish Doubloons	16 50	@	16 60
Patriot Doubloons	15 60	@	15 80
Sovereigns	4 85	@	4 88
Guineas	5 00	@	5 00
American, new	1 00½	@	1 01
American, old	1 04	@	1 06
Portuguese	1 00	@	1 01

SILVER.

American Dollars	1 02	@	1 04
American, halves	1 02	@	1 04
Spanish Dollars	1 05	@	1 07
Spanish Quarters	1 02	@	1 03
Mexican Dollars	1 03	@	1 04
Five Franc pieces	95	@	96

LAND WARRANTS.

	Off'd.	Ask'd
160 acre warrants	$180	$190
80 acre warrants	90	98
40 acre warrants	45¼	47¾

Reported for the Railroad Record.

CINCINNATI STOCK SALES.

AT THE STOCK BOARD,

MERCHANTS' EXCHANGE

And at Private Sale.

BY HEWSON & HOLMES,

For the week ending Wednesday, Oct. 4, 1854.

100	Shares Cin. Wil. & Zan'v. (with int) R.R.		43 00
80	" " " " " "		41 00
40	" Dayton & Western	"	21 00
40	" " "	"	20 00
40	" Ohio & Miss. (with int)	"	49 50
32	" " " "	"	49 50
20	" " " "	"	50 00
10	" " " "	"	51 00
70	" " " "	"	51 00
49	" Greenville & Miami (with int.)	"	20 00
28	" Covington & Lexington "	"	50 00
44	" Little Miami "	"	98 00
$2,000	Peru & Indi's R.R. Co. B'ds (with int.)		60 00
10	Shares Burnet House stock,		39 00
5	" " " "		46 00
$7750	" " pref. stock,		76 00
237	b4. " " " "		79 00
4	Shares Peach Orchard Coal Co. per share		75 00
5	" Cin. Fuel Company	"	4 75
3	" Cin. Astronomical Soc'y	"	2 50
11	" Cin. & Har. Turnpike Co.	"	13 50
4	" " " " "	"	14 00
8	" Lebanon & Springfield "	"	2 50
8	" Washington Ins. Co.	"	17 00
3	" " "	"	16 00
5	" Cincinnati "	"	22 00

BY ISAAC OSBORN DAVIS.

For the week ending Wednesday, Oct. 4, 1854.

40	Shares Cin. Ham. & Dayton R.R. stock		80 00
25	" Little Miami "	"	100 00
50	" Ohio & Mississippi "	"	49 50
00	" Cin. Wil. & Zane. "	"	41 00
60	" Eaton & Hamilton "	"	33 50
10	" Little Miami "	"	100 00
75	" Ohio & Mississippi "	"	50 00
80	" Columbus & Xenia "	"	93 00
160	" Dayton & Western "	"	19 00
190	" Cin. & Chicago "	"	15 25
30	" Southern Bank of Ky. stock		99 00
30	" Cin. Wil. & Zane. "	"	41 00
80	" Ohio & Mississippi "	"	50 25
20	" Columbus & Xenia "	"	93 50
50	" Greenville & Miami "	"	25 00
75	" Cov. & Lexington "	"	50 00
50	" Cov. & Lexington "	" (new)	50 00
80	" New Albany & Salem "	"	33 50
30	" Cincinnati & Indianapolis "		43 00
70	" Pern & Indianapolis "		50 00
25	" Cincinnati & Indianapolis "		42 00
20	" Clev., Col. & Cin. "		105 00
40	" New Albany & Salem "		33 00
$8000	1st Mort. B'ds Sci. & Hock. Val. R.R. Co.,		70½
8	$1000 2d Mort. B'ds, Ohio & Miss. R.R. Co.,		62 00
$5,000	Ohio & Miss. R.R. Co. B'ds 2d mort.		65 00
5	2d Mort. Bonds Ohio & Miss. R.R. Co,		60 00
2	2d Mort. Bonds Ohio & Miss. R.R. Co.		60 00

MONETARY.

At the East we see that the Money Market is fairly supplied with capital, which can be readily had on undoubted security. The demand among the mercantile community is active, and the Banks are unable to discount their offerings. The street rates, however, are not greatly changed from former quotations. Call loans can be had at 7 per cent. Prime business paper ranges from 10@12 per cent.; less known at 15@20.

Foreign Exchange rates at 110, and the shipment of specie continues heavy, with a prospect of an increase rather than of a falling off.

In the STOCK MARKET we note something of a fluctuation; in the early part of the week prices were well maintained; in the middle there was something of a rise, while the week closed with a s slight decline. The indications, however, are very favorable, and we confidently look for an improved state of affairs in the Stock Market.

The sales of Stock at auction have been as follows:

By A. H. Nicolay, Sept. 28—

$4,000	B'ds Canandaigua & Elmira 2d mor. 7s. '57	79 50
11,000	" " "	78 25
4,000	" Flushing, L. I., 7s. '63	70 87½
1,000	" " "	69 00

All with interest.

87	Shares Mad. Riv. & L. E. Railroad Co.	60 00
60	" Third-Avenue "	32 00
25	" " " "	33 00

At the Stock Board, of New York, we note sales of the following Western Stocks during the week euding 28th ult., viz:

$11,000	Ohio 6s. '60		106@107
2,000	" " '70		111
2,000	Arkansas 6s		100
1,000	Virginia 6s		100
1,000	Kentucky 5s		105¼
7,000	Bonds Chicago & R. I. Railroad		86@86½
42,000	" Illinois Central	"	74¾@75
285	Shares Mich. Central	"	89¾@90
134	" Clev. Col. & Cin.	"	103½@105
450	" Cleveland & Toledo	"	68¾@72
538	" Illinois Central 10s.	"	99¾@100½
85	" Mich. Southern	"	95@98
20	" " " coustr.	"	86
7	" Northern Indiana	"	93
13	" Galena & Chicago Union R.R.		79¼
49	" Clev. & Pittsb'g R.R.		50
20	" Madison & Indiana R.R.		20

New York & Erie sold from 41½@45¼ closing at 45.
New York Central sold from 90@92⅝ closing at 91⅞.

At the West we quote Money as having been quite stringent throughout the week, with a partial easibg up at the close.

The new Bank law has gone into operation, but is very little regarded, except by the Bankers, who purchase the small bills of the Indiana free Banks at a discount of 1@2 per cent. The issues of our State Banks are becoming more plenty, but still far short of the necessity of the business community. The Collector of this port had some $100,000 in change sent by government to accommodate the business community here, but we understand he asks 1 per cent. premium in exchange for gold—a tolerably heavy shave on gold, to obtain which a premium of 1½ to 2 per cent has to be given besides.

The Indiana free Banks are withdrawing their bills from circulatiou and having them, cancelled by the Auditor, and their stocks returned. Some $500,000 have been returned, of which some $60,000 only have been re-issued in larger bills.

Eastern Excaange rates at 1@1¼ for Bankers' names.

In the Stock Market we notice quite a buoyancy, and a disposition to invest in our best stocks for permanent investments: but the feeling is checked by the stringency in the money market. Nor can we hope for a better state of affairs until money becomes easier.

The transactions for the week will be found under their appropriate head.

NEW LOCOMOTIVE FOR LITTLE MIAMI RAILROAD.—We learn that Messrs. Moore & Richardson have just completed a new locomotive for this road, which will compare favorably with any from the East. We will give a further description of it, in our next issue.

From the Mechanics' Magazine, May, 1854.

ON THE FATIGUE AND CONSEQUENT FRACTURE OF METALS.

At a recent meeting of the Institution of Civil Engineers, a paper was read on the above subject by Mr. F. Braithwaite, M. Inst. C. E.

Many accidents, the causes of which had been pronounced "mysterious," having professionally engaged the author's attention, he had carefully examined the circumstances of each, and the condition of the fractured metal, in all cases, and at length arrived at the conclusion, that almost all the accidents might be ascribed to a progressive deteriorating action, which might be termed the "Fatigue" of metals.

Metal in a state of rest, although sustaining a heavy pressure or strain, as in a beam or girder, and exhibiting only the deflexion due to the superposed weight, would continue to bear that pressure without fracture so long as its rest was not disturbed, and the same strain was not too frequently repeated; but it either of these cases occurred a certain disturbance of the particles took place, the metal was deteriorated, and that portion subject to the reiterated strain was so far destroyed, that it ultimately broke down. This might also arise from sudden concussions, when the metal was under a certain strain, and those concussions might be caused by the girder being suddenly unloaded.

Several examples were given of accidents of the kind that had been alluded to; for instance, that of a vat in a London brewery, carried on cast-iron girders, by which it had been supported for some years; but suddenly, without any apparent cause, they broke, and killed and wounded some workmen. In this case it was shown that the girders were not originally sufficiently strong for the load, and therefore the intermittent load of the vat, which was sometimes full and at other times only partially so, and then empty, caused a constantly recurring deflexion, and a subsequent corresponding effort to regain its natural position, by which the composition of the metal was disturbed, and a fracture ensued.

Other examples of the same nature were given, and it was shown that the repeated buckling of the tube-plate of a locomotive, arising from the action of the pistons, had a tendency to cause fracture mechanically; and also that the side-strains and vibrations to which suspension-rods of the ash-pans of locomotives were subjected, had produced very serious results, which it sufficed to point out forcibly to guard against the recurrence.

The author contended, that presuming adequate dimensions to have been given to girders, and the stipulated weight not to have been exceeded, the chances of accident were remote, but that any repeated deflexion, either at intervals, or continued for so long as to induce a permanent depression, must be productive of danger, which could only be averted by altering or replacing the parts deficient in strength, and maintaining a rigid supervision, whether of beams when loaded, or of parts of machinery, or of railway stock after working. By such means accidents would be prevented, and a greater degree of confidence be established in structures in which metal was employed.

The sale of the Hudson and Berkshire railroad has been postponed by the Comptroller to the 24th of October.

NEW RAILROAD IN TEXAS.—The Austin State *Gazette* publishes the following items:

"Few know that a company of gentlemen, many of them wealthy planters of Louisiana, are making vigorous exertions to build a railroad from the Mississippi river, below Red River, and on a line running to near the mouth of Bayou de Glaises, thence to Cheneyville, and to the Sabine river, and onward to a point of intersection with the Pacific railroad. It is called the Louisiana Central Stem of the Mississippi and Pacific railroad Company, and the office of the company is at Marksville. We are acquainted with several of the stockholders, and know them to be men of business, capital and energy, and we feel somewhat assured that the enterprise will be successful.

☞ John O. Sterns has been appointed Superintendent of the Central railroad of New Jersey, in place of George H. Pegram, deceased.

The Shortest, Quickest and Best
ROUTE TO LOUISVILLE.

MADISON, INDIANAPOLIS, PERU, TERRE HAUTE, MICHIGAN CITY, CHICAGO, GALENA, ST. LOUIS, AND NEW ORLEANS.

OHIO & MISSISSIPPI RAILROAD,

ON MONDAY, SEPTEMBER 18, AND UNTIL FURTHER notice, the Passenger Trains will run as follows:

For Louisville and New Albany.

Leave Cincinnati at 7.15 A. M. and 3.15 P. M., connecting with the Jeffersonville Railroad at Seymour, and arrive at Jeffersonville, opposite Louisville, at 1 o'clock P. M., and at 9 P. M.

Returning—Leave Jeffersonville at 8.30 A. M., and 3.15 P. M., arrive in Cincinnati at 2.30 P. M., and 9.30 P. M. No delays in connecting with any other Railroad,

Fare $2 50.

For Indianapolis.

Leave Cincinnati at 7.15 A. M., and 3.15 P. M., connecting with the Indianapolis and Cincinnati Railroad at Lawrenceburg, for Indianapolis, and all the principal cities and towns of the North and West.

Returning—These trains arrive in Cincinnati at 4.05 P. M., and 9.30 P. M.

Fare $3 00.

For Lawrenceburg and Aurora.

Leave Cincinnati at 7.15 A. M., 10 45 A. M., 1.27 P. M., and 5 P. M., stopping at all the regular stations.

Returning—Leave Aurora at 6.50 A. M., 3.15 P. M., 2.55 P. M., and 8.23 P. M., stopping at all the regular stations, and arrive in Cincinnati at 8.10 A. M. 2.30 P. M., 4.05 P. M., and 9.30 P. M..

FREIGHT TRAINS for Jeffersonville and all intermediate stations, leave Cincinnati at 9.30 A. M.

For further information see handbills, or apply at the Ticket Office, on Fourth street, north side, four doors from Vine street, oposite new Custom-house.

S. S. POST.
Chf. Eng'r and Supt.

Passengers, by leaving their address at the Ticket Office, will be called for by St. Louis and Cincinnati Omnibus Line.

Omnibuses call at all the principal Hotels, for each train.

W. S. BABCOCK, Agent,
Sept 5. St. Louis and Cincinnati Omnibus Line.

ENGINEERING!!

The undersigned is prepared to furnish SPECIFICATIONS, ESTIMATES, AND PLANS, in general or detail of all kinds of Steam Vessels, Engines, Boilers, Mill Work, &c Particular attention given to the superintending of LOCOMOTIVES, TENDERS, CARS, *And Railway Machinery of every Description*, While under construction.

AGENT FOR THE PURCHASE of, on commission, all articles required for Railroads, Steam Vessels, Locomotives, Engines, Boilers, Machinery, &c.

General Agent for ASHCROFT'S STEAM GAUGE, ALLEN AND NOYES' METALIC SELF ADJUSTING CONICAL PACKING, DUDGEON'S HYDRAULIC JACK. Also, for Water Gauges, Indicators, Steam Whistles, &c., &c.

CHAS. W. COPELAND,
Consulting Engineer,
s 5-tf 64 Broadway, N. Y.

TO RAILROAD COMPANIES.

THE subscriber, manufacturer and agent for manufacturers of railroad materials, would solicit from railroad managers in the West their orders for

RAILROAD SPIKES, CAR AXLES, RUBBER SPRINGS, RUBBER HOSE, LOCOMOTIVE TIRES, SPRING STEEL, CAST STEEL, NUTS AND WASHERS, LOCOMOTIVE LANTERNS, ETC.

A. S. WINSLOW,
9 and 11 West Second Street,
mr. 24 † Bet. Main and Walnut Sts. Cincinnati.

Myers' Patent Cylindrical Car.

NOTICE.—The Subscriber having become proprietor of MYERS' PATENT CYLINDER CAR, for a considerable portion of Western territory, including the State of Ohio, offers the same to Rail Road Companies on favorable terms. The public will be furnished within a short time with complete explanations of its operation, together with the results of actual experiments testing its applicability to all the uses for which it is recommended. W. CLOUGH,
South-western Car Works.
Madison, Indiana. May 11.

ENGINEERS' MATERIALS.

EGGERS & CO.,
WHOLESALE DEALERS IN
PAPER & STATIONERY,
Since first January,
No. 127 Walnut St., bet. Third and Fourth.
CINCINNATI,

Keep the most complete stock in the West of every thing used by Engineers. On application, a catalogue with prices will be forwarded. [jy.21-†.

ENGINEERS' & SURVEYORS' INSTRUMENTS!
JAMES FOSTER, Jr.,
MATHEMATICAL AND PHILOSOPHICAL
INSTRUMENT MAKER!

HAVING removed from his old stand to south-west corner of Fifth and Race street, and increased his facilities for making instruments, is now ready to supply Levels, Transits, Theodolites, the Dumpy or Gravatt Level, Circular Protractors of Troughton & Simms model, Surveyors Compasses, Pocket Compasses with and without sights, in great variety. All kinds of Land Chains; Ivory and Box wood Scales of all kinds and graduation; Drawing instruments of all kinds, brass and German silver. Measuring tapes of all kinds, Magnets, Magnifyers, Barometers, Spy Glasses, &c., &c. Repairing promptly attended to. ap.6-6*.

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OF
ENGINEERS & MECHANICS,
PUBLIC SQUARE, CLEVELAND, OHIO;
C. NUGENT, C. E., Principal.

THE design of this Institution is to afford young men an opportunity of acquiring a knowledge of the profession of Civil Engineering, and to Mechanics and Tradesmen a sound theoretical and practical knowledge of Mathematics, Architectural and Mechanical Drafting, Plain and Ornamental Penmanship, &c. For further particulars address the Principal. au.10.

New Works on Civil Engineering.

THE Field Practice of Laying out Circular Curves for Railroads. By John C. Trautwine, Civil Engineer.—4th Thousand, in pocket-book form with tucks.

—ALSO—

A New Method of Calculating the Cubic Contents of Excavations and Embankments, by the aid of Tables and 10 Engraved Plates of Diagrams. By John C. Trautwine, C. E.; 2d edition.

Price, one dollar each. Postage on the Curves, five cents; on the Excavations and Embankments, eight cents. For sale by WILLIAM HAMILTON,
Hall of the Franklin Institute.
Sept. 21-3* Philadelphia, Pa.

STEREOTYPE FOUNDRY,
AND AGENCY OF
L. JOHNSON & Co.'s TYPE FOUNDRY.

C. F. O'DRISCOLL, (Successor to A. C. JAMES,) is prepared to execute in the best manner all kinds of
STEREOTYPING,
Including Books, Pamphlets, Music, and Jobs of every description. He will keep on hand an assortment of
Card and Job Type, Cuts, Rules, &c. &c.
from the foundry of L. JOUNSON & CO., of Philadelphia, and will furnish to order PRINTING MATERIALS OF EVERY KIND,
AT THE FOUNDRY PRICES.
C. F. O'DRISCOLL,
No. 167 Walnut Street,
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CHARLES FRODSHAM'S

IMPROVED WATCHES!

BEGGS & SMITH,

JEWELERS,

No 6 West Fourth St.,

Adjoining the First Presbyterian Church,

CINCINNATI, O.,

HAVE received from Mr. Simon Willard, Boston, Agent for the United States, the sole and exclusive agency for the sale of **CHARLES FRODSHAM'S** NEW SERIES OF IMPROVED CHRONOMETER WATCHES, in the states of Ohio, Indiana, Illinois, Michigan, Iowa, Wisconsin, Missouri, Kentucky and Tennessee.

In the Watches of the New Series, Mr. FRODSHAM has succeeded by a more perfect method of compensation, a more correct adjustment in isochronism, and an entirely new and peculiar construction of the train, by which more power is obtained without increase of size, in producing timekeepers of wonderful and unrivalled accuracy. The great importance of the improved watches is a perfect regularity of time under every variety of climate, motion and position. So perfect are the adjustments, that the most violent exercise, such as horseback riding, jumping, etc., produces on them no sensible effect They are therefore, particularly adapted to Railroad purposes.

Liberty is given to refer to the following gentlemen, who, among many others, have proved the excellence of Charles Frodsham's Watches as timekeepers:

Gen. John S. Tyler	.....	Massachusetts.
John E. Thayer, Esq.	.....	"
Enoch Train,	"	"
E. C. Bates,	"	"
F. W. Thayer,	"	"
Wm. Whiting,	"	"
Geo. M. Thacher,	"	"
David Dyer,	"	"
Alvin Adams,	"	"
Billings Briggs,	"	"
David Weld,	"	"
Hon. Ebenezer Lane, E. F. Osborne, Esq.	.....	Sandusky. Ohio.

The Prices of the New Series Gold Cases, are According to Size, viz:

SIZE 12	.....
" 14	.....$230
" 16	.....
" 18	 250
" 20	 275
" 22	 300

Recommendations:

Boston, Sept. 3, 1853.

The Compensated Lever Watch I purchased of you, made by Charles Frodsham, London, No. 7300, has varied but thirty seconds from mean time in six months, by actual daily comparison with your regulator.

Yours, &c., ALVIN ADAMS.

Mr. Simon Willard.

Boston, Feb. 4, 1854.

Mr. S. Willard Dear Sir—The Frodsham watch, No. 7557, I purchased of you last October, has performed wonderfully well. I have compared it almost daily by your Astronomical clock, and its variations for ninety days is but one second, or a loss of but one-hundredth of a second per day. I consider it better than any Marine Chronometer I ever used.

Yours truly,
FISHER A. NEWELL,
Late master of Sch., Honolulu.

Sandusky, Ohio. Jan. 1, 1854.

Mr. S. Willard, Dear Sir—More than six months ago I purchased of you two of Frodsham's best watches—up to this time, one of them, No. 7571, has altered from mean time but twenty-seven secouds, and the other, No. 7517, but twenty-three seconds in the same period.

Yours, respectfully.
E. F. OSBORNE.

To Mr. Simon Willard.

Gentlemen—On the 1st of April last I procured from Mr Willard, of Boston, one of Frodsham's improved series of watches. It was regulated and set to Cincinnati time. It has not, in that period, been suffered to run down, nor have the hands been moved, and to day it is 20 seconds only slow. Respectfully yours,

HENRY O. AMES,
Sup,t Cin. Ham. & Dayton Railroad.

August 18, 1854.

To Messrs. Beggs & Smith.

The following is an extract from a letter of William Brown, Esq., Springfield, Ohio, engineer on the M. R. & L. E. R. R., who has personally kept the rate of several of Frodsham's watches.

"Finally from what I have known of Frodsham's watches, I am very strongly impressed with the idea, that they are a decided improvement on all other timekeepers, and were they set in gimballs and used with the same care, I think their performance would equal that of Mr. Frodsham's celebrated box chronometer, and would answer the same purpose for determining longitudes."

Sept. 21-6*

Notice of Copartnership.

MR. PETER MARIE. heretofore of the firm of Decoppet & Co., has this day formed a copartnership with Mr. Rudolph Kanz, (for many years with the banking house of Messrs. L. Von Hoffmon & Co..) under the firm of MARIE & KANZ, at 27 William street. Their attention will he devoted to the purchase and sale on commission of Stocks, Bonds and Foreign Exchanges, and to the negotiation of business paper.

New York, Sept. 1, 1854. [sept. 7-1*

ALBERT H. NICOLAY,

AUCTIONEER.

HOLDS his regular auction sales of Stocks, Bonds, and other securities, every Monday and Thursday, at 12½ o'clock, at the Merchants' Exchange. First class Stocks, and Bonds, at private sale.

Office No. 4 Broad street, New York.

ADRIAN H. MULLER & CO.

AUCTIONEERS

Of the City of New York.

Hold their regular Auction Sales of Stocks, Bonds and other Securities every Wednesday at 12½ o'clock, at the Merchants' Exchange. They would respectfully tender their services in the negotiation of the same, either at private or public sale.

Office, No. 2, Pine Street, corner of Broadway, Metropolitan Bank Building.

REFERENCES BY PERMISSION:

Moses Taylor, Esq.; W. W. DeForest, Esq.; Geo. S. Robins, Esq.; Dow D. Williamson, Esq., Pres. Farmers' Loan and Trust Co.; Wm. F. Hayemeyer, Esq., Pres. Bank North America; Edward Whitehouse, Esq.; Messrs. Camman & Co.; Messrs. Carpenter & Vermilye; Messrs. Fisher, Denny & Co.; Messrs. Wm. & Jno. O'Brien: Messrs. Week, & Co. mh9 6*

FINANCIAL AGENCY & STOCK EXCHANGE.

ISAAC OSBORN DAVIS,

No. 38 West Third Street,

CINCINNATI, OHIO.

Buys, Sells and Negotiates Loans on Business Paper, and all kinds of Railroad Securities, On Commission.

CINCINNATI REFERENCES.

Dunlevy, Atwood & Co., Bankers.
T. S. Goodman & Co., "
Chas. Stetson, Esq , Pres't Ohio Life and Trust Co.,
J. P. Bishop, Esq., Cashier " " "
Smead, Collard & Hughes, Citizens Bank.
George Milne & Co,, Bankers.
E. M. Gregory, Esq., "
Ellis & Sturges, "
McMickin & Co., "
Jno. H. Groesbeck, Esq., Banker.
S. W. Torrey & Co.,
C. A. Olmsted & Co., Ohio & Mississippi Railroad.

NEW YORK REFERENCES.

Atwood, Dunlevy & Co., Bankers.
Samuel J. Beals, Esq., 80 Broad street.
Boston Locomotive Works, Boston, Mass.

FOREIGN CORRESPONDENT.

De Coppet & Co., New York.

RAILBOAD STOCKS, AND OTHER SECURITIES.

The subscriber offers for sale—

$20,000 Sciota and Hocking Valley Railroad Company, 7 per cent. first mortgage, Convertible Bonds. Interest payable semi-annually in New York.

$6,000 Little Miami Railroad Company, first Mortgage Bonds.

$10,000 Dayton, Xenia and Belpre Railroad Co., first Mortgage 10 per cent. Interest payable semi-aunually n iNew York.

$18,000 Coviugton and Lexington Railroad Co., 6 per cent. second Mortgage Boud, guaranted by the City of Covington.

$10,000 City of Cincinnati, 7 per cent. bonds.

$6,000 Eaton and Hamilton Railroad Co., second Mortgage Bonds.

$5,000 Ohio and Mississippi Railroad Co., second Mortgage Convertible 7 per cent. Bonds. Interest payable semi-anuually in New York.

RAILROAD STOCKS.

120 Shares Ohio and Mississippi Railroad Stock.
40 Shares Covington and Lexington Railroad Stock.
80 Shares Cincinnati, Hamilton and Dayton Railroad Stock.
100 Shares Cincinnati and Chicago Railroad Stock.
30 Shares Indianapolis and Cincinnati Railroad Stock.
160 Shares Mad River and Lake Erie Railroad Stock.
80 Shares New Albany and Salem Railroad Stock.
30 Shares Little Miami Railroad Stock.
60 Shares Ohio and Mississippi Railroad Stock.
40 Shares Mad River and Lake Erie Railroad Stock.

WANTED.

Covington and Lexington Railroad Stock.
Cincinnati aad Chicago Stock.
$60,000 on the best of Securities.
Sept. 7—tf. ISAAC OSBORN DAVIS.

Notice.

THE copartnership heretofore existing between the undersigned, under the firm of Smith & Tyson, is this day dissolved by mutual consent. Either partner is authorized to settle the business of the concern.

J. HOPKINSON SMITH,
RICHARD W. TYSON,

Baltimore, July 1, '54. No. 25 South Charles st.

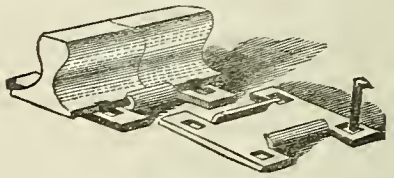
Notice of Copartnership.

THE undersigned have this day formed a copartnership, under the firm of J. Hopkinson Smith, in which Richard W. Tyson is a special partner, and J. Hopkinson Smith is the general partner.

J. HOPKINSON SMITH,
RICHARD W. TYSON.

Baltimore, July 1, 1854. [aug. '54-3*

RAILROAD SPIKES,



WROUGHT IRON

Chairs and Fastenings.

THE undersigned will continne to manufacture with increased facilities, HOOK & FLATHEAD R. R. SPIKES, of all Patterns, WROUGHT and CAST CHAIRS, and FASTENINGS, BOILER RIVETS, BOLTS, SHIP and BOAT SPIKES, &c.. &c.

The best quality of refined iron is used, and all orders filled with despatch. J. HOPKINSON SMITH,
No. 25, South Charles st.

☞ Please direct the name in full.

Baltimore, August 31–†

GUNPOWDER,

MANUFACTURED BY

The Hazard Powder Company,

HAZARDVILLE, CONN.

H. G. HAZARD, President.
A. E. DOUGLASS, Secretary.

THE undersigned are always prepared to furnish Mining and Blasting Powder to any extent, delivered at any point on the lines of railroads, or any other places of public improvements in the West or South, at the very lowest rates. Also, SAFETY FUSE of the best Eastern manufacture.

We would respectfully urge all contractors and consumers to call upon or correspond with either of us before arranging for their supplies elsewhere.

To the trade generally we would offer all the brands of Sporting and Rifle Powder manufactured by the above concern.

M. D. W. LOOMIS,
Southeast corner Main and Second Sts.
Cincinnati, Ohio.
S. H. LOOMIS.
Nashville, Tenn.

August 16, 1854. [an.18†

PROSSER'S PATENT

Lap-Welded Iron Boiler Tubes.

TUBES screwed together, flush on both sides, for Artesian wells, etc. Free-joint Tubes, for Core Bars, Awning Frames, Leaders, etc.

Brass Boiler Tubes.

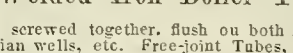
Patent Wrought Iron Blacksmiths' Water Tuyeres, Water Backs, etc.

Agents for Krupp's celebrated Cast Steel for Shafts' Railway Axles, Tires, Platers' Rollers, etc.

P. S.—All Tools necessary for the construction or keeping in order of Tubular Boilers.

THOS. PROSSER & SON
au.17† 28 Platt street, New York.

Norris' Locomotive Works,



PHILADELPHIA.

ENGAGED for many years in manufactnring Locomotives, offer to Railroad Companies to construct of any plan or size,

LOCOMOTIVES OF SUPERIOR QUALITY.

Our facilities for doing work have been largely increased this year, and orders can be executed with dispatch.

jy. 27. RICHARD NORRIS & SON.

Railroad Car Findings.

BRIDGES & BROTHER,

64 Courtlandt Street, New York.

Wheels & Axles, Jaws, Boxes, and Castings Fitted

Wrought Nuts, Bolts, & Washers,

Engine and Car Screw Bolts, all sizes; Coach Lag and Telegraph Screws,

LOCOMOTIVE ENGINE LANTERNS,

From the best Manufacturers, and at their prices. Car Hand, and Signal Lanterns.

Cotton Duck for Car Covering,

Of any required width to 124 inches.

ENAMELLED HEAD LININGS,

Plush and Curled Hair.

Hand Cars and Baggage Barrows. Passenger, Freight-Car, and Switch Locks, Door Knobs and Butts. Brass and Iron Wood Screws. Brass and Silver Plated Trimmings for Windows and Seats. Varnish, Coach Japan, and Glue; Paints, Varnish and Glue Brushes.

Silver Plated and White Metal Letters. Engine and Signal Bells, anti-friction or Babbitt Metal.

Portable Forges and Jack Screws.

Hemp Packing, American, Russia, and Italian. Conductors' Badges and Baggage Checks. Iron, Bronzed and Brass Hat Hooks. Ventilators and White Metal Rings. And all other Articles pertaining to Cars.

ALBERT BRIDGES,
Late Davenport & Bridges, Car Manufacturers,
Cambridgeport, Mass.

ALFRED BRIDGES,
Late Davenport, Bridges & Co., Fitchburg, Mass.

†oc6

Locomotive Tires and Car Axles.

THE undersigned is prepared to supply Railroad Companies and Builders with Tires and Axles of superior quality and finish, made from faggotted charcoal iron, formed and finished entirely under the hammer. For the character of the manufacture he refers to builders and companies who have used them in the West.

A. S. WINSLOW
mr.24-†] 9 and 11 WestSecond St., Cincinnati.

G. ESCOL SELLERS.....C. D. DANA.

SELLERS & DANA,

AGENCY FOR THE SALE OF

Railroad Materials and Machinery,

THIRD STREET, (west of Burnet House.)

CINCINNATI, OHIO.

HAVING OPENED a depot for the sale of all articles used by Railroad Companies, we will fill orders promptly at manufacturers' prices, and are now prepared to furnish

Locomotives, Cars, Car-Wheels, and Axles. Ames' Tire and Crank Axles, Chairs and Spikes. Locomotive Head-Lights, (of several makers) Car, Conductor's, Signal, Switch, Stoker and other Lanterns. Drawbridge and cross Road signal Lights; Gum Packing and Hose, assorted Car Trimmings, Enameled head and seat Linings, Plated and White Metal Letters.

—ALSO—

Machinists' Tools, particularly adapted to Railroad Work, Mill Work, Shafting and Shop outfits, Punching and Shearing Machines, for Boiler Work; Planers, Lathes, Drills, Portable Forges, etc., etc. Oak-Tanned Belting, of superior quality of all sizes. jy.1†3.

JAMES W. HOOKER,

Commission Merchant,

AGRICULTURAL WAREHOUSE,

—AND—

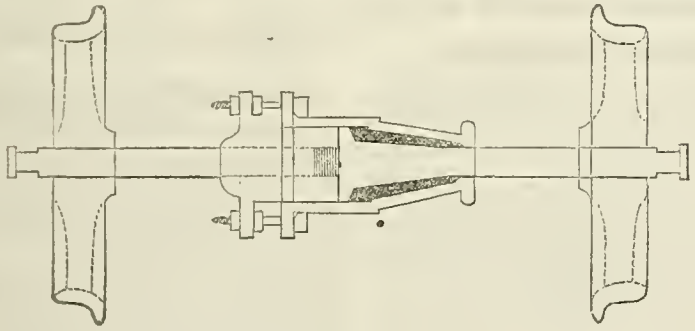
MACHINERY DEPOT,

35 Lloyd Street,

BUFFALO, N. Y.

Commission Dealer in Portable and Stationary Engines Iron Planers, Lathes, Universal Checks, Belting, Oils, Rubber Packing and Hose. Scales, Safes, Mill Stones and Machinery generally. Post Paid Letters will receive prompt attention je. 1-tf.

DENNEY'S DIVIDED CAR AXLE.



PATENTED JANUARY 31ST, 1854.

THE ATTENTION OF RAILROAD COMPANIES is respectfully invited to an examination of the merits of this valuable invention, which offers to add largely to the safety of life and property.

The valuable features of this arrangement of axle are, a saving of full fifty per cent. in motive power on crooked roads: the rails are protected from being destroyed by the flanges of the wheels coming in contact with them on the curves, as is the case with the stiff or rigid axle, which not only destroys the rail but puts a constant strain upon the wheel and axle, causing the wheel on the inner rail to trip or revolve upon the rail under the weight of the car and load, while the opposite wheel is traversing its greater distance; the tendency of which, is to wear the wheel flat, and cause it, or the axle, to break sooner or later. There is less danger of the car leaving the track from its having become scrubed.

Axles fitted in this way do not require to be near so large, and yet contain more strength than the common axle, for the reason that the liberty given to the wheels, which allows them to accommodate themselves to the curvatures of the road, removes wholly the strain thrown upon the ordinary axle: and therefore, it requires no more strength of iron at any point between the wheels, than is contained in the bearings, which in the ordinary axle, is not more than one-third of the strength of the other portions of the axle.

The elongated bearing which forms the connection is so proportioned as not to wedge or become tight in the alloy, the wear being almost imperceptible, requiring to be set up not oftener than once in twelve months, by a slight tightening of the screw nuts. If, from long service, the alloy becomes worn out, it can be refilled, making it as perfect as when first filled up, and the gauge of the wheels will never become changed so as to injure the running of the car.

It is after a series of the most careful experiments, conducted through a period of time sufficient to test in the most satisfactory manner, the real merits of divided car axles, and a thorough and practical test in real service of over two years, that we now offer to Railroad Companies one that we are assured will give universal satisfaction in its operations, and both simple and cheap in its construction.

We are now ready to dispose of rights to use the above axle on the following terms: We guarantee full and perfect satisfaction by giving ample time to thoroughly test its merits, and will require no payment to be made until such satisfaction shall be given. All applications to be made to

SAMUEL L. DENNEY,
Christiana, Pa.

Or, to **CHRISTIAN UMBLE,**
Gap, Pa.

jy.10†

TYLER DAVIDSON & CO.,

Agents for the

BOSTON BELTING COMPANY

India Rubber Machine Belting in any quantity, from 2 to 20 inches.

India Rubber Steam Packing;

Mixed	do	do	1-32 to ½ inch thick.
Plain	do	do	1-32 to 1 inch thick.
Pure	do	do	

Pipe and Manhole Rings, all sizes;
Square or Rope Packing, do.

HOSE.

India Rubber, Hydrant, Conducting, Fire Engine, and Locomotive, of all sizes, manufactured from the best of Vulcanized Rubber, and for sale only by the agents.

Car Springs, and all other kinds of Vulcanized India Rubber used for Mechanical and Manufacturing purposes.

The undersigned, having been appointed Agen of the Boston Belting Company, beg leave to advise Dealers and Consumers that they are now prepared to supply the above goods in any quantities, on the most favorable terms. On hand and for sale,

50,000 Feet Vulcanized India Rubber Machine Beltings, from 2 inch to 20 inches, 3 and 4 ply.

TO STEAMBOATS AND RAILROADS.

India Rubber Hose, for Pavements, Streets, Gardens, Locomotives, Engines, etc.

40,000 feet Hose, 3, 4, 5, 6, and 7 plys, suitable for pavements, streets, gardens, locomotives, fire engines, etc., 1 to 3 inch, warranted extra quality. Also,

THE vulcanized India Rubber Break Springs now in use by all the Eastern Railroads, and possessing decided advantage over the Steel Springs now in use, for the following reasons:

1st, They are much easier put on.

2d, They are a great deal cheaper.

3d, They are much more durable than steel, and no time lost in making them, the weather having no effect on them.

ALSO—Large 6 inch hose for water stations. This is a new and important invention. The coldest weather will have no effect on them whatever They are warranted to remain as pliable, in the COLDEST of weather, as they are in 150 Fahrenheit heat.

Armitage Anvils, 10 casks, assorted weights n w in store.

Allen's Revolvers and Self-Cocking Pistols.—Now in store, a large assortment of the above, 3, 4, and 5 inch Revolvers; 3, 4, 5, and 6 inch Pocket Pistols. Also, Dueling Pistols.

Leland's Superior C. S. Car and Auger Bitts.—All sizes.

Brass Kettles, and Sheet Brass, &c.—Brass Kettles, assorted from 6 to 30; Sheet Brass assorted from No. 0 to 30; Brass Wire, do do do.

Star Breast Chains.—Four casks of those superior double-linked Chains, just received.

Walker's Trace Chains.—70 casks of those superior goods, warranted full length and sizes, 8 to 20 links, straight and twisted, now in store.

American Anvils.—Eagle brand, faced with with cast steel, and warranted by the manufacturers equal to Armitage's Mousehole.

Plated Spoons.—Plain, tipped, and threaded heavy plate, on best quality of German Silver.

Premium Gimlet Screws.—10,000 gross just received.

Mill Saws. Hoe & Co.'s C. S. Wm. Rowland's, and W. H. Rowland's 6, 6½, 7, 7½, and 8 ft

Cross Cut Saws.—Hoe & Co.'s C. S., Johnockerell's C. S. and G. S., Wm. Rowland's and W. & H. Rowland's 5, 5½, 6, 6½, 7, 7½, and 8 feet Also, 4 and 4½ feet Tennon Saws.

Axes—1000 doz. Axes, assorted Yankee and Kentucky patterns, first, second, and third quality

Nails.—4000 kegs Shoenberger's and Wheeling Nails, now in store.

For sale by TYLER DAVIDSON & CO.,
mr 3 140 and 142 Main strost

NOTICE TO CONTRACTORS.

Mobile and Girard Railroad.

SEALED PROPOSALS will be received by the undersigned at this office, until the first day of December, for the Clearing, Graduation, Track-Laying, together with the building of all Bridges and Culverts of the Western Division of the Mobile and Girard Railroad, extending from Mobile to Greenville, covering a distance of 130 miles.

The work will generally be divided into one mile sections. and bids may be made for one or more of these sections. Separate proposals are desired for the Track-laying, building of Bridges and Culverts, likewise for the building of the Trestle-work, 5¼ miles in length, across the Tensas and Mobile Rivers, with the intervening swamps. The trestle-work will be 12 feet high, built upon Black Cypress Piles, found in abundance and adjacent to the line; the two rivers will be crossed with the common Pile Bridging with Truss Pivot Draw in the center of each.

Specifications with the form of the contract and proposals can be had of the undersigned upon application.

Plans, profiles and estimates of that portion of the line are now ready for examination. Parties proposing will please designate it as such upon the envelope.

The country is healthy, with no swamps after leaving the Tensas River. From Mobile to the river, 18.5 miles the grading is light and country very healthy at all seasons of the year. After the line leaves the Tensas River, it passes through, and on the ridge that divides the Alabama and Conecuh waters, easy of access by the Alabama River, and through a section of country well stocked with provisions.

Payments will be made one-third (⅓) in current funds, one-third in the capital stock of the Company, bearing (.08) per cent. interest payable in stock, until the road is completed, then to cease and become common stock of the road, and relying upon the earnings of the same for dividends; the balance (⅓) one-third to be paid in the (.08) per cent. convertible bonds of the Company, maturing in (5) or more years, at the option of the contractors, coupons payable semi-annually either in Columbus, Ga., Mobile, Ala., or at New York, at the option of the holder.

To bidders personally unknown to the undersigned, bond and approved security will be required to an amount not exceeding (¼) the amount of the contract, for the timely and faithful completion of the same.

22½ miles of the road from Girard west, will be open for business the first of November, and 52 miles 9 months therefrom; it is the intention to have the entire line of 245 miles open for business early in 1858.

Sept. 28, 1854-9t. GEO. S. RUNEY.

Shortest Route to Indianapolis, Chicago, and St. Louis by Indianapolis & Cincinnati Railroad,

VIA LAWRENCEBURG,

IN connection with the **OHIO & MISSISSIPPI RAILROAD.** Passenger Trains leave Cincinnati at 7:15 A. M., and 3:15 P. M. Arrive at Indianapolis at 11.30 A. M., and 8:30 P. M.

By morning train passengers arrive at Chicago in 14 hours, and at St. Louis in 28 hours.

Freight shipped to Indianapolis and all other points West and North without delay at cheapest rates.

Cars run from Lawrenceburgh to Terre Haute, Lafayette, Peru and Chicago, without unloading.

Office, foot of Main street corner of Water street.

SIDNEY RICE,
Cincinnati, Sept. 28, 1854. Agent.

Change of Time on Cincinnati, Hamilton, Eaton & Richmond Railroad.

ON and after TUESDAY, April 4th, 1854, the Morning Train for Richmond and Indianapolis, will leave Depot, foot of Sixth street, at 6.10 o'clock, A. M.

Passengers by this Train connect at Indianapolis with the 1 o'clock, P. M. Train on Lafayette and Indianapolis Railroad for Lafayette and Chicago; arriving at Chicago by 9 o'clock, P. M., of same day, being 9 hours less time than by any other railroad route leaving Cincinnati.

Also, connect at Indianapolis with 1.15 P. M. Train for Terre Haute.

Trains for St. Louis leave Chicago at 11 o'clock P. M., after the arrival of 1 P. M. Train from Indianapolis in the morning, making this the quickest route by far between Cincinnati and St. Louis.

Evening Train will leave as usual, at 3.30 P. M. connecting at Richmond with 7 P. M. Train for Indianapolis; arriving at Indianapolis at 10.30 P. M.

FARE—Cincinnati to Richmond.....$1 75
Cincinnati to Indianapolis..... 3 00
Cincinnati to Chicago..... 9 00

ap. 6 D. M. MORROW, Sup't.

Locomotive for Sale.

ONE 8 wheel, 16 ton Engine, Cylinder 13 by 20, 4½ feet driving wheels, 2 pair drivers connected, and truck. Tender holding about 1400 gallons.

The Engine is in good condition; manufactured by Rogers, Ketchum & Grosvenor, Patterson, N. J.

Address ENOCH JOHNSON,
Sup't C., Z. & C. RR.
jy.29-tf. Akron, Ohio.

Cincin'ti, Logansport & Chicago Railroad.

FOR Eaton, Richmond, New Castle, Indianapolis, Terre Haute, La Fayette, Michigan City, Chicago, Galena, Rock Island, Alton and St. Louis.

New Arrangements.

On and after Thursday, August 17th, 1854, until further notice, two Passenger Trains daily, (Sundays excepted) will leave Cincinnati, Hamilton and Dayton Depot, foot of Sixth Street, as follows, viz:

Morning U. S. Mail Train, at..... 6:10 A. M.
Evening Accommodation do., at..... 4:00 P. M.

For New Castle and intermediate stations, both Trains connecting at Richmond with Trains of Indiana Central Railroad, arriving at Indianapolis at 12 M. and 10 P. M., and making at that point, as sure Northern and Western connections as any other route from Cincinnati or elsewhere. Returning,

1st Train leave New Castle at..... 7:00 A. M.
1st " " Richmond at..... 9:00 "
2d " " New Castle at..... 1:15 P. M.
2d " " Richmond at..... 3:20 "

Connections at Richmond with Trains from Indianapolis, morning and afternoon—arriving at Cincinnati at 11.45 A. M. and 6:00 P. M.

☞ Trains run by Columbus time, seven minutes faster than Cincinnati.

FARE:

From Cincinnati to Richmond.....$1 75
" " New Castle..... 2 50
" " Indianapolis..... 3 00
" " Terre Haute..... 5 00
" " La Fayette..... 5 00
" " Michigan City..... 7 75
" " Chicago..... 9 00
" " Saint Louis.....15 50

For information and through tickets, please apply at the General Railroad Ticket Office, No. 169 Walnut st., next door below the Gibson House, or to W. A. Latham, at the Cincinnati, Hamilton and Dayton Railroad office, corner of Broadway and Front Streets, under the Spencer House, or at the Sixth street Depot.

S. B. MORSE, Act'g Sup't.

The Omnibus Line will call for passengers in any part of the city, by leaving their orders at the offices.

aug, 24] W. H. SMITH Conductor.

Pittsburgh, Philadelphia, BALTIMORE AND NEW YORK.

NEW ROUTE OPENED TO NEW YORK, ALL THE WAY BY RAILROAD, VIA **CINCINNATI, HAMILTON & DAYTON RAILROAD.**

The quickest, cheapest and most pleasant route to Pittsburgh, Philadelphia, Baltimore and New York.—Depot in the West end of the city.

Only route via Pittsburgh by which through tickets can be obtained from Cincinnati to New York.

One less change of cars than any other route.

Passengers leaving Cincinnati, on 6 o'clock morning train of Cincinnati, Hamilton & Dayton Railroad, go through to Crestline without change of cars, and, after 30 minutes for dinner, proceed by Ohio & Pennsylvania Railroad, arriving at Pittsburgh at 8 o'clock P. M.; leave Pittsburgh via Pennsylvania Central Railroad, at 9 o'clock, P. M., and arrive in Baltimore and Philadelphia at 12 o'clock and 30 minutes (noon) next day; and from thence via Kensington and Jersey City, or Camden and Amboy Railroads, arriving in New York at 4 P. M.

Second Train:

Leaves Cincinnati, Hamilton and Dayton Railroad at 8 o'clock and 20 minutes every morning; arrives at Crestline at 4:20 P. M., and Pittsburgh at 12 o'clock and 30 minutes, midnight; and after a comfortable night's rest, resume by 7 o'clock A. M. Train, arriving in Philadelphia and Baltimore at 12 o'clock and 30 minutes, midnight.

The only offices in Cincinnati at which Through Tickets can be purchased from Cincinnati to New York, via Pittsburgh and Philadelphia, are under the Spencer House, and one door below the Gibson House on Walnut street.

FARE:

From Cincinnati to Pittsburgh, first class.....$ 7 00
" " " front car..... 5 00
" " Philadelphia..... 14 00
" " Baltimore..... 14 00
" " New York, via Pittsburgh and Philadelphia, all the way by railroad 16 00

For through tickets and information, please apply at Cincinnati, Hamilton and Dayton Railroad Office, north west corner of Broadway and Front streets, under the Spencer House, or to J. W. SHIPLEY, at Railroad Office on Walnut street, between Fourth and Fifth streets, one door south of the Gibson House, or at Sixth street Depot.

H. O. AMES, Superintendent.
W. A. LATHAM, Agent.

The Omnibus Line will call for passengers by leaving their orders at the offices.

Sep. 7, tf. WM. H. SMITH, Conductor.

Baltimore & Ohio Railroad.

380 MILES BETWEEN WHEELING AND BALTIMORE.

THIS Road was opened to the Ohio River in the spring of 1853, and has already established a high character with the business community of the West. Its facilities for the transportation of freights are already superior to those of any other great through line—while the attractions of the country through which it runs, and its many admirable provisions for the expedition, comfort and safety of travelers, it has received such favor as a passenger road, (with its present connections,) as to show that it will become the preferred route for all portions of the West and South-West as soon as its further connections are formed by the completion of the Central Ohio, North-Western Virginia and other Railroads now rapidly finishing.

FOR PASSENGERS BY THIS ROUTE,

Through Tickets from all Parts of the West,

ARE NOW SOLD IN

Cincinnati, Louisville, Madison, Indianapolis, St. Louis, Chicago, Toledo, Detroit, Cleveland, Columbus, Zanesville and other Cities.

AT ALL OF WHICH ARRANGEMENTS HAVE BEEN EFFECTED

For Sending Travelers Direct to WASHINGTON, BALTIMORE, PHILADELPHIA, NEW YORK, and other ATLANTIC CITIES.

FOR FREIGHTS IN EITHER DIRECTION

The fullest accommodations are provided. In motive power and Cars, the company has abundant resources, which are being further extended to meet the demands of Western Trade. In the dispatch and regularity of transpart, and in the careful landing of property, this road challenges a comparison with its rivals. At Baltimore, the road connects directly in the streets and at the wharves with the

PHILADELPHIA AND NEW YORK RAILROADS,

The numerous Steamers of the Parker Vein Line to New York and Boston, the Ericsson Steamers by Canal to Philadelphia and New York.

And various other Lines of Steamers and Sailing Vessels to the Eastern Ports, and to Richmond, Norfolk, Charleston, Savannah, etc.

J. B. FORD is the Company's Receiving Agent at Wheeling.

WM. G. HARRISON, President. *JOHN H. DONE,* Mast. of Transportation,

je. 8† Baltimore.

COLUMBUS PIQUA, AND INDIANA RAILROAD.

New route from Columbus, West and from Urbana, East.

On and after Monday September 19, 1853, two trains per day, (Sunday excepted) each way, will run on this Road, between COLUMBUS and URBANA. Will leave Columbus at 4.50 a.m., and 3.30 p.m.—arriving at Urbana at 8.12 a.m., and 6.14 p.m. Returning—will leave Urbana, for Columbus, at 9.15 a.m., and 3.00 p.m.—arriving at 12.05 and 6.55 p.m.

The 4.50 a.m. train, from Columbus, will connect with the night Express train from Cleveland and arrive at Urbana in time for the morning train north for Sandusky and intermediate points. Persons arriving by the morning Cleveland and Zanesville trains can have a few hours at Columbus and leave by the 3.30 p.m. train—arriving at Urbana in time to get supper and take the 5.35 p.m. train for Dayton and Cincinnati.

The 9.15 a.m. train from Urbana connects with the morning train from Cincinnati and Dayton that arrives at Urbana 8.40 a.m.—arriving at Columbus at 12.05 p.m in time for the 1 p.m. train for Cleveland, connecting with the Buffalo and Dunkirk boats. The 3.00 p.m. train will leave Urbana on the arrival of the Sandusky train—reaching Urbana at 2.45 p.m.—and arrive in Columbus in time for the various night trains.

A line of Omnibuses will connect with the trains at Urbana for the conveyence of passengers to and from Piqua and Greenville over a good Macadamized road.

A. G CONOVER, Sup
Piqua, Sept. 13, 1853. s29-tf.

Marietta & Cincinnati Railroad.

OPEN between CHILLICOTHE and GREENFIELD, Connected by Stage at Hillsborough, with Hillsborough and Cincinnati, and Little Miami Railroad Trains, forming a through daily line each way.

On and after Monday, the 8th of May, passenger trains will run as follows, viz:

Leave Chillicothe at 9 00 A. M.
Returning do Greenfield at 5 30 P. M.

Passengers from Cincinnati leave by Little Miami Railroad, at 7 40 A. M., dine at Hillsborough and reach Chillicothe the same Evening.

Fare from Cincinnati to Chillicothe, $3 45.

J. W. STOWELL,
Chillicothe, May 6th, '54— Sup't.

Railroad Line.

Cincinnati, Hamilton & Dayton Railroad.

Summer Arrangement.

COMMENCING WEDNESDAY, JUNE 20th, 1854.

TRAINS will run by standard time, which is seven minutes faster than that of Cincinnati.

First Train

At 6 o'clock, A. M., Lightning Express for Dayton, Crestline, Pittsburgh, Philadelphia and Baltimore.

Second Train

At 6.10 A. M., for Hamilton, Richmond, Indianapolis, Terre Haute, Lafayette and Chicago, direct.

Third Train

At 8.20 A. M., for Dayton, Sandusky, Toledo, Detroit, Chicago, Cleveland, Buffalo, New York, Boston, Pittsburgh, Philadelphia, Baltimore and Washington.

Fourth Train

At 2 P. M. for Dayton, Greenville and Union.

Fifth Train

At 3.30 P. M., for Hamilton, Richmoud, Indianapolis, Terre Haute, Lafayette and Chicago.

Sixth Train

At 5 P. M., for Dayton, Troy and Piqua, and intermediate stations.

Seventh Train

At 6.30 P. M., for Hamilton and intermediate stations.

The 1st Train, Express,

Will stop only at Hamilton and Middletown.

2d, 3d, 4th, 5th and 6th Trains,

Will stop at all regular stations.

The Seventh Train

Will stop at all way and flag stations.

The 1st Train

Will connect at Crestline at 12.30 P. M., with the Ohio & Pennsylvania Train for Pittsburgh, Philadelphia, Baltimore, etc., forming a direct and continuous line for each of these cities. Cars run through to Crestline without change. Baggage checked to Pittsbugh.

2d Train

Will connect at Richmond at 9.05 A. M., with Train of Indiana Central Road for Indianapolis; arrive at that place at 12 M., thence to Terre Haute, Lafayette, or Chicago without detention. Time as short as by any other route.

3d Train

Will connect at Dayton at 10.45 A. M., with Mad River Train, and arrive at Sandusky at 4 P. M., and go immediately on board the splendid steamers **St. Lawrence** and **Mississippi**, to Buffalo; thence at 7.30 A. M., with Buffalo and N. Y. City Road, to New York; arriving at that place at 10 P. M., also at Crestline 4.20 P. M., with Ohio and Penna. Train for Pittsburgh, Philadelphia, Baltimore and Washington.

The Same Train

Will also connect at Clyde with Cleveland and Toledo Train to Toledo. Chicago and intermediate points; and at Sandusky at 5 P. M., with steamer **Bay City**, for Detroit. Also, with Dayton and Michigan Railroad to Troy and Piqua, and at Piqua with Doylo & Co's Canal Packet Line to all points on Wabash and Miami Canals.

Fourth Train

Will connect at Dayton with Dayton and Greonville Railroad to Greenville, Union, and all points on Bellefontaine and Indianapolis Railroad.

Fifth Train

Will connect at Richmond at 6.40 P. M., with Indiana Central Train for Indianapolis, Terre Haute, Lafayette.

Passengers will bear in mind that the following rates of fare, via Lake Steamers, include both Meals and Staterooms, and that the fare to Philadelphia and Baltimore is One Dollar cheaper, and one less change of cars than by the Columbus route.

FARE:

From Cincinnati	to	Hamilton	$ 60
Do	do	Eaton	1 35
Do	do	Richmond	1 75
Do	do	Indianapolis	3 00
Do	do	Terre Haute	5 00
Do	do	Lafayette	5 00
Do	do	Chicago	9 00
Do	do	Dayton	1 50
Do	do	Troy	2 10
Do	do	Piqua	2 35
Do	do	Springfield	2 10
Do	do	Sandusky	5 00
Do	do	Toledo	5 75
Do	do	Cleveland	6 00
Do	do	Buffalo, via Lake steamers	4 00
Do	do	New York, RR from Buffalo	11 50
Do	do	New York, via steamers	10 50
Do	do	Montreal, via Lake Ontario	15 00
Do	do	Boston	14 00
Do	do	Pittsburgh, first class	7 00
Do	do	do front car	6 00
Do	do	Philadelphia	14 00
Do	do	Baltimore	14 00
Do	do	New York, via Pittsburgh and Philadelphia, (Railroad all the way)	16 00

For further information or tickets apply to W. A. LATHAM, General Agent, at the office, corner Broadway and Front streets, under Spencer House, or at the Office on Walnut street, next door to the Gibson House, or at the Sixth street Depot.

HENRY O. AMES,
Cincinnati, June 1 4.—jo8† Sup't.

Railroad Line.

CINCIN'I, COLUMBUS & CLEVELAND ROUTE.

To New York, via Railway, in	30	hours.
To N. Y., by Lake Steamers via Cleveland	39	"
To Pittsburgh in	14	"
To Boston in	34½	"
To Philadelphia in	38	"
To Baltimore in	38	"
To Wheeling in	18	"

VIA LITTLE MIAMI RAILWAY.

FOUR DAILY TRAINS.

First Train—Lightning Express—at ...6 o'clock, A. M.
Second Train—Accommodation Ex....7.45 " "
Third Train—Hillsborough Train.....3.10 " P. M
Fourth Train—Even'g Accommoda...5 " "

The roads of this route are laid throughout with heavy T rail.

New York, Boston, and Montreal.

First Train—Lightning Express leaves Cincinnati at 6 o'clock A. M., connecting at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo; connecting at Dunkirk with New York and Erie Railroad, and at Buffalo with Buffalo and Albany Railroad to New York and Boston.

Second Train—Accommodation Express, at 7.45 o'clock, A. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad, at Buffalo with Buffalo and Albany and New York City Railroads, and at Buffalo with Niagara Falls Railroad, to New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

—ALSO—

Connects at Cleveland with the new and magnificent low pressure steamers QUEEN OF THE WEST, Capt. McBride; CRESCENT CITY, Capt. Pease; connecting at Buffalo with the Buffalo and Albany, New York City, and Niagara Falls Railroads, for New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

Fourth Train—Evening Express, at 5 o'clock P. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad; counecting at Buffalo with New York City, Buffalo and Albany, and Niagara Falls Railroads, to New York, Boston, and Niagara Falls.

Pittsburgh, Philadelphia, and Baltimore.

First Train—Lightning Express, leaves Cincinnati at 6 o'clock A. M., connecting at Crestline with Ohio and Pennsylvania Railroad to Pittsburgh, connecting with Pennsylvania Railroad to Philadelphia and Baltimore.

Through from Cincinnati to Philadelphia and Baltimore direct.

Zanesville, Wheeling, Baltimore, &c.

First Train—Lightning Express, at 6 o'clock A. M., and second Train, Accommodation Express, at 7.45 o'clock A. M., connect at Columbus with Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Lines, via National road, to Wheeling, connecting with Baltimore and Ohio Railroad to Baltimore, Philadelphia, Washington, etc.

Fourth Train—Evening Express, at 5 o'clock P. M. Passengers by this Train sleep at Columbus and resume by Morning Train, via Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Line to Wheeling.

Hillsborough.

Third Train—Leaves Cincinnati at 3 P. M., connecting at Hillsborough with Ohio Stage Co.'s Lines to Chillicothe, Piketon, etc.

FARE.

From Cincinnati to New York via Railroad, either route	$16 00
From Cincinnati to New York via Railroad to Albany, and Hudson river steamer	15 00
From Cincinnati to New York via Lake Steamers to Buffalo, and Railroad to New York	15 00
From Cincinnati to New York via Lake Steamers to Buffalo, Railroad to Albany, and Hudson river steamer to New York	14 00
From Cincinnati to Boston via Lake Shore, New York and Erie, and New York City Roads	20 00
From Cincinnati to Boston via Lake Steamers and New York City and Erie Roads	19 00
From Cincinnati to Boston via Lake Shore, Buffalo, Albany and Western Roads	19 00
From Cincinnati to Boston via Lake Steamer, Buffalo, Albany, and Western Roads. An additional charge of fifty cents via Niagara Falls and above routes.	18 00
From Cincinnati to Montreal via Lake Shore Road,	18 00
From Cincinnati to Montreal via Lake steamer	17 00
From Cincinnati to Boston via Lake Shore Road and Ogdensburg	18 00
From Cincinnati to Boston via Lake Steamer and Ogdensburg	17 00
From Cincinnati to New York via Lake Shore Road and Ogdensburg	16 75
From Cincinnati to New York via Lake Steamer and Ogdensburg	15 75
From Cincinnati to Buffalo via Lake Shore Road,	9 00
From Cincinnati to Buffalo via Lake Steamer	8 00
From Cincinnati to Philadelphia or Baltimore via Crestline and Pittsburgh	15 00
From Cincinnati to Philadelphia or Baltimore via Cleveland and Pittsburgh	15 50
From Cincinnati to Pittsburgh via Crestline	7 00
From Cincinnati to Pittsburgh via Cleveland	9 00
From Cincinnati to Baltimore via Wheeling	14 00
From Cincinnati to Washington via Wheeling	15 00
From Cincinnati to Philadelphia via Wheeling	15 00
From Cincinnati to Wheeling	7 00
From Cincinnati to Cleveland	6 00
From Cincinnati to Zanesville	4 00
From Cincinnati to Columbus	3 00
From Cincinnati to Springfield	2 00

☞ For all information and Through Tickets, please apply at office, southeast corner of Broadway and Front sts., Cincinnati.

au25 P. W. STRADER, Gen'l Agent.

Cincinnati, Wilmington and Zanesville Railroad.

OPEN TO LANCASTER.—Two daily Trains, (Sundays excepted) between Lancaster and Cincinnati. On and after Monday, June 26th, 1854, until further notice, trains will run as follows:

The morning Train leaves Lancaster at 5.10 A. M., and arrives at Cincinnati at 11 15. Returning leaves Cincinnati at 3.05 P. M. and arrives at Lancaster at 9.30 P. M.

The downward accommodation train leaves Lancas- at 10.05 A. M., and arrives at Cincinnati at 5.40 P. M.

The upward accommodation train leaves Cincinnati at 7.30 A. M., and arrives at Lancaster at 4.00 P. M.

Trains will stop for passengers as follows: At Amanda, Stout's, Circleville, Williamsport, Four Corners, New Holland, Washington, Rattle Snake, Sabina, Cross Roads, Wilmington, Sligo, Clarksville and Morrow; and on the Little Miami Road at Deerfield, Butterworth's, Water Station, Loveland, Miamiville, Milford and Plainville, and on proper signal by flag, or to the Conductor, at Branch Hill and Linwood, at Turnpike.

The downward Trains connect at Morrow with the Trains on the Little Miami Road for Columbus.

Lines of Omnibusses and Packets will run between Circleville and Chillicothe, and Stages and Packets between Lancaster, Logan, Nelsonville, Athens and Pomery; and Stages between Lancaster, Somerset and Zanesville connecting with the morning train from, and evening train to, Cincinnati.

Fare from	Cincinnati	to	Washington		$2 50
"	"	"	Circleville		3 00
"	"	"	Lancaster		3 60
"	"	"	Chillicothe		4 00

For other information and Tickets, apply at Ticket office, corner of Broadway and Front sts, and at the Little Miami Depot, or to the Station Agents on the line.

E. W. WOODWARD,
Engineer and Superintendent.

☞ The Omnibus Line will call for and deliver passengers to and from the trains to any part of the City.

J. HOWELL, Conductor.

☞ The Company will not be responsible for baggage exceeding $50 in value, unless the same be returned to the Conductor or Agent, and freight paid at the rate of a passage for every $500 in value above that amount.

je. 29

Covington and Lexington Railroad.

OPEN to Cynthiana, 66 miles. Two Daily Passenger Trains.

On and after Thursday, May 25th, and until furtber notice, Trains will run as follows:

Express Train leaves Covington at 8 o'clock, A. M. stopping at Benton, Demossville, Butler, Falmouth, Callenville, Boyd's, Berry's, Robinson's and Garnett's only, and arriving at Cynthiana at 11.50 A. M. Returning, leave Cynthiana, at 1.30 P. M., stopping at the above stations, and arriving at Covington at 5.30 P. M.

Passengers for Paris and Lexington, by taking the above train, will take dinner at Cynthiana, and by Messrs. Thurston and Thompson's line of Omnibusses, will reach Paris at 4 o'clock, P. M. The Evening Train of the Maysville and Lexington Road, leaves Paris at 5 o'clock, P. M., enabling passengers by this route to reach Lexington at 6 o'clock, P. M. Returning, leave Lexington by the 7 A. M. Train of the Maysville and Lexington Road for Paris, leave Paris by Messrs Thurston & Thompson's line of Omnibusses at 8.30 A. M. arriving at Cynthiana in time for dinner, and connect with the train for Covington at 1.30, P. M., arriving at Covington at 5.30 P. M.

Accommodation Train leaves Cynthiana at 6 o'clock A. M., stopping at all regular and flag stations upon the road, and arriving at Covington at 10.10 A. M. Returning, leave Covington at 3.15 P. M., stopping as above, and arrive at Cynthiana at 7.40 P. M.

Passengers by this train can leave home in the morning, pass five hours in Covington or Cincinnati, and return home before dark.

The Express Train will stop only at the stations named. Passengers for other points must take the Accommodation train.

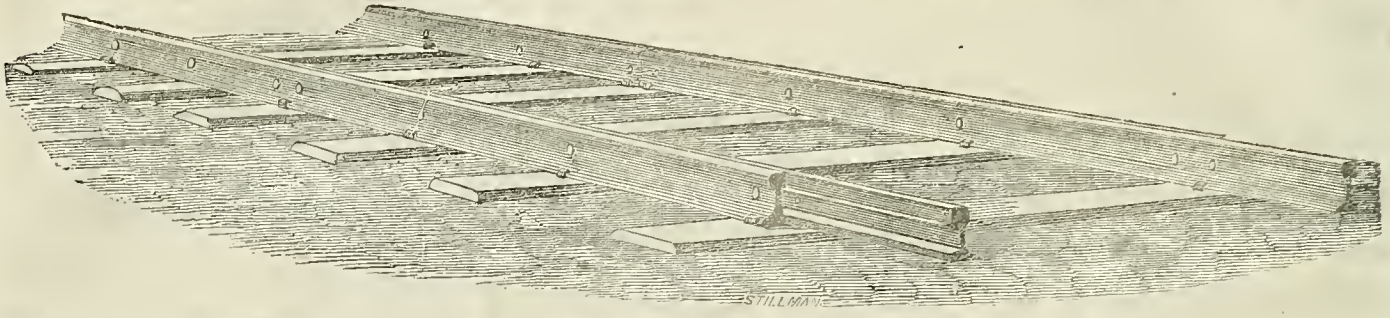
Freight trains, for the present, will leave Covington Mondays, Wednesdays and Fridays; leave Cynthiana Tuesdays, Thursdays and Saturdays.

Freight will be received at Covington and Cynthiana up to 4 o'clock P. M., for the train of the following morning.

J. M. DOUGHERTY,
jy. 20. Superintenden

WINSLOW'S

PATENT COMPOUND RAIL.



THIS RAIL, which is represented by the above, has now been in use on several Roads for upwards of three years; during which time it has become established among Railroad Managers as realizing the advantages of a

THEORETICALLY PERFECT RAIL.

Its advantages over the common form of "T" Rail are—a saving in the wear and tear of Machinery—it saves, to a great extent, in the repairs of track—it secures a high rate of speed with the same power, and what is certainly of equal importance, complete protection against some of the accidents to which roads are liable Being practically a continuous Rail for the entire length of the road, without break at the ends of bars, the jarring motion communicated thereby in passing over the common "T" Rail is avoided, as is also its effects upon Cars and Machinery. The comfort of travelers must of course be greatly increased.

This Rail is now manufactured at Hanging Rock Iron Works, upon the Ohio River, and at Mt. Savage Iron Works, Maryland. Specimens of the Rail and pattern of the same will be gladly shown, as well as information in relation thereto, given by application to

A. S. WINSLOW, Nos. 9 & 11 West Second Street, bet. Main and Walnut Sts., CINCINNATI.

J. F. WINSLOW, Troy, New York.
ERASTUS CORNING & CO., Albany, N. Y.

ap.7-tf

WHEELBARROWS!



ON hand, Wheelbarrows, of my own manufacture suitable for Railroad, Turnpike, Canaling, etc., in ots to suit purchasers. Orders filled for any reasonable amount. HENRY ROGERS.
jy. 20. No. 21 East Front st.

CAR MANUFACTORY,

Dayton, Ohio.

E. THRESHER & CO., having enlarged their shops, are prepared to contract on favorable terms, for building every variety of railroad Cars, in any quantity and on short notice, made of the best materials, and of the most approved workmanship.

They are prepared also to furnish jaws and boxes; the Washburn Wheel, 30 and 33 inch, adapted to inside or outside bearing; cast iron frogs, steel plated; and switches of the most approved patterns.

They also manufacture blacksmith tuyeres, Harris' Patent; portable bolt forges: bolt heading and bolt cutting machines; upright drills, wheel presses; wood planers; tenoning and mortising machines, etc.

They respectfully invite the attention of railroad directors and superintendents to their establishment.
Dayton, Jan. 24th, 1853. jan.25-†

S. C. THOMSON & CO.,

MANUFACTURERS OF

PATENT PAD LOCKS,

For Railroad Switches, Merchandise Cars, Stores, Cemeteries, Iron Safes, &c.,

Cor. Railroad Avenue and Market st.,
jan.12† NEWARK, N. J.

KENTUCKY LOCOMOTIVE WORKS.

CORNER OF KENTUCKY AND TENTH STS.

LOUISVILLE, KY.

THE Proprietors of the Kentucky Locomotive Works would respectfully inform Railroad Companies and the public generally that, having completed their establishment, they are now prepared to receive and execute orders with fidelity and dispatch.

They will contract for

Locomotives, Passenger, Baggage, Freight, Gravel and Hand Cars,

Of every style and pattern, as well as all kinds of St and Machinery required for railroads.

Particular attention will be paid to repairing, which they have every facility.

They are also prepared to contract on favorable terms for building all kinds of Machine Tools, such as Turning Engines, Lathes, Planers, Drills, Slotting, Spliting, and Shaping Machines, of every variety of pattern.

Having also a large FOUNDRY connected with the establishment, orders for Castings are solicited, and will be filled with promptness.

Car Wheels of any pattern can be furnished on short notice. Double and single plate and Spoke Wheels of all sizes constantly on hand.

☞ Communications or orders must be addressed to OLMSTED, TENNYS & PECK,
je.8-tf Louisville, Ky.

Lightner's Patent Axle Boxes for Railroad Cars.

THE attention of Railroad Managers and others is called to this valuable improvement in

AXLE BOXES.

The first cost and "fitting up" of these boxes is 20 to 25 per cent below that of most boxes in use. They will save about 75 per cent in consumption of oil. The construction is simple; they are not liable to become loose, nor "heated" by severe service. The Reservoir is held close to the shaft, and the oil journals, are secure from dust yet easy of access; the brasses may be removed from the journals, while under the car, in a few minutes. Cars furnished with these boxes run from 4 to 5 weeks without replenishing the oil, and are not detained from the road for repairs ONE TENTH part of the time which is necessary when other boxes are used.

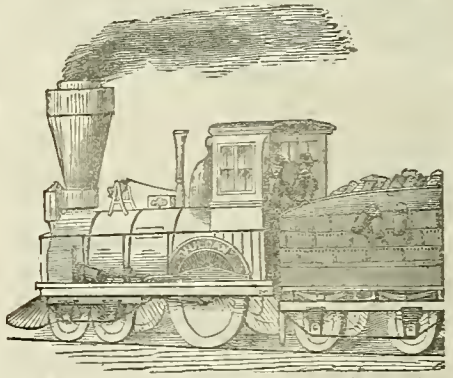
The business of a railroad can be done with a much less number of cars, with these boxes than if any other kind are used.

The first railroad men in the country have certified that Lightner's improvements in AXLE BOXES are among the first of the times.

Models and Testimony of the above Boxes, may be examined, and arrangements may be made for the right to use the same, with the subscriber.

WILLIAM SHERBURNE,
PRINCIPAL AGENT.
May 18.6* Office, No. 167 Broadway, New York.

Cincinnati Locomotive Works!



THE undersigned are prepared to furnish Locomotives equal in efficiency and durability to the best Eastern manufacture. Also, Shaping and Slotting Machines suitable for railroad shops. Also, all kinds of heavy forging and casting done at short notice. Also, bolts for bridges cut with dispatch.
ap. 20 MOORE & RICHARDSON.

ASHCROFT'S

METALLIC STEAM GAUGE.

(BOURDEN'S PATENT,)

THE subscribers offer for sale this valuable Gauge. It is adapted to Locomotive and other steam boilers, indicating with accuracy the continual variations of steam within the boiler, enabling the Engineer to maintain a uniform and safe pressure. Any of the Eastern Railroads may be referred to for proof of its importance and value. BRIDGES & BROTHER,
sep.15-tf 64 Courtlandt St., New York.

WASON'S

CAR MANUFACTORY,

Near the Pittsburgh R. R. Shops,

CLEVELAND, OHIO.

Passenger, Baggage, Freight, Dumpers, Hand Cars, &c.,

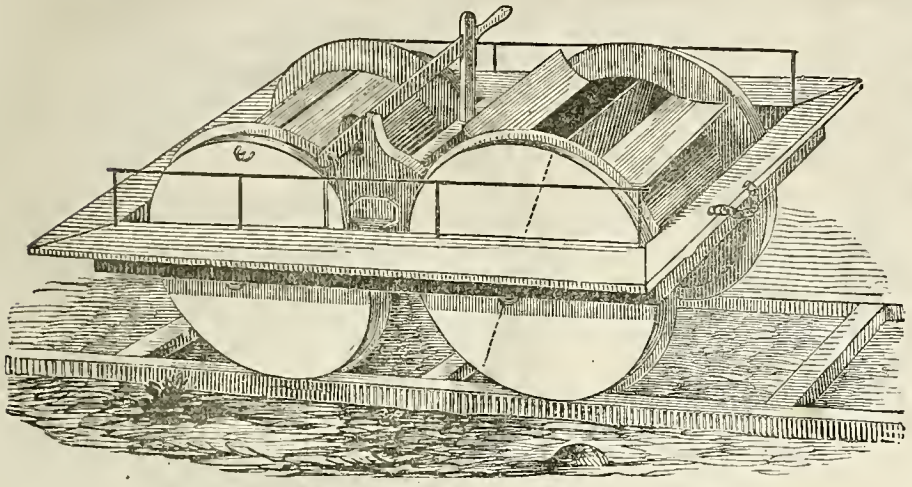
Of the best quality in all respects, style, workmanship, and material, made to order with promptness.

Orders respectfully solicited, with the assurance that no pains will be spared to give entire satisfaction in all cases.

CHARLES WASON,
Late of the firm of T. & E. Wason, Springfield,
†oc20 Massachusetts.

MYERS' PATENT CAR,

FOR COAL, GRAIN, &c., &c.



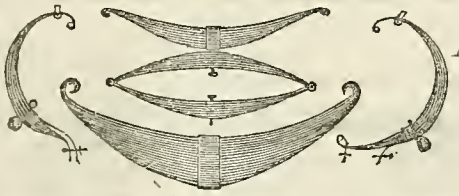
FOR PARTICULARS OF COST, RIGHT OF USE, &c., ADDRESS,

C. TIERS MYERS,

No. 33 WALNUT STREET,

dec15-3* PHILADELPHIA.

McDANEL & HORNER,

LOCO-MOTIVE  AND CAR SPRING

MANUFACTURERS, WILMINGTON, DEL.

Locomotive and Car Springs of all descriptions manufactured on the most reasonable terms, made of the best STEEL, which we have manufactured to order from the BEST SWEDE IRON. Orders from any part of the United States will be thankfully received and promptly attended to

McDANEL & HORNER.

All Springs ordered from a distance will be delivered on shipboard at *Philadelphia* free of charge

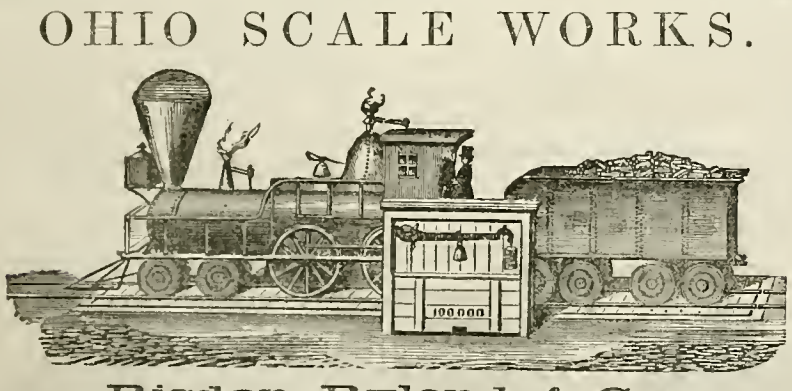
References.

NORRIS BROTHERS, Locomotive Builders, Philad.
A. C. GRAY, Pres't New Castle Manuf. Co.
U. WELLS, R. R. Car Manuf. Petersburg, Va.
I. R. TRIMBLE, Supt. Philad. R. R. Co.
M. B. MILLEN, Gen. Supt. C. R. R. Savannah, Ga.
EMERSON FOOTE, Supt. M. & W. R. R. Macon, Ga
THOMAS DOUGHERTY, Master Mach. do.
THOS. SHARP, Supt. R. F. & P. R. R. Richmond, Va

†May 19.

ISAAC RIGDON. EDWARD C. RYLAND. WM. HUDDART.

OHIO SCALE WORKS.



Rigdon, Ryland & Co.,

No. 39 Vine Street, between Front and Columbia streets,

CINCINNATI.

WE are now prepared to furnish **Railroad Track and Depot Scales** of all sizes, which we warrant in every respect equal to any manufactured in the United States.

Being practical workmen ourselves, we feel confident that we can furnish the West and South with as good an article and cheaper than can be bought East.

Cincinnati, June 29, 1851.

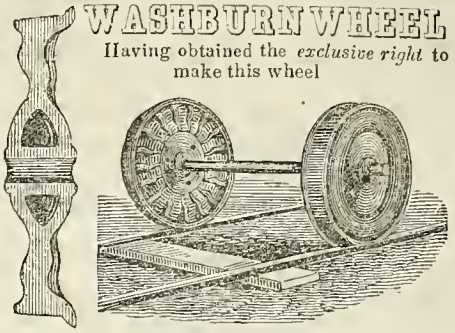
FULTON CAR WORKS,

CINCINNATI, OHIO.

THE Proprietors of this establishment would respectfully call the attention of Railroad Companies in the West and South to their establishment at Cincinnati.—Their facilities for manufacturing are extensive, and the means of transportation to the different points speedy and economical, They are prepared to execute to order on short notice, eight-wheeled Passenger Cars of the most superior description. Four or eight-wheeled Baggage, Cattle, Freight and Gravel Cars. Also, Crank and Lever Hand Cars, Trucks, Wheels, and Axles fitted.

WASHBURN WHEEL

Having obtained the *exclusive right* to make this wheel



In Cincinnati, Covington and Newport, they are now prepared to furnish Railroad Companies with that Celebrated wheel, with or without Axles. Also, Journal Oil Boxes of any pattern, and Castings for cars fitted to order at the shortest notice.

Address KECK & HUBBARD,
Fulton Car Works Cincinnati, Ohio.
ap.12 Office 62 East Second Street.

MUSKINGUM WORKS,

ZANESVILLE, OHIO.



DOUGLASS, SMITH & CO.

WOULD respectfully call the attention of Railroad Companies to their establishment at Zanesville

They are prepared to execute orders, on short notice, for

Passenger Cars of the most superior description,

Second Class Passenger, Mail Express, and Baggage Cars; Freight, Cattle, four or eight wheeled Gravel Cars.

We manufacture a superior

CAR WHEEL,

Over 2500 of which are now running on the Central Ohio Railroad, and many of these have been in use on the road over two years, having in that time only three to crack, and two to be renewed in consequence of the wearing of the Chill. We have also commenced the manufacture of the celebrated

WASHBURN WHEEL,

And are prepared to furnish this wheel, with or without axles. Also, castings for Cars fitted to order at the shortest notice.

BOLLMAN'S PATENT IRON & WOOD BRIDGE.

We are also agents and builders of the above celebrated Bridge. Are now placing upon the piers an iron bridge on this plan over the Muskingum river at Zanesville. We are ready to contract with companies for the construction of this Bridge. All orders addressed

DOUGLASS, SMITH & CO.,
au4tf. Muskingum Works, Zanesville, O.

J. DAVENPORT.... M. D. WELLMAN.... C. M. RUSSELL

DAVENPORT, RUSSEL & CO.,

Railway Car Manufacturers,

MASSIO N, OHIO.

THE subscriber, late of the firm of Davenport, Bridges & Co., Fitchburgh, Mass., having associated himself with Messrs. Wellman and Russell, under the above name, would respectfully solicit calls for any kind of Passenger, Baggage, Post Office, Freight, Coal, Gravel or Hand Cars.

Having had fifteen years experience in the business and having secured the best of workmen from the Car Factory in Cambridge, Mass., I feel confident that perfect satisfaction can be given in all work entrusted to our care.

We have now on hand the best of dry White-Oak with which we think we can build Cars as cheap and as well as any other establishment in the States.

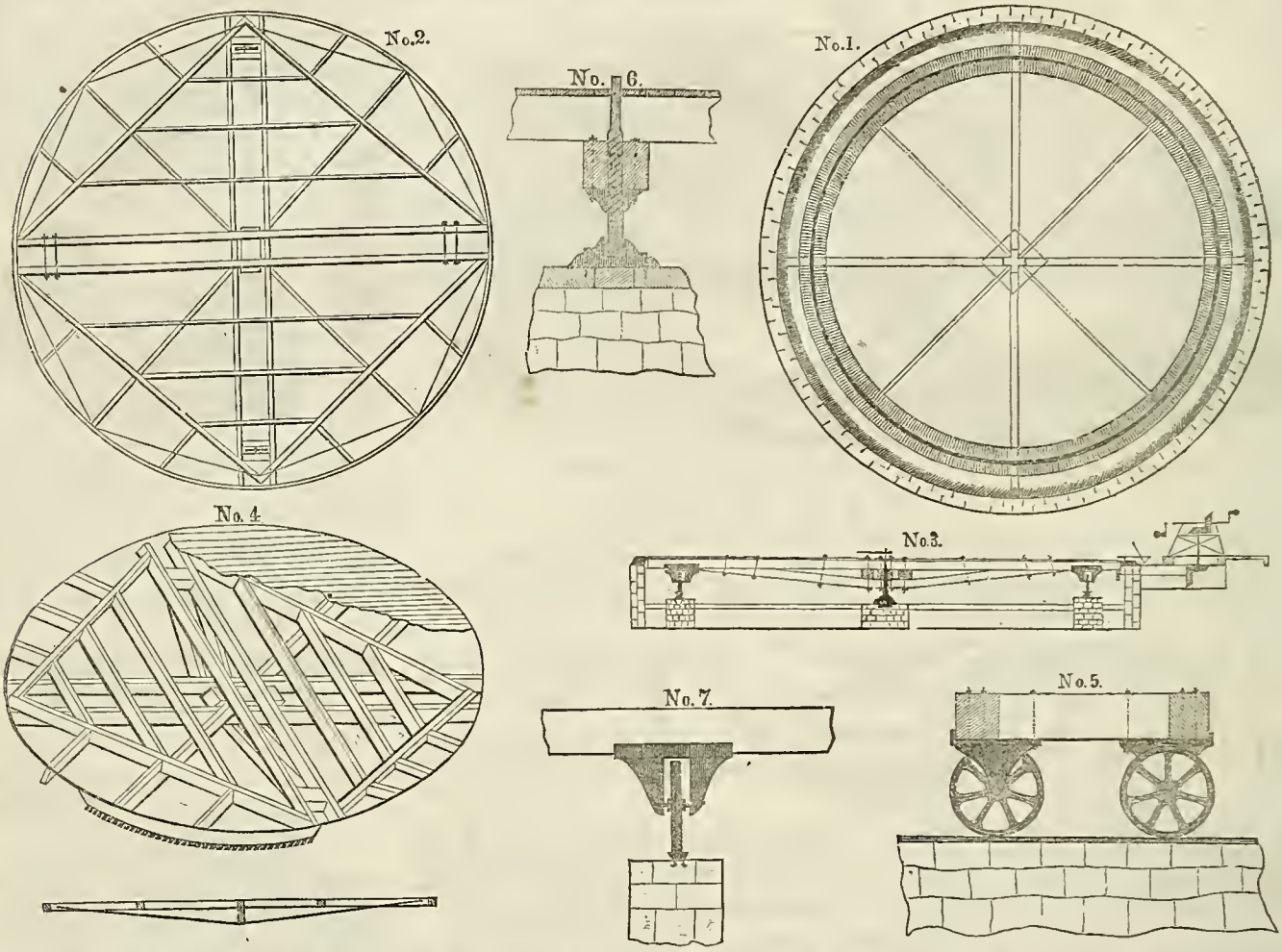
Feb. 16†* JOSEPH DAVENPORT.

RAILROAD IRON, LIGHT WEIGHT.

470 TONS, 47 lbs. per yard, good quality and pattern, now lying at New Orleans. For terms apply to VOSE, PERKINS & CO.,
ap27-tf New York

CARHART'S IMPROVED TURNTABLE.

Now building for 13 of the Principal Roads in Ohio, Indiana, New York, New Jersey, and North Carolina.



This Table, together with an Engine and Tender of 30 Tons Weight, can be Turned by One Man in 25 Seconds.

RAILROAD COMPANIES in want of *Turntables* of a permanent and durable character, at a low price, are respectfully referred to the annexed references. The undersigned being confident that the manner of turning engines by his Table is the most permanent, expeditious, and cheapest in the United States, solicits the attention of Engineers, and others, to his improvement. The undersigned being a practical mechanic, and having devoted his time, for the past five years, exclusively to the construction of Turn and Transfer Tables, Draw and other Bridges, is prepared with every facility for executing orders in that line with promptness and satisfaction.

The price, which is always based upon the use of the best materials and best workmanship which can be procured in the market where used, can be determined only by the locality.

REFERENCES:

New York & Erie Railroad Company.
Hudson River Railroad Co.
Ohio & Pennsylvania Railroad, J. Edgar Thomson, President, S. W. Roberts, Sup't and Engineer, Pittsburgh, Pa.
Pennsylvania Central Railroad, O. W. Barnes, Resident Engineer, Pittsburgh.
Toledo & Cleveland Railroad, Wm. Ferguson, Chief Engineer, Cleveland Ohio.
Columbus, Piqua & Indiana Railroad, A. J. Conover, Chief Engineer, Piqua, Ohio.
Cleveland, Zanesville & Cincinnati Railroad, W. H. Grant, Chief Engineer, Akron, Ohio.
Cleveland, Columbus & Cincinnati, and Cleveland & Erie Railroads, L. Tilton, Sup't, Cleveland, Ohio.
Little Miami & Columbus & Xenia Railroads, William H. Clement, Sup't, Cincinnati, Ohio.
Cincinnati, Wilmington & Zanesville Railroad, E. W. Woodward, Engineer, Circleville, Ohio.
Central Ohio Railroad, G. W. Fulton, Sup't, and S. Medbury, Engineer, Zanesville, Ohio.
Camden & Atlantic Railroad, and Danphin & Susquehanna Railroad, R. B. Osborne, Engineer, Philadelphia.
Bellefontaine & Indiana Railroad, W. M. Roberts, Engineer, Pittsburgh, J. Nottingham, Sup't, Marion, Ohio.
Cleveland & Pittsburgh Railroad, J. Durand, Sup't, Cleveland, Ohio.
Wilmington & Raleigh Railroad, North Carolina.
Central North Carolina Railroad.
Cincinnati & Indianapolis Railroad, Indiana.
New Albany & Salem Railroad, Indiana.
Michigan Central Railroad, Michigan.
Dayton, Xenia & Belpre Railroad, Ohio.
Pomeroy Railroad, Engineer at Cincinnati.
Springfield, Mount Vernon & Pittsburgh Railroad, Ohio, Charles Anthony, President.

DESCRIPTION OF PLAN.

Fig. 1, of the above cut, represents the foundations, consisting of *Bank* and *Track Walls*, the latter made of cut, the former of hammer-dressed stone, with cut stone coping. The Track is bent of the ordinary T rail, spiked and leaded to the stone track walls. The Center Pier is made of cut stone, with a step for screw and pivot bolted to the same.

Fig. 2, shows the framing.

Fig. 3, is a side view of Main Truss, with the mode of gearing, including the mitre-wheels, iron crank frame, rack and pinion, foundations, pivot wheels and pedestals.

Fig. 4, gives a perspective view of rim, segments, decking, etc.

Fig. 5, is an end view of the main trucks, with pedestals and wheels.

Fig. 6, is a screw for pivot, 6 inches in diameter, working in a steel step through a nut for adjustment.

Fig. 7, shows a cross section of track wall, well, and pedestal

For further particulars please address,

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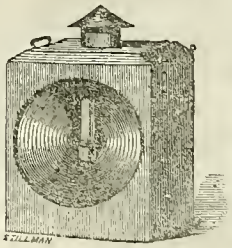
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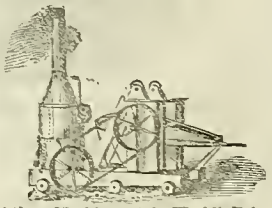
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Railroad Record.

E. D. MANSFIELD, - - - - - - Editor
J. A. JAMES, - - - - - Associate Editor

CINCINNATI:

THURSDAY MORNING,.....OCT. 12, 1854.

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REMOVAL.

The Office of the RAILROAD RECORD has been removed to No. **106** West Fourth St., north side, between Vine and Race streets, in the building occupied by the Cincinnati & Cleveland Short Line, the Cincinnati, Lebanon and Xenia, and the Cincinnati & Dayton Short Line Railroad Companies.

The location is in the very center of Railroad business, and but few steps from the Burnet House. Full files of railroad reports, maps, newspapers and other documents can always be found at this office, and it will always afford us great pleasure to give any information, and answer any queries on railroad matters, when in our power. We cordially invite railroad men from the country, when visiting our city, to honor us with a call and avail themselves of the facilities of our office.

RAILROAD CONVENTION AT NEW YORK.—A meeting of the Superintendents of the four great lines of railroads terminating in the city of New York—to wit: the New York Central, and New York and Erie, the Pennsylvania Central, and the Baltimore and Ohio—met at the St. Nicholas Hotel on Tuesday, the 26th ult., for the purpose of carrying out the details of resolutions adopted at the railroad convention of the 15th of August last. In consequence of the depression of the prices of produce, the small amount of freight offering, and the general strigency of the markets, it was thought inexpedient at this time to increase the prices for transportation of freights.

THE SPECIE ACCUMULATION OF THE UNITED STATES.

The accumulation of coin in the United States has been very rapid. This undoubtedly adds strength to the currency of the country, but is by no means of equal value to general commerce. The proof of this may be found in the fact that the withdrawal of coin from *circulation*, in the large depositories takes place in a greater ratio than the substitution of paper. If, in addition to this, we observe that a large portion of bank notes are held by the banks themselves, we shall find that the *actual money of circulation* has not increased in a ratio corresponding with the increase of coin. We may illustrate this by some striking proofs. Thus, take the depositories of the United States. The amounts held in the subtreasuries, on the 30th of June (the end of the fiscal year), for several years past, were as follows, viz:

30th June	1851	$13,604,092
" "	1852	15,960,735
" "	1853	22,896,306
" "	1854	28,888,812

Thus we see that there is an immense sum, in coin, hoarded up by the United States, and that this sum has increased *fifteen million*, or more than 100 per cent, in the last four years.

If we examine the condition of many of the banks, we find they have added little, or nothing to the circulation of money. Take the banks of New Orleans for example. The circulation and coin held by these bank on the same 30th June, were as follows:

Coin	$7,693,378
Circulating notes	7,250,646
Excess of coin	$ 442,728

At the same date, we have the following result for the banks of New York City:

Coin	$10,792,429
Notes	8,184,828
Excess of notes	$2,607,601

The banks of Boston gave the following aggregates:

Circulating notes	$8,541,440
Coin	2,934,060
Excess of notes	$5,606,554

The subtreasury—New York, Boston, and New Orleans, present the following results:

	Coin.	Notes.
U. S. subtreasury	$28,888,812	$—
N. Orleans banks,	7,693,374	7,250,646
N. York banks,	10,792,492	8,134,828
Boston banks,	2,934,940	8,541,494
Totals	$50,239,618	$23,976,968

These great depositories hold, then, fifty millions in coin, with twenty-three millions of paper, but a very small part of which is in general circulation—the notes of city banks being almost entirely held by banks and bankers, with whom they answer the purpose of coin.

We might pursue this subject farther, but enough has been shown, to illustrate the fact, that while the U. States have been accumulating coin, with great rapidity, the circulating medium has, by no means, increased as fast.

BALTIMORE AND OHIO RAILROAD—NEW ROUTE TO THE EAST.

Now that the Central Ohio railroad approaches completion, our attention is naturally drawn to the new route that will be opened thereby, directly with the cities of the Atlantic shore, via Wheeling and Baltimore; a route that has only to be known to become at once a favorite thoroughfare. Few persons only, know what a delightful ride it is over the Baltimore and Ohio railroad, between Wheeling and Cumberland, and few can truly realize what railroad building is until they shall have made this trip. We had heard and read much of the magnitude of this stupendous undertaking, but when we came to pass over it, we fouud that the half had not been told us, and that we had formed but faint conceptions of the reality.

From the mouth of Grave Creek, the point where the road leaves the Ohio river, until it strikes the banks of the Potomac river, at Piedmont, a distance of 162 miles, it passes through and over a succession of mountain ranges, ascending at times grades at the rate of 116 feet to the mile, until the summit of the Alleghenies is attained—2600 feet above the level of the sea—and thence descending toward the east, seventeen miles in one grade, of 116 feet to the mile, to Piedmont; winding and curving around and among the peaks, and following the sinuosities of the various rivers and streams, tunneling where some rocky barrier is interposed, bridging where some stream or fissure intervenes, until it would really seem that Nature can interpose no barrier to the determined energy of the human will; and so perfect is every arrangement, so well constructed is every inch of the road, that scarcely for a moment does the apprehension of danger flit across the mind; but rather, while climbing the steep sides of these lofty peaks, running through long, dark tunnels, dashing over lengthy iron bridges, or securely winding our devious way adown the mountain sides—now crossing some deep valley, surrounded by mountain ranges, whose summits are scarcely perceptible, and anon, traversing those very summits at undiminished speed, are our thoughts drawn from the work of the creature, stupendous though it be, to admire the yet more stupendous and far more vast handiwork of the Creator, as it lies spread out before us, in a coup d'œil unsurpassed, if not unequalled, by any other spot upon the globe.

It was our good fortuue to pass over this portion of the road in a train under the supervision of that prince of conductors and good fellows—as well as of Odd fellows—J. P. Dukehart Esq., who has long been in the employ of the Company—and long may he remain—and to him are we indebted for one of the pleasantest and most interesting railroad rides it was ever our lot to enjoy. He

pointed out every point of interest, along the line, both of nature and of art; explained to us the peculiarity of construction of bridges, tunnels, etc., thus enabling us the better to comprehend and appreciate the magnitude of the work.

The inducements offered to travelers from East to West, or vice versa, in speed, comfort and safety, as well as in sublimity and grandeur of scenery, are unequalled by any other road in the Union; while to the pleasure-seeker or valetudinarian, where is the spot more delightful, or more invigorating than the "Glades" upon the very summit of the Alleghenies? That spot from whence, out of one single spring, flow streams leading to the Chesapeake on the east, and to the Ohio on the west. Here the sportsman can find full employment for his rod or gun; in the way of the speckled trout from the mountain streams for the first, and the ruose and other game for the latter. Here has been erected a spacious hotel—which all last summer was full to overflowing all the season—and several handsome private dwellings; and ere another summer shall have rolled around, another still more capacious hotel will have been erected, to meet the necessities of visitors to this new, and henceforth to be, favorite summer resort.

We say to our friends who go to the North or East for change of scene during the summer, try the "Glades" once, and our word for it, you will never regret it. Be undeterred by any false reports, or fears of the road. No road in the country is more safe, and but few so free from inconveniences, especially *dust*, of which there is none, even in the dryest weather, as the entire line is ballasted with broken stone. Powerful ten-wheel engines take the trains over the heavy grades with as much ease and celerity as do the smaller engines the ordinary trains upon level roads, while with them the descents are made with as much security as if upon a level. The bridges are all built of iron, and floored with plank, to a width sufficient to remove, or indeed prevent any of that feeling of insecurity, so natural when crossing such superstructures, where the track cannot be seen at either side, being less in width than the car itself.

The police arrangements are admirable, men being stationed at all points along the line where there is, or can be, the remotest chance of their services being needed; and the running arrangements are so well understood by the engine drivers, as well as conductors, that a collision can result only from utter recklessness.

While the passenger facilities are thus cared for, the freight arrangements are no less perfect; and when the connection shall have been fully perfected with the Central Ohio road at Benwood, freight will reach Cincinnati from Baltimore, and vice versa, without change of cars.

This road has cost a heavy sum of money, and will yet cost much more, before the double track to Cumberland—needed for coal transportation—shall be completed, nevertheless, now that a connection has been opened on the west—an outlet for it—we predict that it will do a heavy and profitable business, notwithstanding its heavy grades. It has claims upon Cincinnati that should be heeded; we refer to its being a portion in the chain of Eastern connection through *Southern* Ohio, by which trade and traffic will be brought to this city, which, if directed upon the more northern cross roads, will give us the go-by. Cincinnati merchants look to it, that you do not let your own interests suffer in this matter.

BUFFALO AND PITTSBURGH RAILROAD.

We are indebted to E. R. Blackwell, C. E., for a copy of his report on this road, with maps defining the route. We learn from the report that several lines were run before the location was finally made, as follows: Starting at Buffalo, in a line south of east, it runs nearly to the town of Aurora; thence south through or near to the towns of Wales, Holland and Coonville; thence west of south, thro' Machias to Ellicottsville, and thence southward to the Allegheny river at Great Valley where it crosses the New York and Erie railroad. From this point the line runs nearly south to the Pennsylvania state line, in the direction of Tarport, following the banks of Tuningwant creek, to within a few miles east of Lafayette, when the line makes a turn to the east through the lands of the Lafayette Mineral Company, to the point of junction with the Allegheny Valley railroad from Pittsburgh; at this point, called Teutonia, the Sunbury and Erie road will cross, also. That portion of the line above described, within the limits of the state of Pennsylvania, is called the "Lafayette Railroad."

The maximum grade is 56 feet per mile, and this only for 4½ miles, Atachias, and 2¼ miles in descending the valley of Cattaraugus creek. The curves are easy, but in few instances less than one degree. Length 72.550 miles, of which 75 per cent. is straight line.

The estimated cost for the road ready for the rails is	$958,960,00
Iron, ballast, etc.	886,004.00
Station houses and equipment	248,800,00
Total	$2,093,764.00

which does not include right of way, or depot grounds, etc., in the city of Buffalo.

The work is under contract to Messrs. Moore & Pierson, who have two of the new steam excavators at work on the heavy portions of the line.

The Lafayette railroad is under contract to Messrs. Storey, King and Sherrill, and is rapidly progressing.

The importance of this road to Buffalo is fully set forth in the report, with an estimate of the probable business, which shows a remunerating traffic in the necessaries of trade, such as building stone, coal, etc., aside from the other business that must necessarily pass over a line of road connecting two such important points as Pittsburgh and Buffalo.

ATLANTIC, TENNESSEE & OHIO RAILROAD COMPANY.

We see by an advertisement in the *Journal* and *Visitor* published at Jonesborough, East Tennessee, that books have been opened for the subscription to the stock of this company at several places in that state, in conformity with the charter, granted February 25, 1851.

We can not learn from this advertisement what the proposed route is to be, and shall look for further information to the action of the commissioners who were to have assembled at Jonesborough on Monday, 2d inst., to organize the company.

Eastern Tennessee and South Carolina seem to be suddenly re-awakened to the availability of a direct connection with the Ohio river at Cincinnati. We trust that it may result in something definite; that rival interests will, unite their means and energies and agree upon some common route, so that it may be eventually completed.

RAGS—PAPER.

It has become almost an utter impossibility to obtain rags sufficient to supply the demand for paper-making; in consequence the price of paper has materially advanced. Although large amounts of rags are annually gathered in this country, yet is it a fact that by far the larger quantity comes from abroad. We find in the *Economist*, a table of exports and imports of paper and imports of rags, from 1838 to 1850, a period of 12 years, as follows:

	Exports Paper.	Imports Paper.	Imports Rags.
1838.....	$94,335	$164,179	$465,448
1839.....	80,149	186,418	588,318
1840.....	76,957	146,790	564,689
1841.....	83,483	60,193	496,227
1842.....	69,862	92,771	468,220
1843.....	51,391	19,997	*79,853
1844.....	83,108	104,648	295,586
1845.....	106,190	98,009	421,080
1846.....	124,597	194,220	304,216
1847.....	88,731	195,571	385,397
1848.....	78,507	415,668	626,607
1849.....	86,827	395,773	524,755
1850.....	99,696	496,563	748,707

* Duty began to be enforced on rags, 1843.

Yet, large as the table exhibits the import of rags to have been, the supply is greatly short of the demand; and not in this country only, but in England also. Large sums have been offered for the discovery of some other substance that will take the place of rags in the manufacture of printing paper, but as yet without any entirely practical result, though several substances have been tried with a greater or less degree of success. Here is a fine opportunity for the exercise of Yankee ingenuity

MARIETTA AND CINCINNATI RAILROAD OPENED FROM CINCINNATI TO CHILLICOTHE.

Thursday last, the 5th inst., will be a day long remembered by the citizens of Chillicothe, and the invited guests of the occasion, as a bright one in their calendar—one which witnessed the completion of that link in the railroad system of our state by which the vast valley of the Scioto, with all its productions, agricultural and mineral, was opened up to the trade of Cincinnati, which city will have no less cause to rejoice in this additional iron bond than those upon its line.

Numerous invitations had been dispatched to our city, mailed on the 29th ult., only a few of which reached their destination at the opening of the evening mail of the 4th inst.—making the rapid journey of 90 miles in five days—which distance we have just made in six hours. In consequence of this mishap, the delegation from our city was not as large as it would otherwise have been; nevertheless, the Queen City was well represented by members of the city council, the press, and a number of other gentlemen interested in the railroad progress of the country.

On our arrival at that beautiful city, Chillicothe, so cozily nestled in the very bosom of the Scioto, with its amphitheater of hills, we were met by the city council, officers of the road, and others, and escorted in procession, accompanied by a fine band of music, to Masonic Hall where a reception address was pronounced by J. G. Sill, Esq., welcoming their guests from abroad, which was eloquently responded to by W. Eggleston, Esq., of our city council, on behalf of the Cincinnati delegation. An abundant cold collation was then served to refresh the inner man; after which the invited guests were taken in carriages to the County Fair, in the outskirts of the city upon the west. These Fair Grounds are most admirably selected, having a beautiful piece of level land upon which is the ring for equestrian exercises, the exhibition of stock, etc., all of which is immediately overlooked by a hill, the sides of which, on the occasion of our visit, were lined with ladies and children, whose gay and parti-colored dresses presented a gorgeous sight as, amphitheater-like, they sat in groups awaiting the display of female equestrianism, with which the fair was about to close. With much interest we watched the horsemanship of some twelve ladies, some of whom displayed remarkable skill in the management of their steeds; but we must confess that the horses, with one exception, did not come up to our preconceived idea of what ladies' riding horses should be, But to the railroad celebration.

From the fair grounds we assembled at the Masonic Hall again, and in procession marched to the Clinton House, and soon found ourselves seated at table where every variety of edible abounded in the greatest profusion, and in elegant style. After the substantials had been discussed amid the popping of a few corks, came the toasts, speeches, etc.; and we must say that it has never been our lot to listen to so many extempore speeches upon a single subject, where the speakers acquitted themselves so well. Though it may seem invidious to make distinctions where all did well, yet we are constrained to say that the few remarks made by S. B. Keys. Esq., president of the Hillsboro' company, and called out by a toast in which that road was named, and the reply to it by Hon. John L. Taylor, M. C., were emphatically the railroad speeches of the evening. Nor can we omit the just meed of praise due to the judicious and well chosen remarks of the Rev. Mr. Findley, called out by a toast to the clergy; it is so difficult in such cases, to avoid saying too much or too little.

There were nine regular toasts, and numerous volunteers. Owing to indisposition, we did not remain till the close; but we learn that everything was conducted in the most orderly and harmonious manner, unmarked by any of the excesses so common on such occasions.

The preparations for the reception and enjoyment of guests, were of the most ample kind; reaching even to the finding accommodations for the night—a somewhat difficult task, owing to the fact that the county fair had drawn hundreds of visitors also.

It was our good fortune to fall into the hands of S. W. Ely, Esq., the efficient secretary of the company, who took us to his own domicil, in company with two other guests, where himself and lady did the honors of the house in a manner that at once made us at home—their kindness will long be remembered.

We regretted exceedingly that our senior, Mr. Mansfield, was not present on the occasion, as we confidently expected he would have been. This spot is endeared to him by many early associations, and from his pen would have flowed a description of this interesting occasion, much more graphic and and abounding with reminiscences of the olden time, when Chillicothe was *the* city of the West.

This road has labored under very many and trying difficulties, but it has gone on unwaveringly, until it has succeeded in opening this immense valley to our market, and it is the earnest intention of the present board to reach the coal deposit this winter, some 35 miles east; of which 27 are now graded and ready for the rails; a portion of which have already arrived; so we may look for coal over this road before the close of winter. Upward of $1,200,000 have been paid out upon this line during the last year; by the means of which the road has been so far advanced as to secure beyond a contingency the completion of the entire line to Wheeling in less than two years.

In the course of the remarks made by Hon. John Taylor, he spoke of a recent visit to Germany, where, in negotiating a small bill of exchange, he found the bonds of this company to the amount of $100,000, that day purchased by the banker as a permanent investment. Such is the confidence abroad in the bonds of Ohio, whether state or railroad, "*because, whether under Democratic or Whig rule, she always paid her debts.*" Long may Ohio deserve and enjoy this reputation at home or abroad.

Now a few words as to the road, and we have done.

The road from Blanchester, the intersection of the Hillsboro' road, to Chillicothe, is 53 miles in length, and is admirably laid out over a succession of hills and valleys, having deep cuts and heavy fills, with long grades and few curves. It is laid with the continuous, or compound rail, in the most substantial manner, and when once settled, and properly ballasted, will be one of the pleasantest riding roads in the world, as it will be the shortest and most direct between Cincinnati and any of the Eastern cities. And when the immense amount of heavy work done on this line, and the difficulties which have had to be contended with thus far, are considered, we feel that the board of directors deserve the thanks of the stockholders, and the community at large, for the Herculean labor they have thus far so successfully achieved, and we trust that their hearts will be cheered by liberal subscriptions to aid in the early completion of the road.

RAILROAD MAP OF THE UNITED STATES.

The great number of railroads in the United States, completed, constructed and proposed, can scarcely be comprehended by even those closely connected with the railroad interest. There is scarcely a section of the Union which does not boast of its railroad, either finished or in prospect, and yet there is not in the country a map showing even the completed and constructing roads correctly.

We are pleased to know that Messrs. Middleton, Wallace & Co., Lithographers, of our city, have in progress a fine large map of the whole Union, with every line that can be heard of, located by the best authority to be had, and exhibiting the state of progress from those merely proposed, to those in full operation, with the names of stations, distances, etc. Such a map has been much needed, and will doubtless find a ready sale among railroad men, and others interested in railroad interests. It will be completed about the beginning of the ensuing year. We commend it to the attention of our readers.

Communications.

THE BLACK BAND IRON ORE.

We noticed,a few weeks since,the existence of the celebrated Black Band Iron Ore in Mahoning county, Ohio. The value of this article is so great that it has excited considerable attention. We are glad to see, by the following letter from Mr. Wellman, of Massilon, that this valuable ore is also found in the valley of the Tuscarawas, in the counties of Tuscarawas and Stark. The immense amount of the best varieties of iron and coal is likely to make Ohio a great manufacturing state:

Massilon, Ohio, Sept. 18, '54.

Editor Railroad Record: Dear Sir—The "*Black Band*" Iron Ore described in the 81st number of your journal, is found in abundance in the valley of the Tuscarawas river, and has been used to great profit and advantage in the furnace of the Massilon Iron Company of this place, since April last.

The Black Band found in this locality is considered by furnace men as superior to any hitherto discovered in this country, as working more kindly in connection with other ores.

In addition to this variety of ore we have the Shell or Kidney,, and the Mountain ores, both of which are of the highest value, and in unlimited supply. Stone coal, adapted in its raw state to the smelting of iron ore, is also found in large quantities, for miles along the valley of Newman's creek, near this place.

These facts have been abundantly proved by the successful experience of the above-named iron company, who are now manufacturing from 120 to 140 tons per week of a superior quality of pig metal—all from one furnace with single stack. Other furnaces, to be followed by rolling mills, are now in progress of erection here.

In conclusion, I would observe that no part of the country offers to manufacturers of iron stronger inducements than the town of Massilon, Stark county, Ohio.

Gold Pens.—We are indebted to Mr. A. G. Bagley, of New York City, for one of his superior gold pens. Mr. B. has had long experience in the manufacture of these useful articles, being one among the first makers of them in the United States. "Bagley's pens" have always been considered among the best. The shape of the one now sent us, pleases us more than any we ever before used, resembling, both in form and flexibility the old-fashioned quill, and writing quite as easily. These pens can be had at any of our stationers or jewelers.

Cincinnati & Chicago Railroad.—The report of this company came to hand too late for notice in this issue.

HOW THEY MANAGE RAILROAD TRAVELERS IN FRANCE.

Dick Tinto writes to the *Times* as follows:

The small railroads around Paris are adding a new precaution and a new formality to the already long list. At each station the tracks are bordered with an elevated platform, called a quay, and passengers can only enter a car from this quay. One of the most serious offences a traveler can commit, is to offer to get in from the other side. It is therefore necessary that the passengers be upon the quay upon the arrival of the train. When the ticket offices were built the trains kept to the left, and they were located accordingly. A recent change compels the trains to keep to the right, and passengers therefore must cross the track from the office to the quay. This the Minister of Public Works cannot allow for a moment, and the companies have been notified that they must either put their ticket office on the proper side of the track, or must build a bridge across. The Companies have chosen the latter alternative. A passenger may then cross the bridge even after a train has come to a stop. Formerly no crossing upon the track was permitted after the engine had whistled. The belated traveler was then shut into an infenced enclosure, from which he saw the train slacken and stop, tne passengers on the lucky side get in, and the baggage stowed into the crate. He heard the signal given for departure, and saw a new momentum acquired. The gate was then unlocked, and he was permitted to retire from uff the railroad property. The next time he took care to be a minute before the time, and not ten seconds behind it. On one occasion I saw a man thus enclosed by a diminutive picket-fence, make up his mind that he would not submit to such petty tyranny. The train stopped; he straddled over the fence, rushed at a door upon the wrong side, of course—opened it gently, and was in, in a jiffy. But the guardian of the station had seen the operation, glibly though it had been executed, and immediately gave the alarm. "A man with a straw hat has straddled!" The six conductors of the train at once set to work to discover the guilty intruder. The man with a straw hat was found and immediately ejected. "That'll teach you not to straddle another time!" said the head conductor. "To-morrow you'll be here in season" said the second conductor. The man with a straw hat on was so angry he could not speak. There was no help for it, so he waited for the next train, which came along in an hour afterwards. Hereafter, by means of the bridge, he may be late if he likes, and yet be able to gain the quay before the engine is off again.

The same day another instance of the strictness of the regulations fell under my observation. The train was approaching Paris, when a signal stop arrested it at the suburban town of Botignolles. A passenger who dwelt at Botignolles, was glad to sieze the opportunity to get out and strike across the fields to his home. Get out he did, and was on the poitn of jumping over thn pickets which separated the railroad from the property along side, when he was seized by the conductors—"you can't get out here, my man!" "Why not? I live here!" "This is not a stopping place, Sir, so get in again, if you please." "Well, I never saw the like, by the mother of God." And in again he got. The reason of this procedure was, that the gentleman had a ticket bearing the words, Chartres to Paris, and, consequently, he must go to Paris. Were he to leave the train at an irregular point, where there was no receiver to take back his ticket, the books at the two ends of the line would not balance. So many tickets sold, and one less returned. These instances are certainly abuses and exaggerations of method and system, and are only to be mentioned as exceptions. As a whole, the organization of the service of a railroad in France is perfect. Not one sou in a year does a company lose through dishonesty of its employees, for the reason that dishonesty is impossible.

Railroad Water Works.—The Cleveland and Pittsburgh railroad company have just completed water works for supplying from the lake their extensive depot and machine shops on St. Clair street. They have erected a neat and convenient building, in which is placed a steam engine and one of Worthington's New York patent hydraulic pumps, which throws a stream of water 3½ inches in diameter through a pipe 900 feet, elevating it 82 feet. The pump is a very ingenious contrivance, simple in its construction and operation, forcing the water up at each forward and backward motion of the piston, which works without a crank. But little power is required to keep the pamp going, which throws a steady 3½ inch stream from the nozzle of the pipe. By running it a few hours daily, the water tanks of the depot and shops are kept full, and an abundance of water is furnished for locomotive and other purposes.

During the past dry season the springs and streams relied on for supplying the depot and shops have nearly failed, and the improvement just completed will prove a valuable one to the enterprising company and the growing portion of the city in which their works are located. We understand the company intend to supply a fountain in the extensive Case Gardens.—*Clev. Herald.*

Useful Invention.—The enormous quantities of scoria cast aside daily, from the blast furnaces of the iron works of the South Wales coal fields, are, it appears, about to be turned to a good and useful account, by the ingenuity of Dr. Smith, of Philadelphia.—This gentleman, with a staff of assistant chemists, had, for some time been stopping at Merthyr, with a view of experimenting upon the blast furnace scoria, with the ultimate object of producing therefrom a variety of articles in daily use, such as square tiles, paving flags, bottles and utensils in ordinary domestic use, and we are glad to state, that in thus converting the furnace cinder, Dr. Smith has been very successful. The bottles thus made are much tougher and the anuealment is more perfect than in the common glass ones, from which, in their appearance, the new bottles can not be distinguished. It is a most important invention and has been taken up by Lady Charlotte Guest, and others interested in the iron works. Huge heaps, containing thousands upon thousands of tons of furnace cinders, have been deposited.—*London Sun.*

Preservation of Woon.—A preparation has been invented for the preservation of submerged timber, consisting of asphaltum, sulphur and arsenic. It is applied like a paint, when the wood is dry. A marine railway in California, to which it was applied, remains perfectly sound; while timber of the same species by its side has twice required renewal.

RAILROAD CONVENTION.

The Chicago *Journal* says that a railroad convention met in that city on the 28th of August. The Illinois Central, Chicago & Mississippi, Michigan Central N. A. & Salem, Galena & Chicago, Chicago & Rock Island, Chicago & Aurora, and Illinois & Wisconsin roads were represented.

Resolutions were passed.

1st. In favor of abolishing the system of free passes.

2d. Against issuing annual or general passes.

3d. No letters of introduction to be given entitling any person to the courtesy of a free pass.

4th. Discontinuing half-fare passes to clergymen, except such as reside on the line of roads.

5th. To carry no delegates to convention at half-fare except to religious, educational, or agricultural conventions.

6th. To charge half-fare for children between 4 and 12 years of age—all over 12 full fare.

A committee was also appointed to arrange the classification of freight, and a resolution passed "that in all cases where roads cross each other at grade, all engines shall be brought to a full stop before entering upon such crossing, and shall not stir until the conductor gives the proper signal for it to do so."

So far so good. Now let publishers of newspapers and editors assert and maintain their rights in relation to railroad companies. Let them be treated as others who desire favor from newspapers, and the use of the press to make business for their roads. Every statement calculated to benefit a railroad company should now be charged as an advertisement. Who of our brethren will agree with this suggestion?—*Dubuque Herald.*

GALVESTON & RED RIVER RAILROAD.

The state of Texas has gone into internal improvements upon an extensive scale. The Galveston & Red river road is the extension into Texas of the Fulton & Cairo road thro' Arkansas, and runs nearly north and south through the state. The following estimate of the first seventy miles of the road, from Houston north to Navasota, by J. W. P. Lewis, C. E., will give some idea of the cost of railroad construction in that state. It is due to Mr. Theodore Kosse, to state that the survey from which Capt. Lewis' estimate is derived, was made by him, and the calculations are in accordance therewith. Capt. Lewis' report appears in a pamphlet published by Mr. Bremond, in New York City:

ESTIMATE OF THE CHIEF ENGINEER.

GALVESTON, Feb. 25, 1854.

Sir: I beg leave to submit herewith my estimate for the construction of the first 70 miles of the Galveston and Red river railroad, commencing at Houston, extending thence west to the Post Oak Ridge, forming the east bank of the Brazos river, thence northward upon the crest of this ridge, to the Navasota river. My estimate is based upon the careful and minute surveys of your resident engineer, Mr. Kosse, so far as the grading and bridging the line is concerned, while for the cost of the superstructure and rolling stock, I have been guided by personal experience, and the bids of several contractors who have offered for the work.

The remarkable facility for grading with the absence of costly bridging on the first 50 miles of the line, bring the cost per mile to a very low figure—the heaviest grade in this distance being but 12 feet per mile, and that for less than two miles, while the general average grade is less than 7 feet per mile.

The grading of the first 20 miles, which has been accomplished under the direction of Mr. Kosse, afforded me practical proof of the economy with which this important part of the work might be executed; the small sum $21,565, only having been expended for this length of road bed, with broad, shallow and well made ditches on both sides—leaving to be completed on the line, two small wooden bridges for crossing Big and Little Cypress creeks. The ties of white and post oak, are offered to be furnished and laid at the price named, by highly respectable and responsible parties. I have added to the items of my previous estimate for rails and rolling stock, a percentage corresponding to the recent advance in iron and labor. In no part of the Union have I ever seen an easier country for grading and draining, while the facilities of transportation for iron and other materials by steamboat from Galveston to the wharf at Houston, renders the estimate for these a very safe one.

Very respectfully,
Your obedient servant,
J. W. P. LEWIS, Ch'f Eng.
Galveston & Red River Railroad.

To P. BREMOND, Esq.,
Pres't Galveston & Red River Railroad.

Estimate for constructing and furnishing 70 miles of Railroad, extending from the city of Houston, Texas, to the Navasota river, a branch of the Brazos river—viz:

For grubbing, clearing, ditches, embankments, bridges and culverts on 70 miles, at $3,050 per mile	$213,500
For 6580 tons rails, 60 lbs. per yard at $75 per ton	493,500
For furnishing and laying ties, sleepers, etc., at $2,000 per mile	140,000
For laying 70 miles of rails, at $500 per mile	35,000
For erecting two depots, a machine shop, tanks, sheds, and sidings	50,000
For 5 locomotives, at $10,000 each	50,000
For 6 passenger cars, at $3,000 each	18,000
For 20 freight cars, at $1,000 each	20,000
For 10 platform cars, at $500 each	5,000
For 10 cattle cars, at $700 each	7,000
For engineering and office expenses	15,000
For contingent expenses, at 15 per cent	157,050
	$1,204,050

J. W. P. LEWIS Ch'f Engineer,
Galveston & Red River Railroad.

TERRE HAUTE & RICHMOND RAILROAD: EARNINGS.—We are indebted to the attention of Chas. Wood, Esq. Sec'y, for the following statement of Earnings of this road, viz:

August 1854	$20,483,86
" 1853	15,425,83
Increase	$5,058,03
September 1854	$22,239,87
" 1853	16,293,13
Increase	$5,946,74

ALABAMA & FLORIDA RAILROAD—MONTGOMERY TO PENSACOLA.—Maj. Chase, it appears, has made a contract at the North, subject to the ratification of his board of directors, for the construction of the Florida portion of this road, 42 miles. No particulars given as to the terms of the contract. If this contract be a good one, we should think this road might now go ahead.

CAIRO AND FULTON RAILROAD.

We perceive from a discussion going on in the Arkansas journals, that the President of this road, Roswell Beebe, has been detected in illegally using the Internal Improvement fund of Pulaski County. He was County Commissioner, as well as President of the road, and in disregard of law, and the rules and regulations therein provided, took the money out of the commissioner's pocket to put into the President's wallet, and has been ever since using it to defray the expenses of his very toploftical efforts to puff himself and road into importance in the popular estimation. We have, ourselves, seen sundry manifestoes which were doubtless printed and paid for out of the Internal Improvement fund of Pulaski county, thus illegally appropriated by Mr. Beebe.—*Memphis Eagle.*

This and similar instances of dishonesty in persons enjoying the confidence of the community, it is which has such injurious effects upon the railroad interest, by weakening confidence in the managers of roads; capitalists will not invest their means where they have not entire confidence that it will not be squandered, or themselves cheated out of it. Great care should be exercised in the selection of men for such important trusts; especially when large amounts of means are to be handled. There seems something in the unlimited control of other people's money that has a bad effect upon some characters, otherwise perfectly honest; and another curious fact in connection with this is, that in many instances a company of men, as a company, will do things that as individuals they would be heartly ashamed of; such is human nature.

CINCINNATI, PERU & CHICAGO RAILROAD.—The Directors of the Cincinnati, Peru and Chicago railroad held a session last week at Laporte, at which, we understand, three or four wealthy men, were, by order of the board admitted as co-contractors with Messrs. Tyner and French and a new contract was made. Among the contractors we learn are D. G. Rose, J. C. James and W. J. Walker, who have means sufficient at their command to prepare the entire line for the iron. We understand that they have already put a strong force of hands on the road between Laporte and Plymouth and have given every evidence necessary that the work will be vigorously prosecuted.

We are truly glad this arrangement has been made, for indications were manifesty revealing themselves that without a change made the road must have been temporarily abandoned, and put off until money matters assumed a different phase. But these, at the moment necessary, stepped forward. We feel inspired with a new confidence that the work will, under their supervision, be vigorously prosecuted to a successful termination.—*Rochester Flag*

ILLINOIS CENTRAL RAILROAD.—The New York *Tribune* says:

"Mr. I. Newton Perkins has been elected President of the Illinois Central railroad company. Mr. Perkins is a very valuable accession to the management of this company.

THE RAILROADS IN GREAT BRITAIN.

The growth of railroads in Great Britain has been spadmodic. From the year 1843. when there were 2,036 miles in operation, to 1848—a period of five years—the increase was exceedingly rapid. A railway fever was in existence during all this period. Workmen were engaged by hundred and thousands, in the three Kingdoms. Iron was in demand. Rails were laid down with marvelous celerity. Locomotives were never seen before; travelers exchanged the coach for the cars; speculators, investing heavily, lost heavily; and in 1849 the mania decreased.

The following figures, drawn from the report before us, exhibit the progress of the inflation and collapse:

Opened in	1844	204	Miles
" "	1845	296	"
" "	1846	606	"
" "	1847	803	"
" "	1848	1,182	"
" "	1849	869	"
" "	1850	625	"
" "	1851	269	"
" "	1852	446	"
" "	1853	350	"
Total, 10 years		5,650	"
Opened previous to 1844		2,036	"
Aggregate to December, 1853		7,686	"

We see here a total length of upward of 7,600 miles now in active operation. The division of the lines among the three Kingdoms is found to be as follows: In England, 5,848 miles; Scotland, 995; Ireland, 843. Of the railways opened during 1853, twenty-five portions, representing a total length of 298 miles, consisted of a single line; and it would appear that the length of single line open at the end of 1853, viz: 1,708 miles—was between one-fourth and one-fifth of the whole amount of railway open.

The amount of capital invested in railways at the end of 1853, is estimated at £281,000,000, ($1,400,000,000,)—against £264,165,680 in 1852. Of present investments, it is calculated that £42,000,000 is preferential capital, and £70,000,000 borrowed on the security of the roads.

The total number of passengers conveyed on British railways in 1853 was upwards of One Hundred and Two Millions (102,286,660). The aggregate receipts from all sources of traffic were £18,035,879. The passenger lists show an increase over the previous year of upward of Thirteen Millions. The freight increased by the respectable figures of Twenty-three Millions of pounds sterling. The steady progress of the goods traffic is an important feature of these railways; one upon which Mr. Bull loudly prides himself, and that with justice. The receipts from goods have increased from the rate of a thousand pounds per mile in 1849, to fourteen hundred pounds (sterling) per mile in 1853. This ,it is to be considered, is in England alone, while Scotland shows figures correspondingly attractive. In the latter country the third class traffic preponderates.

With regard to railroad casualties, it appears that of one hundred Millions of passengers conveyed in England, Ireland and Scotland, 305, were killed and 449 injured—making a total of 754; and that of this number not less than 243 were killed and 369 injured in England alone.

Manassas Gap Railroad.—The Manassas Gap railroad was opened to Front Royal, Warren county, Va. on Saturday, by a train of cars containing the officers and invited guests.

THE VICTORIA TUBULAR BRIDGE OVER THE ST. LAWRENCE, TWO MILES LONG.

The Victoria Bridge over the St. Lawrence will certainly be the most remarkable work of the kind in the Canadas—we might say in the whole world. It reminds us of some of the old Roman works, such as the ancient aqueducts which span the valleys of Italy, in their grand gigantic proportions, more than of an ordinary bridge over a river. We know of nothing on the continent of America—nothing on the continent of Europe—which approaches this work in the grandeur and greatness of its design.

The Victoria Bridge will be constructed on twenty-four piers, with spans or spaces, for the navigation, exclusive of the two abutments from whence the tubes spring on either side. The center space or span, will be 300 feet wide, and each of the other twenty-four spans will be 220 feet wide. The width of the two piers nearest to each abutment will be fifteen feet, and as the piers approach the center span, the width and strength of each will be increased until they reach the two center piers, when it will amount to 18 feet.

The abutments from which the tubes spring will be each of them 242 feet long and 90 feet wide, and from the north shore of the St. Lawrence to the north abutment, there will be a solid stone embankment of rough masonry, 1,200 feet in length, raised like an artificial rock to resist the current. The stone embankment leading from the south shore of the river to the south abutment will be half this length, or 660 feet. The length of the bridge itself, from abutment to abutment, and its total length from river bank to river bank, will be 10,284 feet, or about fifty yards less than two English miles.

The clear distance between the under surface of the centre tube, and the average summer level of the river is to be sixty feet, and the hight will diminish towards either side with a grade at the rate of 2 in 130 or 140 feet in the mile; so that at the outer or river edge of each abutment, the hight will be 36 feet above the summer level.

On the 24th of July last, the first stone in the bed of the river was raised for the construction of the first pier of the bridge, and now, on the 14th of September, "pier no 1" has arisen several feet above the level of the river, and the process of binding the blocks may be seen and understood. Each stone of the structure is clamped to its fellow by bands of iron, and the interstices are filled with molten lead and the strongest Roman cement. The result will be, the construction of masonry as durable as that of the Coliseum or the Appian ways, which have withstood the wear and tear of time and traffic of more than 2000 years, and which will continue to exist as monuments of the skill and industry of man

Unless unforeseen difficultie arise, the first railway train will pass over the broad St. Lawrence by the summer of 1858. The commercial advantages will consist in the fact, that the Victoria Bridge will bring into direct communication, without break of gauge or bulk, the exhaustless products of Canada West, and of Michigan, Illinois, Iowa, Wisconsin, and all the Western States of the Union.

The Collossus of Rhodes, under which the pigmy shallops of former ages could pass, was esteemed one of the wonders of the Old World. But an iron bridge, spanning a river two miles in width, giving safe passage to the hundred of tons weight between its iron sides, and permitting ships of the largest tonnage to pass beneath its elevated arches, is an achievement still more remarkable for the the New World, and is worthy of the young giant rising in the West.—*Montreal Pilot.*

Railroads in France.—From a letter dated Aug. 21st, of the clever Paris correspondent of the N. York *Times*, we extract the following:

"The railroads had a queer time with the transportation of the troops to the port of embarkment. The road to Lyons underwent a regular military educetion: not only had the soldiers to conform to the methodical regulations of the companies, but the emplyees of the lines had to make special arrangements for the reception and landing of bodies of men who only move by manuvres and proceed by regular processes of drill. The first battalion sent off, consisting of 1,000 men, were three quarters of an hour getting into the train prepared for them, and nearly deranged the whole service for the day. This was becanse they were left to choose their own seats and had abandoned the word of command. This would not do at all, and ever after, a battalion to depart, spent the day before in rebearsing. It was furnished with a train of the proper size in an out-of-the-way part of the station, and took it by assault at the roll of the drum The time was redneed to twelve minutes.—The Northern railroad transported 40,000 soldiers in five weeks,—more than a thousand a day; every military train was an extra, and yet the usual play of the trains out and in was uninterrupted, and no accident occurred.

A New Kind of Brick.—We were shown yesterday an entirely new material for the construction of buildings. It is a preparation of sand and lime put into moulds, and operated upon with a most powerful press. The specimens we saw had about three times the superficial area of a common brick, though of course their size would depend upon the pleasure of the maker. They are made with an open space in the center occupying one-half the length, and about one third the breath of the brick. Those we saw were a handsome gray color, as smooth as dressed stone could be, and apparantly as solid as granite. Their real solidity was about equal to a good burnt brick, though they had been made but about three weeks, and time and exposure is expected to barden them continually. They can be furnished as cheaply as brick, and unless some difficulty is developed with regard to them not now apparent, it seems to us they must come into active demand for building purposes. They would certainly appear as beautiful as the finest stone, and making, as they do, a hollow wall, with a smooth interior surface, they can be papered against, or painted or whitewashed, without the necessity of lathing and plastering.—*Kenosha (Wis.) Telegraph.*

Locomotive Sunk.—An enormous locomotive, with six five-feet drivers, and weighing 30 tons, intended for the Virginia and Tennessee railroad, while being transferred from a vessel to a canal boat in the James River, Va., at Rocketts, on Monday, Sept. 18, fell from the huge timbers used to sustain it, and sunk to the bottom, carrying the boat with it. The cost of it was over $90,000.

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

CORRECTED TO WEDNESDAY OF EACH WEEK.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'R.	ASK'D.
Alabama and Tennessee	1st mortgage, convertible till 1872	7	1872		95
Baltimore and Ohio	Transferable. Taxed	6	1885	81	82
Do do	Coupons. Not Taxed	6	1875	84	85
Do do	" "	6	1880		82
Do do	"	7	1860		87
Do do		6	1885		92
Bellefontaine and Indiana	1st mortgage, convertible	6	1866	98½	100
Buffalo and Penn. State Line	1st mortgage, not convertible	7	1866	97¾	101
Chicago and Rock Island	1st mortgage, convertible	7	1870	88	90
Chicago and Mississippi	1st " "	7	1862	88	92
Do do	2d " "	7	1874	68	72½
Chicago and Aurora	1st " "	7	1866	90	92½
Cincinnati and Fort Wayne			....		
Cleveland, Columbus, and Cincinnati	1st mortgage, convertiblo	7	1859		
Do do do	No mortgage, convertible	7	1855		
Cleveland and Mahoning			....		
Cleveland, Painesville and Asbtabula	1st mortgage	7	1861	90	95
Do do	2d " not convertible	7	1861	99	100
Cleveland and Pittsburgh	1st " convertible	7	1860	93	95
do do		7	1873		85
Cleveland and Toledo,	1st mort. not conv. '73	7	1863	85	87
Cleveland, Zanesville, and Cincinnati			....		
Cincinnati, Hamilton and Dayton	1st mortgage " till 1855	7	1867		95
do do do	2d mortgage	7	1868		95
Cincinnati, New Castle and Michigan	1st mortgage, real estate, convertible	10	5 & 10 y's	96	100
Cincinnati Western	1st " " " "	10	5 & 10 y's	90	98
Cincinnati, Wilmington and Zanesville	1st "	7	1862	92	94
Cincinnati, Indianapolis and Chicago			....		
Columbus and Lake Erie			....		
Columbus, Piqua and Indiana	1st mortgage, convertible	7	1862	84	86
Do do do	2d "		1852	80	83
Columbus and Xenia	1st mortgage, convertible	7	1859	118	120
Covington and Lexington	2d " " till 1862	7	1883		
Do do	1st " not "	6	1862	80	85
Dayton and Michigan	1st " "	7	1867	94	97
Dayton and Western	1st " "	7	1862	90	95
Dayton, Xenia and Belpre	1st "	10	1864	85	95
Eaton and Hamilton	1st mortgage	7	1862	84	87
Erie and Kalamazoo	1st note, guaranty Micb. So. R. R.	7	1862	93	96
Evansville and Illinois	1st Mortgago, convertible 1857	7	1862	85	87
Frankfort and Lexington	1st " "	6	....		
Franklin and Warren			....		
Galena and Chicago Union	Pledge of 2d section, convertible	10	1853-6	125	130
Do do do	1st mort., 2d " not convertible	7	1862	89	90
Illinois Central	1st mortgage, not convertible	6	1875	74½	75
Illinois and Wisconsin		10	....		
Indiana Central	1st mortgage, convertible	7	1866		90
Do do	" "	10	1857	99	100
Indianapolis and Bellefontaine	1st " "	7	1860-1	94	96
Indianapolis and Lafayette	" "	7	1861		95
Jeffersonville	1st " not "	7	1861	87	94
Junction (Ohio)	1st " "	7	1867	85	90
Do do	2d " "	7	....	95	90
Lawrenceburg and Upper Mississippi	1st mortgage, convertible	7	1866		95
Lexington and Big Sandy			....		
Little Miami	No mortgage, convertible 1852-4	7	1858-61	85	90
Do	" " till 1855	7	1861		
Louisville and Nashville			....		
Lyons', Iowa, Central	1st mortgage, convertible	7	1873		
Mad River and Lake Erie	1st mortgage, convertible till 1855	7	1855-6	97¾	100
Do do	2d " "	7	1866	66	75
Do do	Dividend	7	1860	78	83
Madisnn and Indianapolis	1st mortgage, convertible after 1853	6	1861		
Marietta and Cincinnati	1st " convertible	7	1868	88	90
Maysville and Big Sandy			....		
Maysville and Lexington	1st mortgage, convertible	6	1873	10	
Memphis and Charleston			....		
Michigan Central	No mortgage, convertible	8	1860	100	
Do do	" "	8	1855-6	97	100
Do do	" not "	8	1857-8	95	100
Michigan Southern	1st " " "	7	1860	96	100
Milwaukie and Mississippi	1st " " " 1857	8	1862	98	101
Mobile and Ohio	1st mortgage 6s. 1884		....		
Nashville and Chattanooga			....	83	93
New Albany and Salem	mortgage on 1st section	10	1858-62		101
Do do	1st " on other sections, convert.	8	1864-75	87	88
New Castle and Richmond	1st " convertible	6	1873	87	90
New Orleans and Ohio, Ky	Guar. of McCracken Co		....	86	93
New York and Erie	1st mortgage, not convertible	7	1867		
Do do	2d " convertible	7	1859	94	
Do do	Income, not convertible	7	1855	77	90
Do do	Convertible till 1861	7	1871	74	75
Do do	" " 1862	7	1862	72½	75
Northern Cross, Ill	1st mort. conv	8	1873	90	93
Northern Indiana	1st mortgage, not convertible	7	1860	93	96
Do do	1st mortgage Goshen line		....		87
Do do	Construction Bonds		....	84	90
Ohio Central	1st mortgage, convertible, west section.	7	1861		
Do	1st " " east "	7	1864	94	95
Ohio and Indiana	1st " "	7	1867		100
Ohio and Pennsylvania	" "	7	1865-6	101	104
Do do	Income. No mortgage, convertible	7	1872	84	86
Pacific, Mo			....		
Panama	1st mortgage, convertible	7	1866	90	91
Parkersburgh (or Northwestern Va.)	" Guar. City of Baltimoro	7	1873	94	96
Pennsylvania	1st mortgage, convertible till 1860	6	1880	96	97
Peru and Indianapolis	1st " convertible	7	....	78	83
Rock River Valley Union	1st " convertible	7	1872	98	100
Sandusky and Mansfield	1st "	7	1860	71	75
Do do	2d "	10	1853-7	102	104
Scioto and Hocking Valley	1st " conv. coupons	7	1861	87	90
Southwestern, Tennessee			....		
Springfield and Columbus			....		
Steubenville and Indiana	1st mortgage, convertible	7	1865	83	85
Terre Haute and Alton	1st " convertible		1862-72	87	92
Do do	2d " do	8	1865		87
Terre Haute and Richmond	1st mortgage, convertible	6	1856	100	103
Toledo, Norwalk and Cleveland	1st "	7	1863	80	90
Do do do	2d "		....	90	95
Do do do	" Guar of C. C. & C		1883	90	95

TABLES OF RAILROAD SHARES.

☞ The following quotations are not PER SHARE, but upon the HUNDRED DOLLARS.

	shares.	off'd.	ask'd.
Baltimore and Ohio	100	51½	55
Bellefontaine and Delaware	50	40	50
Bellefontaine and Indiana	50	60	65
Belleville and Illinoistown			
Buffalo and Pennsylvania State Line		120	125
Central Military Tract			
Central Ohio	50	80	90
Chicago and Rock Island		80	95
Chicago & Miss., (Alton & Springf'd,)			
Cincinnati, Cambridge and Chicago		25	30
Cincinnati and Fort Wayne			
Cincinnati Hamilton and Dayton	100	80	90
Cincinnati, Indianapolis and Cbicago			
Cincinnati, Logansport and Chicago	50		90
Cincinnati Western	50	15	35
Cin. Wilmington and Zanesville	50	50	60
Cleveland, Columbus and Cin	100	105	110
Cleveland, Medina and Tuscarawas			
Cleveland, Painesville and Ashtabula	100	100	105
Cleveland and Pittsburgh	50	52	65
Cleveland and Mahoning			
Cleveland and Toledo	50	68½	70
Cleveland, Zanesville, and Cincinnati			
Clinton Line			
Columbus and Lake Erie	50	50	70
Columbus, Piqua and Indiana	50	50	65
Columbus and Xenia	50	92	95
Covington and Lexington	50	50	66
Covington and Ohio, Va			
Dayton and Michigan	50	30	50
Dayton and Western	50	26	50
Dayton Short Line	50		
Dayton, Xenia and Belpre			
Detroit and Pontiac			
Eaton and Hamilton	25	35	55
Eaton and Piqua			
Erie and Northeast		110	112
Erie and Kalamazoo		90	100
Evansville and Crawfordsville			
Fort Wayne and Mississippi	50		
Fort Wayne and Southern	25	15	50
Franklin and Warren			
Galena and Chicago Union	100	99	105
Greenville and Miami	50	50	60
Hannibal and St. Joseph			
Hudson River		40	42
Henderson and Nashville			
Hillsboro' and Cincinnati	50	40	55
Illinois Central 10 per cent	100	101	105
Illinois and Wisconsin			
Indiana Central	50	50	65
Do do 10 per cent	50	55	70
Indianapolis and Bellefontaine	25	60	65
Indianapolis and Cincinnati	50	45	60
Indianapolis and Lafayette	50	76	80
Jeffersonville and Indianapolis	50	72	78
Junction (Ohio)	50	90	95
La Crosse and Milwaukie	100		
Lake Erie, Wabash and St. Louis			
Lawrenceburg and Upper Mississippi	50	45	60
Lexington and Frankfort			
Lexington and Danville			
Little Miami	50	97	100
Logansport and Pacific			
Logansport and Marion			
Louisville and Frankfort	50	62	70
Louisville and Nasbville	100		
Macon, Georgia	10	98	100
Mad River and Lake Erie	50	60	70
Madison and Indianapolis	50	40	50
Madison, Indianapolis and Peru	50		
Marietta and Cincinnati	50	37½	50
Marion and Mississinewa Valley			
Maysville and Lexington	50		
Maysville and Big Sandy			
Memphis and Charleston			
Michigan Central		88	100
Michigan Southern		95	100
Milwaukie and Mississippi		77	82
Mobile and Ohio			
Nashville and Chattanooga			
New Albany and Salem	50	35	50
New Orleans and Ohio			
New York Central		92	100
New York and Erie	100	45	50
Northern Indiana		96	98
Ohio and Indiana		76	80
Ohio and Mississippi	50	50	70
Ohio and Pennsylvania	50	84	85
Ohio River and Wabash			
Owl Creek Valley			
Pacific, Mo			
Panama		90	92
Parkersburg, or Northwestern Va			
Pennsylvania	50	90	87
Peru and Indianapolis	25	38	50
Sandusky and Mansfield	50	50	60
Sandusky, Mansfield, and Newark	50		
Sangamon & Morgan, or Great West'n,			
Scioto and Hocking Valley	50	40	60
Southwestern Indiana			
Southwestern, Tenn			
Springfilled Mt. Vernon and Pittsb'gh.	50	40	60
Springfield and Columbus			
Steubenville and Indiana			
Terre Haute and Alton			
Terre Haute and Richmond		100	102
Toledo and Illinois			
Toledo, Norwalk and Cleveland	50	70	90

STOCK TABLE.

CORRECTED WEEKLY.

Government Securities.

	INT.	DUE.	OFF'D.	ASK'D.
U. S. Loan	6	1856	104½	105
Do	6	1862	172½	114
Do	6	1867	117¼	118
Do	6	1868	117¼	118
Do (int. ceased July 1).	5	1853	101¼	102
Do Coupons		1862	117½	118
Do "	6	1868	117½	118
Do "		1853	100	107

State.

Alabama	5	....	90	95
Do	6	....	102	104
Arkansas	6	....	95	100
Georgia	6	....	107	108
Do	7	....		
Illinois Canal Bonds		1860	90	98
Do do registered		1860	110	110½
Do do		1847	92	95
Do do registered		1847	90	96
Do do Internal Impt.	6	1847	85	90
Do Interest do	6	....	58	62
Indiana	5	....	88	90
Do	2½	....		60
Do Canal Loan	6	....	93	94
Do do preferred	5	....	54	55
Do do deferred	5	....	30	32
Do special preferred	5	....	24	25
Do do deferred	5	....	10	11
Kentucky, 30 years	6	1871	101	102
Do 15 years	6	....	107	108
Do large bonds	6	1869-72	105	106
Do	5	....	92½	93½
Michigan	6	....	94½	96
Ohio	6	1856	102½	103
Do	6	1860	106¼	108
Do	6	1870	110	112
Do	6	1875	109	110
Do	5	1855	102	105
Do	5	1864	104	106
Pennsylvania	6	....	103	105
Do	5	1870	84	87
Tennessee, new loan	6	1890	100	101
Do Coupons	5	....	80	85
Virginia Coupons	6	1886	100	101

City Securities.

Albany	6	1867-9	106	107
Allegheny	6	1873	75	76
Baltimore	6	1870-90	100½	101
Do	5	1865	87	89
Boston Bonds	4½	1860	101	102
Chicago	6	1876-7	92	95
Covington	6	1881	93	95
Cincinnati	6	1860	94	100
Do	6	1897	94	100
Do	5	1884	86	87
Do W. W	6	1865	102	103
Jeffersonville, Indiana	7	1872-82	85	88
Lawrenceburgh, Ia	7	....	80	90
Louisville	6	1880	82	85
Memphis	6	1882	90	92
New York	7	1857	101	103
Do	5	1858-60	99½	100
Do	5	1870-5	100¾	103
Do	5	1890	101	
Philadelphia	6	1876-90	90	91
Pittsburgh	6	1869-71	82	83
Do coupons	6	1883		83
Richmond	6	1882	93	94
St. Louis	6	1870	85	90
Wheeling	6	1872	105	106

County Bonds.

Bourbon, Ky	6	1881	78	80
Darke, O	7	....	92	95
Fairfield, O	7	1862	90	92
Fayette, Ky	6	1881-2	75	80
Guernsey, O	7	1862	97	99
Mason, Ky	6	1881		78
McCrakeu co. Ky., endorsed by New Orleans and Ohio R.R.			75	80
St. Louis	6	1866	83	85
Do	7	1871	107	108

Banks.

OHIO.

Ohio Life Insurance and Trust Co	93		95
Lafayette, Cincinnati, (closiug)	113		115
Franklin do			
Commercial do			
Mech. & Traders do			
State Branches			

KENTUCKY.

Bank of Kentucky and Brauches	101		103
Northern, and Branches	108		110
Southern, and Branches	103		106
Bank of Louisville	111		112
Kentucky Trust Co	99		100
Farmers' Bank of Kentucky	107		110
Newport Safety Fund Bank	98		100
Commercial Bank of Kentucky			

INDIANA.

State Bank and Branches			

TENNESSEE.

State Bank and Branches			
Union	94		100
Planters'	97½		100

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g.
On New York	Sight	1	1¼ prem.
Boston	Sight	1	1¼ prem.
Philadelphia	Sight	1	1¼ prem.
Baltimore	Sight	1	1¼ prem.
New Orleans	Sight		prem.
England		110¾	112½.

SPECIE.

GOLD.

California, ℔ oz	$17 50	@	$17 65
Spanish Doubloons	16 50	@	16 60
Patriot Doubloons	15 60	@	15 80
Sovereigns	4 85	@	4 88
Guineas	5 00	@	5 00
American, new	1 00½	@	1 01
American, old	1 04	@	1 06
Portuguese	1 00	@	1 01

SILVER.

American Dollars	1 02	@	1 04
American, halves	1 02	@	1 04
Spanish Dollars	1 05	@	1 07
Spanish Quarters	1 02	@	1 03
Mexican Dollars	1 03	@	1 04
Five Frane pieces	95	@	96

LAND WARRANTS.

	Off'd.	Ask'd
160 acre warrants	$180	$190
80 acre warrants	90	98
40 acrow arrants	45½	47¾

Reported for tbo Railroad Reeord.

CINCINNATI STOCK SALES.

AT THE STOCK BOARD,

MERCHANTS' EXCHANGE

And at Private Sale.

BY HEWSON & HOLMES,

For tho week ending Wednesday, Oct. 11, 1854.

100	Shares	Cin. Wil. & Zane.	(and int.)	"	40	00
46	"	"	"	"	43	00
20	"	"	"	"	43	00
20	"	"	"	"	45	00
80	"	"	"	"	41	00
64	"	Little Miami		"	97	00
10	"	" "		"	98	00
190	"	Ohio & Miss.	(and int.	"	48	50
100	"	" "	"	"	49	50
40	"	" "	"	"	49	75
37	"	" "	"	"	49	75
60	"	" "	"	"	49	50
200	"	" "	"	"	50	00
40	"	Cov. & Lex.	"	"	50	00
26	"	" "	"	"	49	00
65	"	Indianap. & Cin.		"	45	00
26	"	Col. & Xenia		"	95	00
120	"	Bellefontaine and Ind.		"	65	00
50	"	Mad River & L. E.		"	65	00
20	"	South. Bank of Ky.		"	95	00
25	"	Firemans Ins. Co. Stock		"	85	00
7	"	Peach Orchard Coal Co.		"	75	00
15	"	Cin. & Dayton		"	80	00
$125	"	" "	(scrip)		78	00
$100	"	" "	"		79	00

BY ISAAC OSBORN DAVIS.

For the week ending Wednesday, Oct. 11, 1854.

22	Shares	O. & Miss.	Railroad	$49 00
50	"	Cin. Ham. & Dayton	"	80 00
54	"	Ohio & Mississippi (hyp.)	"	50 00
20	"	Little Miami	"	100 00
80	"	Cov. & Lexington	"	48 00
70	"	Columbus & Xenia	"	93 00
30	"	Burnet House	"	28 00
60	"	Mad. R. & L. E. (on hyp.)	"	60 00
72	"	Ind. Cen. R.R. "	"	58 00
40	"	Cincinnati & Indianapolis	"	43 00
15	"	Clev., Col. & Cin.	"	102 25
42	"	O. & Miss. (on hyp. and int.)	"	50 25
50	"	Cov. & Lexington (and int.)	"	50 00
70	"	New Albany & Salem	"	33 00
25	"	Columbus & Xenia	"	93 50
20	"	Burnet House	"	27 00
150	"	Cin. & Chicago (and int.)	"	15 00
20	"	Dayton & Wes (on hyp.)	"	20 00
80	"	Ohio & Mississippi "	"	49 50
25	"	Greenville & Miami "	"	22 00
25	"	Cincinnati & Indianapolis	"	44 00
10	"	Burnet House	"	26 00
15	"	Burnet House	"	25 00
29	"	Southern Bank of Ky. stock		99 00
8	$3000	2d Mort. B'ds, Ohio & Miss. R.R. Co.,		62 00
$5000		1st Mort. B'ds Sci. & Hock. Val. R.R. Co.,		70 00

MONETARY.

From our Eastern advices we gather that the Money Market has become more stringent, and rates of interest have, in consequence, advanced; this is accounted for by the fact that the first and the fourth of October, are usually heavy payment days. The supply of mercantile paper in the street is not large; and number-one business securities rate at 10@12 per cent. Call loans can be readily had at 6@7 per cent.

The failure of Reed & Brothers, an old and heavy house of Philadelphia, for about $1,000,000, a large portion of which falls upon New York, has aided in bringing about this stringency.

The Stock Market has been heavy and dull, closing with a partial decline in prices, which is attributable, in a degree, to the desire of all parties to realize on the recent rise. The market is firm, though quiet. Stock securities are in greater favor, and command money much more readily than beretofore.

The transactions of the week have been limited.

The sales of Stock at auction have been as follows:

By A. H. Nicolay, 5th inst.—

2	$1,000 Bonds, and 1 of $500; Canandaigua & Elmira R.R., 3d mort. 7s., 1863; per hond	10 00
$1,000	Bond Mays. & Lex. R.R. 6s, con. '78,	10 00
$1,000	" N. Y. & N. Haven, 7s. '66	80 25
$1,000	" " " " " "	80 00
$10,000	" " " " " "	79 00

The above with interest

175 Shares Mad. River & Lak Erie Railroad, 57 50

Among the sales at the Stock Board, in New York City, we note as follows, up to the 2d inst:

$50,000	Bonds Illinois Central		68½@74 50
4,000	" Northern Indiana		95 00
2,000	" Chicago & R. Island		88 00
9,000	" Virginia 6s		85@100
5,000	" Illinois Inter. Imp., '47		85 00
5	Shares Michigan Southern Railroad		97 25
150	" Clev. & Toledo	"	69¼@70
123	" Clev. Col. & Cincinnati	"	104@104½
38	" Galena & Chicago	"	98@99
190	" Michigan Central	"	88¼@89½
New York Central		"	90¼@92½
New York & Erie we quote from			42@45½

For a report of the Cincinnati Money Market, we take the following from the *Price Current*, as embracing all the facts of the case:—

Money matters are in an extremely unsatisfactory condition—more so, we believe, than has been experienced for many years. The Banking houses have ceased almost entirely to extend accommodations, and this from necessity, and not from any want of confidence in the paper offered. There are several causes to which this state of things is attributable, but the small-note law and the Indiana Free Banks have been chiefly instrumental in driving out the currency, and depriving our business men of the means of carrying on their operations. The small-note law received no attention out of doors, but as soon as the illegal currency got into Bank it was sent home; and as the greater portion of the latter belonged to Indiana, the run upon the Free Banks was simultaneous and heavy—and most of them, we understand, failed to respond to the calls made upon them. Thus a large amount of the active means of our bankers is locked up. Free Bank currency has been almost entirely withdrawn, and what little is still in the market can neither be passed in trade nor sold to the Brokers. Ohio Banks have put out their paper as fast as possible, or prudent, but this, compared with our wants, is only as a drop in the bucket. Kentucky Banks, the State Bank of Indiana, and Eastern Banks, are not disposed to supply the demand for currency. Their small notes could not be kept out, because of our law, and the large notes would be so convenient for remittances that they would be returned about as fast as issued; the gold and silver that was to flow in to take the place of the small notes of foreign Banks, is not to be seen; and thus we are without a circulating medium.

The Indiana Free Banks attribute the difficulties to the Cincinnati Brokers, but whatever may have been the cause, the fact that these banks are generally unable to redeem their paper, and that they will be forced to wind up, is quite apparent.

There are several houses here that make a business of assorting currency and returning it for redemption; and the facilities for reaching Ohio and Indiana Banks are such, that it is impossible for these institutions to keep out their paper. This is a matter which is now beginning to attract the attention of business-men, and steps will be taken, we presume, to remedy the evil as far as possible. And the final movement will be to transfer deposites from houses who make "assorting" their chief business. The fact that we are getting too many banking-houses, is becoming quite apparent, and the people are beginning to find out that there is a difference between bankers and capitalists; and that the former does not necessarily, or even generally, imply the latter.

The rates of interest vary from 2 to 3 per cent. per month. The demand for money is not large, but, as already intimated, it greatly exceeds the supply.

Owing to the scarcity of currency Eastern Exchange has materially declined, and yesterday the buying rate was ¼@½ premium, and the selling rate ¾.

Consequent upon the deranged state of Money affairs, there is but little activity in the Stock Market, though we still continue to quote Stocks as buoyant, yet checked by the stringency in the Money market.

GLASS ENAMELED WROUGHT-IRON WARE.

We have on several occasions noticed improved methods of coating iron with glass, or enamel, for the fabrication of domestic utensils, combining all the properties of porcelain or other earthen ware, with greater strength and durability; and among these is one patented by Mr. Paris, producing articles of a very superior description, the sole agents for the sale of which are Messrs. Robinson, Langton, and Company, Talbot-court, Gracechurch-street. It will be remembered that in the earlier periods of the manufacture of glazed iron ware, the enamel was of an opake white, for the securing a proper consistency to which, and to cause an intimate and adhesive contact with the metal, the white oxide of arsenic was largely employed, which, on the composition becoming decomposed by heat and wear, was exceedingly dangerous to human life, and at all times deleterious to health. The material under notice is covered with a pure transparent colorless glass, or colored in any design, without the slightest admixture of any deleterious ingredients.

They are made from sheet-iron of various thicknesses, according to the article to which the manufacture is applied, combining great durability with wholesome cleanliness and elegant appearance. They will stand any amount of heat, and are as readily cleaned as china, crockery and glass, and can be thrown about or dropped from any hight without fear of breakage, and their adaptation to ships' use and for emigrants is thus obvious. Some of the first constructed articles of this description were heavy, and of clumsy, cumbersome appearance, but these being made of sheet-iron are pressed at once into form, and the smaller articles, such as cups and saucers, dinner plates, drinking mugs, candlesticks, etc., have a light and elegant appearance. The principal articles comprise saucepans, kettles, stewpans, preserving pans, frying pans, baking and meat dishes, wash-basins, bowls, pails, buckets, color, brewing and laundry boilers, poultry fountains and troughs, gas tubing, etc., and a complete service may be obtained, which will last through the wear and tear of many voyages, or on land for a number of years. Their economy and cleanliness are remarkable.—*London Mining Jour.*

LIFE INSURANCE ON RAILROADS.—The following advertisement from an English paper shows that life and limb are rather safer on railroads there than with us:

Excursionists may secure £100 for their families in case of death by railway accident in a trip of any length, with an allowance for themselves when hurt, by taking an insurance ticket, costing *two pence*, of the excursion agent, or at the railway stations. Railway passengers' assurance office 9, Old Broad-street, London.

WILLIAM J. VIAN, Secy.

NEW RAILROAD.—A notice appears in the Yorkville S. C. Remedy, that application will be made at the next session of the Legislature of that State for a Charter to construct a railroad from Yorkville to some point on the North Carolina Line.

EXTENSION OF THE ORANGE AND ALEXANDRIA RAILROAD TO LYNCHBURG.—We learn from the Alexandria *Gazette* that the whole line of the extension to Lynchburg has been put under contract, and the construction ordered to be commenced.

SUNBURY AND ERIE RAILROAD.—The Philadelphia City Councils have appointed a special committee of that body, consisting of Messrs. P. A. Keyser, Hinman, Roberts, Stokes, and Hutchinson, to "examine the books of the Sunbury and Erie railroad Company, and report in detail the amount of money, bonds or material for the road, which have been received in payment for subscriptions, or instalments on subscriptions made to the capital stock of the said Sunbury an Erie railroad Company, together with the amount of expenditures, and the purposes for which said expenditures have been made, with such other information as they may deem proper to communicate."

THOS. M CASH,
PHILADELPHIA RAILWAY AGENCY.
For the purchase of all articles required by Railway Companies, On Commission.
Office, No. 80, South Fourth-street, near Walnut,
PHILADELPHIA.
Oct. 13-tf.

ISAAC OSBORN DAVIS,
AUCTIONEER.
No. 38 West Third Street,
CINCINNATI, OHIO.

THE subscriber is prepared to make contracts to sell at auction any class of property that may offer on reasonable terms. ISAAC OSBORN DAVIS.

FOR SALE.—At the financial Agency and Stock Exchange, No. 38 Third street, the following Stocks and Bonds, viz.
$6,000 2d mortgage 7 per cent. Bonds Ohio and Mississippi Railroad Company
$6,000 1st mortgage 6 per cent. Bonds Covington and Lexington Railroad Company
$17,000 convertible 6 per cent. Bonds Covington and Lexington Railroad Company, redeemable Sept. 1st, 1872. guaranteed by the city of Covington
$5,000 first mortgage Bonds Little Miami Railroad Company
$10,000 1st mortgage 7 per cent. Bonds Columbus, Piqua and Indiana Railroad Company
$5,000 1st mortgage Bonds Cincinnati, Wilmington and Zanesville Railroad Company
$12,000 Bonds Springfield, Mt. Vernon and Pittsburgh Railroad Company
$20,000 second mortgage Bonds Maysville and Lexington Railroad Company
$10,000 1st mortgage 7 per cent. Bonds Scioto and Hocking Valley Railroad Company
$12,000 1st mortgage 10 per cent. Bonds Dayton, Xenia and Belpre Railroad Company.

RAILROAD STOCKS.
100 Shares Little Miami Railroad Stock; shares $50.
85 Shares Cincinnati, Hamilton and Dayton Railroad Stock; shares $100.
70 Shares Covington and Lexington Railroad Stock. shares $50.
80 Shares Ohio and Mississippi Railroad Stock; shares $50
17 shares Little Miami Railroad Stock, Shares $50.
150 Shares Cincinnati and Chicago Railroad Stock; shares $50.
25 Shares Ohio and Mississippi Railroad Stock; shares $50.
18 shares Eaton and Hamilton Railroad Stock; shares $25.
175 shares Cincinnati, Wilmington and Zanesville Railroad Stock; shares $50.
30 Shares Cincinnati and Indianapolis Railroad Stock; shares $50
50 shares Fort Wayne and Southern Railroad Stock; shares $50.
50 Shares New Albany and Salem Railroad Stock; shares $50.
40 shares Eaton and Hamilton Railroad Stock; shares $25
30 shares Southern Bank of Kentucky Stock; shares $100.
15 shares Kentucky Trust Co. Bank Stock; shares $100.
oct 12-tf ISAAC OSBORN DAVIS.

TO RAILROAD COMPANIES.
THE subscriber, manufacturer and agent for manufacturers of railroad materials, would solicit from railroad managers in the West their orders for
RAILROAD SPIKES, CAR AXLES, RUBBER SPRINGS, RUBBER HOSE, LOCOMOTIVE TIRES, SPRING STEEL, CAST STEEL, NUTS AND WASHERS, LOCOMOTIVE LANTERNS, ETC.
A. S. WINSLOW,
9 and 11 West Second Street,
mr. 24 † Bet. Main and Walnut Sts. Cincinnati.

The Shortest, Quickest and Best
ROUTE TO LOUISVILLE.



MADISON, INDIANAPOLIS, PERU, TERRE HAUTE, MICHIGAN CITY, CHICAGO, GALENA, ST. LOUIS, AND NEW ORLEANS.
OHIO & MISSISSIPPI RAILROAD,
ON MONDAY, SEPTEMBER 18, AND UNTIL FURther notice, the Passenger Trains will run as follows:

For Louisville and New Albany.

Leave Cincinnati at 7.15 A. M. and 3.15 P. M., connecting with the Jeffersonville Railroad at Seymour, and arrive at Jeffersonville, opposite Louisville, at 1 o'clock P. M., and at 9 P. M.
Returning—Leave Jeffersonville at 8.30 A. M., and 3.15 P. M., arrive in Cincinnati at 2.30 P. M., and 9.30 P. M. No delays in connecting with any other Railroad,

Fare $2 50.

For Indianapolis.

Leave Cincinnati at 7.15 A. M., and 3.15 P. M., connecting with the Indianapolis and Cincinnati Railroad at Lawrenceburg, for Indianapolis, and all the principal cities and towns of the North and West.
Returning—These trains arrive in Cincinnati at 4.05 P. M., and 9.30 P. M.

Fare $3 00.

For Lawrenceburg and Aurora.

Leave Cincinnati at 7.15 A. M., 10 45 A. M., 1.27 P. M., and 5 P. M., stopping at all the regular stations.
Returning—Leave Aurora at 6.50 A. M., 3.15 P. M., 2.55 P. M., and 8.23 P M., stopping at all the regular stations, and arrive in Cincinnati at 8.10 A. M. 2.30 P. M., 4.05 P. M., and 9.30 P. M..
FREIGHT TRAINS for Jeffersonville and all intermediate stations, leave Cincinnati at 9.30 A. M.
For further information see handbills, or apply at the Ticket Office, on Fourth street, north side, four doors from Vine street, oposite new Custom-house.
S. S. POST.
Chf. Eng'r and Supt.
Passengers, by leaving their address at the Ticket Office, will be called for by St. Louis and Cincinnati Omnibus Line.
Omnibuses call at all the principal Hotels, for each train.
W. S. BABCOCK, Agent,
Sept 5. St. Louis and Cincinnati Omnibus Line.

ENGINEERING!!
The undersigned is prepared to furnish
SPECIFICATIONS, ESTIMATES, AND PLANS,
In general or detail of all kinds of
Steam Vessels, Engines, Boilers, Mill Work, &c
Particular attention given to the superintending of
LOCOMOTIVES, TENDERS, CARS,
And Railway Machinery of every Description,
While under construction.
AGENT FOR THE PURCHASE of, on commission, all articles required for Railroads, Steam Vessels, Locomotives, Engines, Boilers, Machinery, &c.
General Agent for
ASHCROFT'S STEAM GAUGE. ALLEN AND NOYES' METALIC SELF ADJUSTING CONICAL PACKING, DUDGEON'S HYDRAULIC JACK.
Also, of Water Gauges, Indicators, Steam Whistos, &c., &c. CHAS. W. COPELAND,
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THE design of this Institution is to afford young men an opportunity of acquiring a knowledge of the profession of Civil Engineering, and to Mechanics and Tradesmen a sound theoretical and practical knowledge of Mathematics, Architectural and Mechanical Drafting, Plain and Ornamental Penmanship, &c. For further particulars address the Principal. au.10.

New Works on Civil Engineering.
THE Field Practice of Laying out Circular Curves for Railroads. By John C. Trautwine, Civil Engineer.—4th Thousand, in pocket-book form with Inclks.
—ALSO—
A New Method of Calculating the Cubic Contents of Excavations and Embankments, by the aid of Tables and 10 Engraved Plates of Diagrams. By John C. Trautwine, C. E.; 2d edition.
Price, one dollar each. Postage on the Curves, five cents; on the Excavations and Embankments, eight cents. For sale by WILLIAM HAMILTON.
Hall of the Franklin Institute.
Sept. 21-3* Philadelphia, Pa.

CHARLES FRODSHAM'S

IMPROVED WATCHES!

BEGGS & SMITH,

JEWELERS,

No. 6 West Fourth St.,

Adjoining the First Presbyterian Church,

CINCINNATI, O.,

HAVE received from Mr. Simon Willard, Boston, Agent for the United States, the sole and exclusive agency for the sale of **CHARLES FRODSHAM'S** NEW SERIES OF IMPROVED CHRONOMETER WATCHES, in the states of Ohio, Indiana, Illinois, Michigan, Iowa, Wisconsin, Missouri, Kentucky and Tennessee.

In the Watches of the New Series, Mr. FRODSHAM has succeeded by a more perfect method of compensation, a more correct adjustment in isochronism, and an entirely new and peculiar construction of the train, by which more power is obtained without increase of size, in producing timekeepers of wonderful and unrivalled accuracy. The great importance of the improved watches is a perfect regularity of time under every variety of climate, motion and position. So perfect are the adjustments, that the most violent exercise, such as horseback riding, jumping, etc., produces on them no sensible effect They are therefore, particularly adapted to Railroad purposes.

Liberty is given to refer to the following gentlemen, who, among many others, have proved the excellence of Charles Frodsham's Watches as timekeepers:

Gen. John S. Tyler	.....	Massachusetts.
John E. Thayer, Esq.	.....	"
Enoch Train	.....	"
E. C. Bates,	.....	"
F. W. Thayer,	.....	"
Wm. Whiting,	.....	"
Geo. M. Thacher,	.....	"
David Dyer,	.....	"
Alvin Adams,	.....	"
Billings Briggs,	.....	"
David Weld,	.....	"
Hon. Ebenezer Lane, } E. F. Osborne, Esq. }	.....	Sandusky. Ohio.

The Prices of the New Series Gold Cases, are According to Size, viz:

SIZE 12	.....
" 14	..... $230
" 16	.....
" 18	 250
" 20	 275
" 22	 300

Recommendations:

Boston, Sept. 3, 1853.

The Compensated Lever Watch I purchased of you, made by Charles Frodsham, London, No. 7300, has varied but thirty seconds from mean time in six months, by actual daily comparison with your regulator.

Yours, &c., ALVIN ADAMS.

Mr. Simon Willard.

Boston, Feb. 4, 1854.

Mr. S. Willard Dear Sir—The Frodsham watch, No. 7557, I purchased of you last October, has performed wonderfully well. I have compared it almost daily by your Astronomical clock, and its variations for ninety days is but one second, or a loss of but one-hundredth of a second per day. I consider it better than any Marine Chronometer I ever used.

Yours truly,
FISHER A. NEWELL,
Late master of Sch., Honolulu.

Sandusky, Ohio. Jan. 1, 1854.

Mr. S. Willard, Dear Sir—More than six months ago I purchased of you two of Frodsham's best watches—up to this time, one of them, No. 7571, has altered from mean time but twenty-seven seconds, and the other, No. 7517, but twenty-three seconds in the same period.

Yours, respectfully.
E. F. OSBORNE.

To Mr. Simon Willard.

Gentlemen—On the 1st of April last I procured from Mr Willard, of Boston, one of Frodsham's improved series of watches. It was regulated and set to Cincinnati time. It has not, in that period, been suffered to run down, nor have the hands been moved, and to day it is 20 seconds only slow. Respectfully yours,

HENRY O. AMES,
Sup,t Cin. Ham. & Dayton Railroad.

August 18, 1854.

To Messrs. Beggs & Smith.

The following is an extract from a letter of William Brown, Esq., Springfield, Ohio, engineer on the M. R. & L. E. R. R., who has personally kept the rate of several of Frodsham's watches.

"Finally from what I have known of Frodsham's watches, I am very strongly impressed with the idea, that they are a decided improvement on all other timekeepers, and were they set in gimballs and used with the same care, I think their performance would equal that of Mr. Frodsham's celebrated box chronometer, and would answer the samo purpose for determiuing longitudes."

Sept. 21-0*

Notice of Copartnership.

MR. PETER MARIE, heretofore of the firm of Decoppet & Co., has this day formed a copartnership with Mr. Rudolph Kanz, (for many years with the banking house of Messrs. L. Von Hoffmon & Co.,) under the firm of MARIE & KANZ, at 27 William street. Their attention will be devoted to the purchase and sale on commission of Stocks, Bonds and Foreign Exchanges, and to the negotiation of business paper.

New York, Sept. 1, 1854. [sept. 7-1*

ALBERT H. NICOLAY,

AUCTIONEER.

HOLDS his regular auction sales of Stocks, Bonds, and other securities, every Monday and Thursday, at 12½ o'clock, at the Merchants' Exchange. First class Stocks, and Bonds, at private sale.

Office No. 4 Broad street, New York.

ADRIAN H. MULLER & CO.

AUCTIONEERS

Of the City of New York.

Hold their regular Auction Sales of Stocks, Bonds and other Securities every Wednesday at 12½ o'clock, at the Merchants' Exchange. They would respectfully tender their services in the negotiation of the same, either at private or public sale.

Office, No. 2, Pine Street, corner of Broadway, Metropolitan Bank Building.

REFERENCES BY PERMISSION:

Moses Taylor, Esq.; W. W. DeForest, Esq.; Geo. S. Robins, Esq.; Dow D. Williamson, Esq., Pres. Farmers' Loan and Trust Co.; Wm. F. Hayemeyer, Esq., Pres. Bank North America; Edward Whitehouse, Esq.; Messrs. Camman & Co.; Messrs. Carpenter & Vermilye; Messrs. Fisher, Denny & Co.; Messrs. Wm. & Jno. O'Brien; Messrs. Week, & Co. mh9 6*

ENGINEERS' & SURVEYORS' INSTRUMENTS!

JAMES FOSTER, Jr.,

MATHEMATICAL AND PHILOSOPHICAL

INSTRUMENT MAKER!

HAVING removed from his old stand to south-west corner of Fifth and Race street, and increased his facilities for making instruments, is now ready to supply Levels, Transits, Theodolites, the Dumpy or Gravatt Level, Circular Protractors of Troughton & Simms model, Surveyors Compasses, Pocket Compasses with and without sights, in great variety. All kinds of Land Chains; Ivory and Box wood Scales of all kinds and graduation; Drawing instruments of all kinds, brass and German silver. Measuring tapes of all kinds, Magnets, Magnifyers, Barometers, Spy Glasses, &c., &c. Repairing promptly attended to. ap.6-6*.

Myers' Patent Cylindrical Car.

NOTICE.—The Subscriber having become proprietor of MYERS' PATENT CYLINDER CAR, for a considerable portion of Western territory, including the State of Ohio, offers the same to Rail Road Companies on favorable terms. The public will be furnished within a short time with complete explanations of its operation, together with the results of actual experiments testing its applicability to all the uses for which it is recommended.

W. CLOUGH,
South-western Car Works.

Madison, Indiana. May 11.

ENGINEERS' MATERIALS.

EGGERS & CO.,

WHOLESALE DEALERS IN

PAPER & STATIONERY,

Since first January.

No. 127 Walnut St., bet. Third and Fourth.

CINCINNATI,

Keep the most complete stock in the West of every thing used by Engineers. On application, a catalogue with prices will be forwarded. [jy.21-†.

STEREOTYPE FOUNDRY,

AND AGENCY OF

L. JOHNSON & Co.'s TYPE FOUNDRY.

C. F. O'DRISCOLL, (Successor to A. C. JAMES,) is prepared to execute in the best manner all kinds of

STEREOTYPING,

including Books, Pamphlets, Music, and Jobs of every description. He will keep on hand an assortment of

Card and Job Type, Cuts, Rules, &c. &c.

from the foundry of L. JOHNSON & CO., of Philadelphia, and will furnish to order PRINTING MATERIALS OF EVERY KIND,

AT THE FOUNDRY PRICES.

C. F. O'DRISCOLL,
No. 167 Walnut Street,
Cincinnati, O

Notice.

THE copartnership heretofore existing between the undersigned, under the firm of Smith & Tyson, is this day dissolved by mutual consent. Either partner is authorized to settle the business of the concern.

J. HOPKINSON SMITH,
RICHARD W. TYSON,

Baltimore, July 1, '54. No. 25 South Charles st.

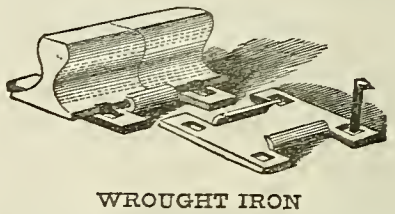
Notice of Copartnership.

THE undersigned have this day formed a copartnership, under the firm of J. Hopkinson Smith, in which Richard W. Tyson is a special partner, and J. Hopkinson Smith is the general partner.

J. HOPKINSON SMITH,
RICHARD W. TYSON.

Baltimore, July 1, 1854. [aug. '54-3*

RAILROAD SPIKES,



WROUGHT IRON

Chairs and Fastenings.

THE undersigned will continue to manufacture with increased facilities, HOOK & FLATHEAD R. R. SPIKES, of all Patterns, WROUGHT and CAST CHAIRS, and FASTENINGS, BOILER RIVETS, BOLTS, SHIP and BOAT SPIKES, &c.. &c.

The best quality of refined iron is used, and all orders filled with despatch. J. HOPKINSON SMITH,
No. 25, South Charles st.

☞ Please direct the name in full.

Baltimore, August 31-†

GUNPOWDER,

MANUFACTURED BY

The Hazard Powder Company.

HAZARDVILLE, CONN.

H. G. HAZARD, President.
A. E. DOUGLASS, Secretary.

THE undersigned are always prepared to furnish Mining and Blasting Powder to any extent, delivered at any point on the lines of railroads, or any other places of public improvements in the West or South, at the very lowest rates. Also, SAFETY FUSE of the best Eastern manufacture.

We would respectfully urge all contractors and consumers to call upon or correspond with either of us before arranging for their supplies elsewhere.

To the trade generally we would offer all the brands of Sporting and Rifle Powder manufactured by the above concern.

M. D. W. LOOMIS,
Southeast corner Main and Second Sts.
Cincinnati, Ohio.
S. H. LOOMIS,
Nashville, Tenn.

August 16, 1854. [au.18†

PROSSER'S PATENT

Lap-Welded Iron Boiler Tubes.

TUBES screwed together, flush on both sides, for Artesian wells, etc. Free-joint Tubes, for Core Bars, Awning Frames, Leaders, etc.

Brass Boiler Tubes.

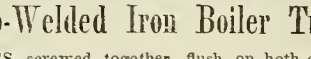
Patent Wrought Iron Blacksmiths' Water Tuyeres, Water Backs, etc.

Agents for Krupp's celebrated Cast Steel for Shafts, Railway Axles, Tires, Platers' Rollers, etc.

P. S.—All Tools necessary for the construction or keeping in order of Tubular Boilers.

THOS. PROSSER & SON
au.17† 28 Platt street, New York.

Norris' Locomotive Works,



PHILADELPHIA.

ENGAGED for many years in manufacturing Locomotives, offer to Railroad Companies to construct of any plan or size,

LOCOMOTIVES OF SUPERIOR QUALITY.

Our facilities for doing work have been largely increased this year, and orders can be executed with dispatch.

jy. 27. RICHARD NORRIS & SON.

Railroad Car Findings.

BRIDGES & BROTHER,

64 Courtlandt Street, New York.

Wheels & Axles, Jaws, Boxes, and Castings Fitted

Wrought Nuts, Bolts, & Washers,

Engine and Car Screw Bolts, all sizes; Coach Lag and Telegraph Screws,

LOCOMOTIVE ENGINE LANTERNS,

From the best Manufacturers, and at their prices. Car Hand, and Signal Lanterns.

Cotton Duck for Car Covering,

Of any required width to 124 inches.

ENAMELLED HEAD LININGS,

Plush and Curled Hair.

Hand Cars and Baggage Barrows. Passenger, Freight-Car, and Switch Locks, Door Knobs and Butts. Brass and Iron Wood Screws. Brass and Silver Plated Trimmings for Windows and Seats. Varnish, Coach Japan, and Glue; Paints, Varnish and Glue Brushes.

Silver Plated and White Metal Letters. Engine and Signal Bells, anti-friction or Babbitt Metal.

Portable Forges and Jack Screws.

Hemp Packing, American, Russia, and Italian. Conductors' Badges and Baggage Checks. Iron, Bronzed and Brass Hat Hooks. Ventilators and White Metal Rings. And all other Articles pertaining to Cars.

ALBERT BRIDGES,
Late Davenport & Bridges, Car Manufacturers,
Cambridgeport, Mass.

ALFRED BRIDGES,
Late Davenport, Bridges & Co., Fitchburg, Mass.

†oc6

Locomotive Tires and Car Axles.

THE undersigned is prepared to supply Railroad Companies and Builders with Tires and Axles of superior quality and finish, made from faggotted charcoal iron, formed and finished entirely under the hammer. For the character of the manufacture he refers to builders and companies who have used them in the West.

A. S. WINSLOW
mr.24-†] 9 and 11 West Second St., Cincinnati.

G. ESCOL SELLERS.....C. D. DANA.

SELLERS & DANA,

AGENCY FOR THE SALE OF

Railroad Materials and Machinery,

THIRD STREET, (west of Burnet House.)

CINCINNATI, OHIO.

HAVING OPENED a depot for the sale of all articles used by Railroad Companies, we will fill orders promptly at manufacturers' prices, and are now prepared to furnish

Locomotives, Cars, Car-Wheels, and Axles. Ames' Tire and Crank Axles, Chairs and Spikes. Locomotive Head Lights, (of several makers) Car, Conductor's, Signal, Switch, Stoker and other Lanterns. Drawbridge and cross Road signal Lights; Gum Packing and Hose, assorted Car Trimmings, Enameled head and seat Linings, Plated and White Metal Letters.

—ALSO—

Machinists' Tools, particularly adapted to Railroad Work, Mill Work, Shafting and Shop outfits, Punching and Shearing Machines, for Boiler Work; Planers, Lathes, Drills, Portable Forges, etc., etc. Oak-Tanned Belting, of superior quality of all sizes. jy.1†3.

JAMES W. HOOKER,

Commission Merchant,

AGRICULTURAL WAREHOUSE,

—AND—

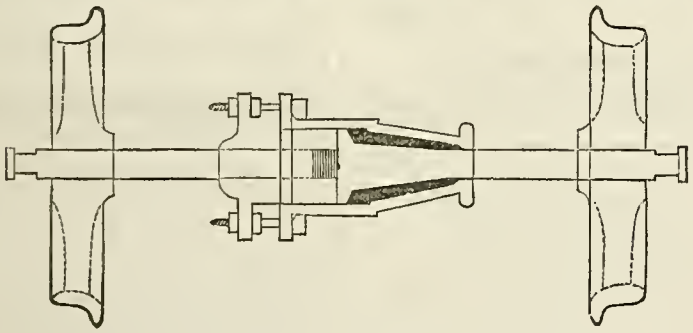
MACHINERY DEPOT,

35 Lloyd Street,

BUFFALO, N. Y.

Commission Dealer in Portable and Stationary Engines Iron Planers, Lathes, Universal Checks, Belting, Oils, Rubber Packing and Hose, Scales, Safes, Mill Stones and Machinery generally. Post Paid Letters will receive prompt attention jc. 1-tf.

DENNEY'S DIVIDED CAR AXLE.



PATENTED JANUARY 31ST, 1854.

THE ATTENTION OF RAILROAD COMPANIES is respectfully invited to an examination of the merits of this valuable invention, which offers to add largely to the safety of life and property.

The valuable features of this arrangement of axle are, a saving of full fifty per cent. in motive power on crooked roads: the rails are protected from being destroyed by the flanges of the wheels coming in contact with them on the curves, as is the case with the stiff or rigid axle, which not only destroys the rail but puts a constant strain upon the wheel and axle, causing the wheel on the inner rail to trip or revolve upon the rail under the weight of the car and its load, while the opposite wheel is traversing its greater distance; the tendency of which, is to wear the wheel flat, and cause it, or the axle, to break sooner or later. There is less danger of the car leaving the track from its having become spread.

Axles fitted in this way do not require to be near so large, and yet contain more strength than the common axle, for the reason that the liberty given to the wheels, which allows them to accommodate themselves to the curvatures of the road, removes wholly the strain thrown upon the ordinary axle; and therefore, it requires no more strength of iron at any point between the wheels, than is contained in the bearings, which in the ordinary axle, is not more than one-third of the strength of the other portions of the axle.

The elongated bearing which forms the connection is so proportioned as not to wedge or become tight in the alloy, the wear being almost imperceptible, requiring to be set up not oftener than once in twelve months, by a slight tightning of the screw nuts. If, from long service, the alloy becomes worn out, it can be refilled, making it as perfect as when first filled up, and the gauge of the wheels will never become changed so as to injure the running of the car.

It is after a series of the most careful experiments, conducted through a period of time sufficient to test in the most satisfactory manner, the real merits of divided car axles, and a thorough and practical test in real service of over two years, that we now offer to Railroad Companies one that we are assured will give universal satisfaction in its operations, and both simple and cheap in its construction.

We are now ready to dispose of rights to use the above axle on the following terms: We guarantee full and perfect satisfaction by giving ample time to thoroughly test its merits, and will require no payment to be made until such satisfaction has been given. All applications to be made to

SAMUEL L. DENNEY,
Christiann, Pa.

Or, to **CHRISTIAN UMBLE,**
Gap, Pa.

jy.10†

TYLER DAVIDSON & CO.,

Agents for the

BOSTON BELTING COMPANY

India Rubber Machine Belting in any quantity, from 2 to 20 inches.

India Rubber Steam Packing;

Mixed	do	do	1-32 to ¾ inch thick.
Plain	do	do	1-32 to 1 inch thick.
Pure	do	do	

Pipe and Manhole Rings, all sizes;

Square or Rope Packing, do.

HOSE.

India Rubber, Hydrant, Conducting, Fire Engine, and Locomotive, of all sizes, manufactured from the best of Vulcanized Rubber, and for sale only by the agents.

Car Springs, and all other kinds of Vulcanized India Rubber used for Mechanical and Manufacturing purposes.

The undersigned, having been appointed Agent of the Boston Belting Company, beg leave to advise Dealers and Consumers that they are now prepared to supply the above goods in any quantities, on the most favorable terms. On hand and for sale,

50,000 Feet Vulcanized India Rubber Machine Beltings, from 2 inch to 20 inches, 3 and 4 ply.

TO STEAMBOATS AND RAILROADS.

India Rubber Hose, for Pavements, Streets, Gardens, Locomotives, Engines, etc.

40,000 feet Hose, 3, 4, 5, 6, and 7 plys, suitable for pavements, streets, gardens, locomotives, fire engines, etc., 1 to 3 inch, warranted extra quality. Also,

THE vulcanized India Rubber Break Springs now in use by all the Eastern Railroads, and posessing decided advantage over the Steel Springs now in use, for the following reasons:

1st, They are much easier put on.

2d, They are a great deal cheaper.

3d, They are much more durable than steel, and no time lost in making them, the weather having no effect on them.

ALSO—Large 6 inch hose for water stations. This is a new and important invention. The coldest weather will have no effect on them whatever. They are warranted to remain as pliable, in the COLDEST of weather, as they are in 150 Fahrenheit heat.

Armitage Anvils,-10 casks, assorted weights n w in store.

Allen's Revolvers and Self-Cocking Pistols.—Now in store, a large assortment of the above, 3, 4, and 5 inch Revolvers; 3, 4, 5, and 6 inch Pocket Pistols. Also, Dueling Pistols.

Leland's Superior C. S. Car and Auger Bitts.—All sizes.

Brass Kettles, and Sheet Brass, &c.—Brass Kettles, assorted from 6 to 30; Sheet Brass assorted from No. 0 to 30; Brass Wire, do do do.

Star Breast Chains.—Four casks of those superior double-linked Chains, just received.

Walker's Trace Chains.—70 casks of those superior goods, warranted full length and sizes, 8 to 20 links, straight and twisted, now in store.

American Anvils.—Eagle brand, faced with with cast steel, and warranted by the manufacturers equal to Armitage's Mousehole.

Plated Spoons.—Plain, tipped, and threaded heavy plate, on best quality of German Silver.

Premium Gimlet Screws.—10,000 gross just received.

Mill Saws. Hoe & Co.'s C. S. Wm. Rowland's, and W. H. Rowland's 6, 6½, 7, 7½, and 8 ft

Cross Cut Saws.—Hoe & Co.'s C. S., John ockerell's C. S. and G. S., Wm. Rowland's and W. & H. Rowland's 5, 5½, 6, 6½, 7, 7½, and 8 feet Also, 4 and 4½ feet Tennon Saws.

Axes—1000 doz. Axes, assorted Yankee and Kentucky patterns, first, second, and third quality

Nails.—4000 kegs Shoenberger's and Wheeling Nails, now in store.

For sale by TYLER DAVIDSON & CO.,
mr 3 140 and 142 Main street

NOTICE TO CONTRACTORS.

Mobile and Girard Railroad.

SEALED PROPOSALS will bo received by the undersigned at this office, until the first day of December, for the Clearing, Graduation, Track-Laying, together with the building of all Bridges and Culverts of the Western Division of the Mobile and Girard Railroad, extending from Mobile to Greenvile, covering a distance of 130 miles.

Tho work will generally be divided into one mile sections. and bids may be made for one or more of these sections. Separate proposals are desired for the Track-laying, building of Bridges and Culverts, likewise for the building of the Trestle-work, 5½ miles in length, across the Tensas and Mohile Rivers, with the interveuing swamps. The trestle-work will be 12 feet high, built upon Black Cypress Piles, found in abundance and adjacent to the line; the two rivers will be crossed with the common Pile Bridging with Truss Pivot Draw in the center of each.

Specifications with the form of the contract and proposals can be had of the undersigned upon application.

Plans, profilos and estimates of that portion of the line are now ready for examination. Parties proposing will please designate it as such upon the envelope.

The country is healthy, with no swamps after leaving the Tensas River. From Mobile to the river, 18.5 miles the grading is light and country very healthy at all seasons of the year. After the line leaves the Tensas River, it passes through, and on the ridge that divides the Alabama and Conecuh waters, easy of access by the Alabama River, and through a section of country well stocked with provisions.

Payments will be made one-third (⅓) in current funds, one-third in the capital stock of the Company, bearing (.08) per cent. interest payable in stock, until the road is completed, then to cease and become common stock of the road, and relying upon tho earnings of the same for dividends; the halance (⅓) one-third to be paid in the (.08) per cent. convertible bonds of the Company, maturing in (5) or more years, at the option of the contractors, coupons payable semi-annually either in Columbus, Ga., Mobile, Ala., or at New York, at the option of the holder.

To bidders personally unknown to the undersigned, bond and approved security will be required to an amount not exceeding (¼) tho amount of the contract, for the timely and faithful completion of the samo.

22½ miles of the road from Girard west, will be open for business the first of November, and 52 miles 9 months therefrom; it is the intention to have the entire line of 245 miles open for business early in 1858.

Sept. 28, 1854-9t. GEO. S. RUNEY.

Shortest Route to Indianapolis, Chicago, and St. Louis by Indianapolis & Cincinnati Railroad,

VIA LAWRENCEBURG,

IN connection with the **OHIO & MISSISSIPPI RAILROAD.** Passenger Trains leave Cincinnati at 7:15 A. M., and 3:15 P. M. Arrive at Indianapolis at 11.30 A. M., and 8:30 P. M.

By morning train passengers arrive at Chicago in 14 hours, and at St. Louis in 28 hours.

Freight shipped to Indianapolis and all other points West and North without delay at cheapest rates.

Cars run from Lawrenceburgh to Terre Haute, Lafayette, Peru and Chicago, without unloading.

Office, foot of Main street corner of Water street.

SIDNEY RICE,
Cincinnati, Sept. 28, 1854. Agent.

Change of Time on Cincinnati, Hamilton, Eaton & Richmond Railroad.

ON and after TUESDAY, April 4th, 1854, the Morning Train for Richmond and Indianapolis, will leave Depot, foot of Sixth street, at 6.10 o'clock, A. M.

Passengers by this Train connect at Indianapolis with the 1 o'clock, P. M. Train on Lafayette and Indianapolis Railroad for Lafayette and Chicago; arriving at Chicago by 9 o'clock, P. M., of same day, being 9 hours less time than by any other railroad route leaving Cincinnati.

Also, connect at Indianapolis with 1.15 P. M. Train for Terre Haute.

Trains for St. Louis leave Chicago at 11 o'clock P. M., after the arrival of 1 P. M. Train from Indianapolis in the morning, making this the quickest route by far between Cincinnati and St. Louis.

Evening Train will leave as usual, at 3.30 P. M. connecting at Richmond with 7 P. M. Train for Indianapolis; arriving at Indianapolis at 10.30 P. M.

FARE—Cincinnati to Richmond.....$1 75
Cincinnati to Indianapolis..... 3 00
Cincinnati to Chicago..... 9 00

ap. 6 D. M. MORROW, Sup't.

Locomotive for Sale.

ONE 8 wheel, 16 ton Engine, Cylinder 13 by 20, 4½ feet driving wheels, 2 pair drivers connected, and truck. Tender holding about 1400 gallons.

Tho Engine is in good condition; manufactured by Rogers, Ketchum & Grosvenor, Patterson, N. J.

Address ENOCH JOHNSON,
Sup't C., Z. & C. RR.
jy.20-tf. Akron, Ohio.

Cincin'ti, Logansport & Chicago Railroad.

FOR Eaton, Richmond, New Castle, Indianapolis, Terre Haute, La Fayette, Michigan City, Chicago, Galena, Rock Island, Alton and St. Louis.

New Arrangements.

On and after Thursday, August 17th, 1854, until further notice, two Passenger Trains daily, (Sundays excepted) will leave Cincinnati, Hamilton and Dayton Depot, foot of Sixth Street, as follows, viz:

Morning U. S. Mail Train, at..... 6:10 A. M.
Evening Accommodation do., at..... 4:00 P. M.

For New Castle and intermediate stations, both Trains connecting at Richmond with Trains of Indiana Central Railroad, arriving at Indianapolis at 12 M. and 10 P. M., ☞ and making at that point, as sure Northern and Western connections as any other route from Cincinnati or elsewhere. Returning,

1st Train leave New Castle at..... 7:00 A. M.
1st " " Richmond at..... 9:00 "
2d " " New Castle at..... 1:15 P. M.
2d " " Richmond at..... 3:20 "

Connections at Richmond with Trains from Indianapolis, morning and afternoon—arriving at Cincinnati at 11.45 A. M. and 6:00 P. M.

☞ Trains run by Columbus time, seven minutes faster than Cincinnati.

FARE:

From Cincinnati to Richmond.....$1 75
" " New Castle..... 2 50
" " Indianapolis..... 3 00
" " Terre Haute..... 5 00
" " La Fayette..... 5 00
" " Michigan City..... 7 75
" " Chicago..... 9 00
" " Saint Louis.....15 50

For information and through tickets, please apply at the General Railroad Ticket Office, No. 169 Walnut st., next door below the Gibson House, or to W. A. Latham, at the Cincinnati, Hamilton and Dayton Railroad office, corner of Broadway and Front Streets, under the Spencer House, or at the Sixth street Depot.

S. B. MORSE, Act'g Sup't.

The Omnibus Line will call for passengers in any part of the city, by leaving their orders at the offices.

aug. 24] W. H. SMITH Conductor.

Pittsburgh, Philadelphia, BALTIMORE AND NEW YORK.

NEW ROUTE OPENED TO NEW YORK. ALL THE WAY BY RAILROAD, VIA **CINCINNATI, HAMILTON & DAYTON RAILROAD.**

The quickest, cheapest and most pleasant route to Pittsburgh, Philadelphia, Baltimore and New York.—Depot in the West end of the city.

Only route via Pittsburgh by which through tickets can be obtained from Cincinnati to New York.

One less change of cars than any other route.

Passengers leaving Cincinnati, on 6 o'clock morning train of Cincinnati, Hamilton & Dayton Railroad, go through to Crestline without change of cars, and, after 30 minutes for dinner, proceed by Ohio & Pennsylvania Railroad, arriving at Pittsburgh at 8 o'clock P. M.: leave Pittsburgh via Pennsylvania Central Railroad, at 9 o'clock, P. M., and arrive in Baltimore and Philadelphia at 12 o'clock and 30 minutes (noon) next day; and from thence via Kensington and Jersey City, or Camden and Amboy Railroads, arriving in New York at 4 P. M.

Second Train:

Leaves Cincinnati, Hamilton and Dayton Railroad at 8 o'clock and 20 minutes every morning; arrives at Crestline at 4:20 P. M., and Pittsburgh at 12 o'clock and 30 minutes, midnight; and after a comfortable night's rest, resume by 7 o'clock A. M. Train, arriving in Philadelphia and Baltimore at 12 o'clock and 30 minutes, midnight.

The only offices in Cincinnati at which Through Tickets can be purchased from Cincinnati to New York, via Pittsburgh and Philadelphia, are under the Spencer House, and one door below the Gibson House on Walnut street.

FARE:

From Cincinnati to Pittsburgh, first class.....$ 7 00
" " " front car..... 5 00
" " Philadelphia..... 14 00
" " Baltimore..... 14 00
" " New York, via Pittsburgh and Philadelphia, all the way by railroad 16 00

For through tickets and information, please apply at Cincinnati, Hamilton and Dayton Railroad Office, north west corner of Broadway and Front streets, under the Spencer House, or to J. W. SHIPLEY, at Railroad Office on Walnut street, between Fourth and Fifth streets, one door south of the Gibson House, or at Sixth street Depot.

H. O. AMES, Superintendent.
W. A. LATHAM, Agent.

The Omnibus Line will call for passengers by leaving their orders at the offices.

Sep. 7,-tf. WM. H. SMITH, Conductor.

Baltimore & Ohio Railroad.

380 MILES BETWEEN WHEELING AND BALTIMORE.

THIS Road was opened to the Ohio River in the spring of 1853, and has already established a high character with the business community of the West. Its facilities for the transportation of freights are already superior to those of any other great through line—while the attractions of the country through which it runs, and its many admirable provisions for the expeditious, comfort and safety of travelers, it has received such favor as a passenger road, (with its present connections,) as to show that it will become the preferred route for all portions of the West and South-West as soon as its further connections are formed by the completion of the Central Ohio, North-Western Virginia and other Railroads now rapidly finishing.

FOR PASSENGERS BY THIS ROUTE,

Through Tickets from all Parts of the West,

ARE NOW SOLD IN

Cincinnati, Louisville, Madison, Indianapolis, St. Louis, Chicago, Toledo, Detroit, Cleveland, Columbus, Zanesville and other Cities.

AT ALL OF WHICH ARRANGEMENTS HAVE BEEN EFFECTED

For Sending Travelers Direct to WASHINGTON, BALTIMORE, PHILADELPHIA, NEW YORK, and other ATLANTIC CITIES.

FOR FREIGHTS IN EITHER DIRECTION

The fullest accommodations are provided. In motive power and Cars, the company has abundant resources, which are being further extended to meet the demands of Western Trade. In the dispatch and regularity of transpart, and in the careful landing of property, this road challenges a comparison with its rivals. At Baltimore, the road connects directly in the streets and at the wharves with the

PHILADELPHIA AND NEW YORK RAILROADS,

The numerous Steamers of the Parker Vein Line to New York and Boston, the Eriesson Steamers by Canal to Philadelphia and New York.

And various other Lines of Steamers and Sailing Vessels to the Eastern Ports, and to Richmond, Norfolk, Charleston, Savannah, etc.

J. B. FORD is the Company's Receiving Agent at Wheeling.

WM. G. HARRISON, President. *JOHN H. DONE*, Mast. of Transportation,
je. 8† Baltimore.

COLUMBUS PIQUA, AND INDIANA RAILROAD.

New route from Columbus, West and from Urbana, East.

On and after Monday September 19, 1853, two trains per day, (Sunday excepted) each way, will run on this Road, between COLUMBUS and URBANA. Will leave Columbus at 4.50 a.m., and 3.30 p.m.—arriving at Urbana at 8.12 a.m., and 6.14 p.m. Returning—will leave Urbana, for Columbus, at 9.15 a.m., and 3.00 p.m.—arriving at 12.05 and 6.55 p.m.

The 4.50 a.m. train, from Columbus, will connect with the night Express train from Cleveland and arrive at Urbana in time for the morning train north for Sandusky and intermediate points. Persons arriving by the morning Cleveland and Zanesville trains can have a few hours at Columbus and leave by the 3.30 p.m. train—arriving at Urbana in time to get supper and take the 5.35 p.m. train for Dayton and Cincinnati.

The 9.15 a.m. train from Urbana connects with the morning train from Cincinnati and Dayton that arrives at Urbana 8.40 a.m.—arriving at Columbus at 12.05 p.m in time for the 1 p.m. train for Cleveland, connecting with the Buffalo and Dunkirk boats. The 3.00 p.m. train will leave Urbana on the arrival of the Sandusky train—reaching Urbana at 2.45 p.m.—and arrive in Columbus in time for the various night trains.

A line of Omnibuses will connect with the trains at Urbana for the convevence of passengers to and from Piqua and Greenville over a good Macadamized road.

A. G CONOVER, Sup
Piqua, Sept. 13, 1853. s29-tf.

Marietta & Cincinnati Railroad.

OPEN between CHILLICOTHE and GREENFIELD, Connected by Stage at Hillsborough, with Hillsborough and Cincinnati, and Little Miami Railroad Trains, forming a through daily line each way.

On and after Monday, the 8th of May, passenger trains will run as follows, viz:

Leave Chillicothe at 9 00 A. M.
Returning do Greenfield at 5 30 P. M.

Passengers from Cincinnati leave by Little Miami Railroad, at 7 40 A. M., dine at Hillsborough and reach Chillicothe the same Evening.

Fare from Cincinnati to Chillicothe, $3 45.

J. W. STOWELL,
Chillicothe, May 6th, '54— Sup't.

Railroad Line.

Cincinnati, Hamilton & Dayton Railroad.

Summer Arrangement.

COMMENCING WEDNESDAY, JUNE 20th, 1854.

TRAINS will run by standard time, which is seven minutes faster than that of Cincinnati.

First Train

At 6 o'clock, A. M., Lightning Express for Dayton, Crestline, Pittsburgh, Philadelphia and Baltimore.

Second Train

At 6.10 A. M., for Hamilton, Richmond, Indianapolis, Terre Haute, Lafayette and Chicago, direct.

Third Train

At 8.20 A. M., for Dayton, Sandusky, Toledo, Detroit, Chicago, Cleveland, Buffalo, New York, Boston, Pittsburgh, Philadelphia, Baltimore and Washington.

Fourth Train

At 2 P. M. for Dayton, Greenville and Union.

Fifth Train

At 3.30 P. M., for Hamilton, Richmond, Indianapolis, Terre Haute, Lafayette and Chicago.

Sixth Train

At 5 P. M., for Dayton, Troy and Piqua, and intermediate stations.

Seventh Train

At 6.30 P. M., for Hamilton and intermediate stations.

The 1st Train, Express,

Will stop only at Hamilton and Middletown.

2d, 3d, 4th, 5th and 6th Trains,

Will stop at all regular stations.

The Seventh Train

Will stop at all way and flag stations.

The 1st Train

Will connect at Crestline at 12.30 P. M., with the Ohio & Pennsylvania Train for Pittsburgh, Philadelphia, Baltimore, etc., forming a direct and continuous line for each of these cities. Cars run through to Crestline without change. Baggage checked to Pittsburgh.

2d Train

Will connect at Richmond at 9.05 A. M., with Train of Indiana Central Road for Indianapolis; arrive at that place at 12 M., thence to Terre Haute, Lafayette, or Chicago without detention. Time as short as by any other route.

3d Train

Will connect at Dayton at 10.45 A. M., with Mad River Train, and arrive at Sandusky at 4 P. M., and go immediately on board the splendid steamers **St. Lawrence** and **Mississippi**, to Buffalo; thence at 7.30 A. M., with Buffalo and N. Y. City Road, to New York; arriving at that place at 10 P. M., also at Crestline 4.20 P. M., with Ohio and Penna. Train for Pittsburgh, Philadelphia, Baltimore and Washington.

The Same Train

Will also connect at Clyde with Cleveland and Toledo Train to Toledo. Chicago and intermediate points; and at Sandusky at 5 P. M., with steamer **Bay City**, for Detroit. Also, with Dayton and Michigan Railroad to Troy and Piqua, and at Piqua with Doyle & Co's Canal Packet Line to all points on Wabash and Miami Canals.

Fourth Train

Will connect at Dayton with Dayton and Greenville Railroad to Greenville, Union, and all points on Bellefontaine and Indianapolis Railroad.

Fifth Train

Will connect at Richmond at 6.40 P. M., with Indiana Central Train for Indianapolis, Terre Haute, Lafayette.

Passengers will bear in mind that the following rates of fare, via Lake Steamers, include both Meals and Staterooms, and that the fare to Philadelphia and Baltimore is One Dollar cheaper, and one less change of cars than by the Columbus route.

FARE:

From Cincinnati	to	Hamilton	$ 60
Do	do	Eaton	1 35
Do	do	Richmond	1 75
Do	do	Indianapolis	3 00
Do	do	Terre Haute	5 00
Do	do	Lafayette	5 00
Do	do	Chicago	9 00
Do	do	Dayton	1 50
Do	do	Troy	2 10
Do	do	Piqua	2 35
Do	do	Springfield	2 10
Do	do	Sandusky	5 00
Do	do	Toledo	5 75
Do	do	Cleveland	6 00
Do	do	Buffalo, via Lake steamers	9 00
Do	do	New York, RR. from Buffalo	11 50
Do	do	New York, via steamers	10 50
Do	do	Montreal, via Lake Ontario	14 00
Do	do	Boston	11 00
Do	do	Pittsburgh, first class	7 00
Do	do	do front car	5 00
Do	do	Philadelphia	14 00
Do	do	Baltimore	14 00
Do	do	New York, via Pittsburgh and Philadelphia, (Railroad all the way)	16 00

For further information or tickets apply to W. A. LATHAM, General Agent, at the office, corner Broadway and Front streets, under Spencer House, or at the Office on Walnut street, next door to the Gibson House, or at the Sixth street Depot.

HENRY O. AMES,
Cincinnati, June 1 4.—je8† Sup't.

Railroad Line.

CINCIN'I, COLUMBUS & CLEVELAND ROUTE.

To New York, via Railway, in	30	hours.
To N. Y., by Lake Steamers via Cleveland	39	"
To Pittsburgh in	14	"
To Boston in	34½	"
To Philadelphia in	38	"
To Baltimore in	38	"
To Wheeling in	18	"

VIA LITTLE MIAMI RAILWAY.

FOUR DAILY TRAINS.

First Train—Lightning Express—at	6 o'clock,	A. M.
Second Train—Accommodation Ex	7.45 "	"
Third Train—Hillsborough Train	3.10 "	P. M
Fourth Train—Even'g Accommoda	5 "	"

The roads of this route are laid throughout with heavy T rail.

New York, Boston, and Montreal.

First Train—Lightning Express leaves Cincinnati at 6 o'clock A. M., connecting at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo; connecting at Dunkirk with New York and Erie Railroad, and at Buffalo with Buffalo and Albany Railroad to New York and Boston.

Second Train—Accommodation Express, at 7.45 o'clock, A. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad, at Buffalo with Buffalo and Albany and New York City Railroads, and at Buffalo with Niagara Falls Railroad, to New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

—ALSO—

Connects at Cleveland with the new and magnificent low pressure steamers QUEEN OF THE WEST, Capt. McBride; CRESCENT CITY, Capt. Pease; connecting at Buffalo with the Buffalo and Albany, New York City, and Niagara Falls Railroads, for New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

Fourth Train—Evening Express, at 5 o'clock P. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad; connecting at Buffalo with New York City, Buffalo and Albany, and Niagara Falls Railroads, to New York, Boston, and Niagara Falls.

Pittsburgh, Philadelphia, and Baltimore.

First Train—Lightning Express, leaves Cincinnati at 6 o'clock A. M., connecting at Crestline with Ohio and Pennsylvania Railroad to Pittsburgh, connecting with Pennsylvania Railroad to Philadelphia and Baltimore.

Through from Cincinnati to Philadelphia and Baltimore direct.

Zanesville, Wheeling, Baltimore, &c.

First Train—Lightning Express, at 6 o'clock A. M., and second Train, Accommodation Express, at 7.45 o'clock A. M., connect at Columbus with Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Lines, via National road, to Wheeling, connecting with Baltimore and Ohio Railroad to Baltimore, Philadelphia, Washington, etc.

Fourth Train—Evening Express, at 5 o'clock P. M. Passengers by this Train sleep at Columbus and resume by Morning Train, via Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Line to Wheeling.

Hillsborough.

Third Train—Leaves Cincinnati at 3 P. M., connecting at Hillsborough with Ohio Stage Co.'s Lines to Chillicothe, Piketon, etc.

FARE.

From Cincinnati to New York via Railroad, either route	$16 00
From Cincinnati to New York via Railroad to Albany, and Hudson river steamer	15 00
From Cincinnati to New York via Lake Steamers to Buffalo, and Railroad to New York	15 00
From Cincinnati to New York via Lake Steamers to Buffalo, Railroad to Albany, and Hudson river steamer to New York	14 00
From Cincinnati to Boston via Lake Shore, New York and Erie, and New York City Roads	20 00
From Cincinnati to Boston via Lake Steamers and New York City and Erie Roads	19 00
From Cincinnati to Boston via Lake Shore, Buffalo, Albany and Western Roads	19 00
From Cincinnati to Boston via Lake Steamer, Buffalo, Albany, and Western Roads. An additional charge of fifty cents via Niagara Falls and above routes.	18 00
From Cincinnati to Montreal via Lake Shore Road,	18 00
From Cincinnati to Montreal via Lake steamer	17 00
From Cincinnati to Boston via Lake Shore Road and Ogdensburg	18 00
From Cincinnati to Boston via Lake Steamer and Ogdensburg	17 00
From Cincinnati to New York via Lake Shore Road and Ogdensburg	16 75
From Cincinnati to New York via Lake Steamer and Ogdensburg	15 75
From Cincinnati to Buffalo via Lake Shore Road,	9 00
From Cincinnati to Buffalo via Lake Steamer	8 00
From Cincinnati to Philadelphia or Baltimore via Crestline and Pittsburgh	15 00
From Cincinnati to Philadelphia or Baltimore via Cleveland and Pittsburgh	15 50
From Cincinnati to Pittsburgh via Crestline	7 00
From Cincinnati to Pittsburgh via Cleveland	9 00
From Cincinnati to Baltimore via Wheeling	14 00
From Cincinnati to Washington via Wheeling	15 00
From Cincinnati to Philadelphia via Wheeling	15 00
From Cincinnati to Wheeling	7 00
From Cincinnati to Cleveland	6 00
From Cincinnati to Zanesville	4 00
From Cincinnati to Columbus	3 00
From Cincinnati to Springfield	2 00

☞ For all information and Through Tickets, please apply at office, southeast corner of Broadway and Front sts., Cincinnati.

au25 P. W. STRADER, Gen'l Agent.

Cincinnati, Wilmington and Zanesville Railroad.

OPEN TO LANCASTER.—Two daily Trains, (Sundays excepted) between Lancaster and Cincinnati. On and after Monday, June 26th, 1854, until further notice, trains will run as follows:

The morning Train leaves Lancaster at 5.10 A. M., and arrives at Cincinnati at 11 15. Returning leaves Cincinnati at 3.05 P. M. and arrives at Lancaster at 9.30 P. M.

The downward accommodation train leaves Lancaster at 10.05 A. M., and arrives at Cincinnati at 5.40 P. M.

The upward accommodation train leaves Cincinnati at 7.30 A. M., and arrives at Lancaster at 4.00 P. M.

Trains will stop for passengers as follows: At Amanda, Stout's, Circleville, Williamsport, Four Corners, New Holland, Washington, Rattle Snake, Sabina, Cross Roads, Wilmington, Sligo, Clarksville and Morrow; and on the Little Miami Road at Deerfield, Butterworth's, Water Station, Loveland, Miamiville, Milford and Plainville, and on proper signal by flag, or to the Conductor, at Branch Hill and Linwood, at Turnpike.

The downward Trains connect at Morrow with the Trains on the Little Miami Road for Columbus.

Lines of Omnibusses and Packets will run between Circleville and Chillicothe, and Stages and Packets between Lancaster, Logan, Nelsonville, Athens and Pomery; and Stages between Lancaster, Somerset and Zanesville connecting with the morning train from, and evening train to, Cincinnati.

Fare from Cincinnati	to	Washington		$2 50
"	"	"	Circleville	3 00
"	"	"	Lancaster	3 60
"	"	"	Chillicothe	4 00

For other information and Tickets, apply at Ticket office, corner of Broadway and Front sts, and at the Little Miami Depot, or to the Station Agents on the line.

E. W. WOODWARD,
Engineer and Superintendent.

☞ The Omnibus Line will call for and deliver passengers to and from the trains to any part of the City.

J. HOWELL, Conductor.

☞ The Company will not be responsible for baggage exceeding $50 in value, unless the same be returned to the Conductor or Agent, and freight paid at the rate of a passage for every $500 in value above that amount.

je.29

Covington and Lexington Railroad.

OPEN to Cyntbiana, 66 miles. Two Daily Passenger Trains.

On and after Thursday, May 25th, and until further notice, Trains will run as follows:

Express Train leaves Covington at 8 o'clock, A. M. stopping at Benton, Demossville, Butler, Falmouth, Callenville, Boyd's, Berry's, Robinson's and Garnett's only, and arriving at Cynthiana at 11.50 A. M. Returning, leave Cynthiana, at 1.30 P. M., stopping at the above stations, and arriving at Covington at 5.30 P. M.

Passengers for Paris and Lexington, by taking the above train, will take dinner at Cynthiana, and by Messrs. Thurston and Thompson's line of Omnibusses, will reach Paris at 4 o'clock, P. M. The Evening Train of the Maysville and Lexington Road, leaves Paris at 5 o'clock, P. M., enabling passengers by this route to reach Lexington at 6 o'clock, P. M. Returning, leave Lexington by the 7 A. M. Train of the Maysville and Lexington Road for Paris, leave Paris by Messrs Thurston & Thompson's line of Omnibusses at 8.30 A. M. arriving at Cynthiana in time for dinner, and connect with the train for Covington at 1.30, P. M., arriving at Covington at 5.30 P. M.

Accommodation Train leaves Cynthiana at 6 o'clock A. M., stopping at all regular and flag stations upon the road, and arriving at Covington at 10.10 A. M. Returning, leave Covington at 3.15 P. M., stopping as above, and arrive at Cynthiana at 7.40 P. M.

Passengers by this train can leave home in the morning, pass five hours in Covington or Cincinnati, and return home before dark.

The Express Train will stop only at the stations named. Passengers for other points must take the Accommodation train.

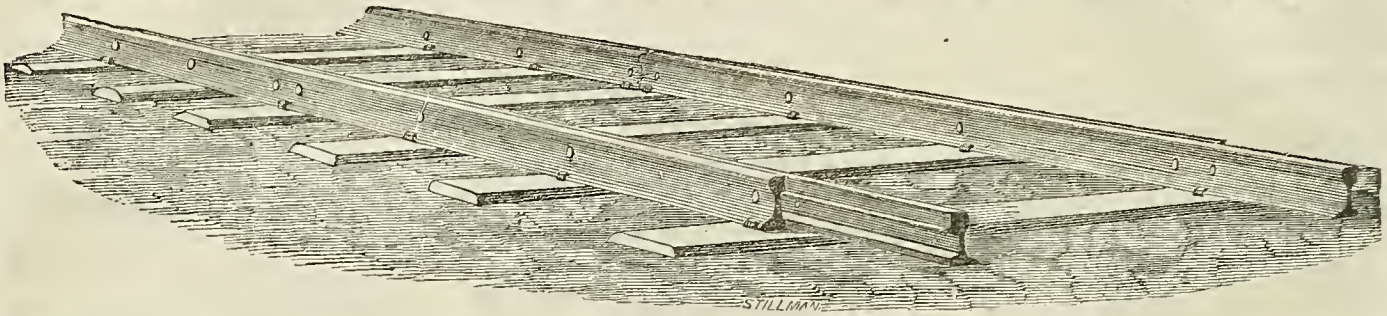
Freight trains, for the present, will leave Covington Mondays, Wednesdays and Fridays; leave Cynthiana Tuesdays, Thursdays and Saturdays.

Freight will be received at Covington and Cynthiana up to 4 o'clock P. M., for the train of the following morning.

J. M. DOUGHERTY,
Superintendent

Je. 20.

WINSLOW'S
PATENT COMPOUND RAIL.



THIS RAIL, which is represented by the above, has now been in use on several Roads for upwards of three years; during which time it has become established among Railroad Managers as realizing the advantages of a

THEORETICALLY PERFECT RAIL.

Its advantages over the common form of "T" Rail are—a saving in the wear and tear of Machinery—it saves, to a great extent, in the repairs of track—it secures a high rate of speed with the same power, and what is certainly of equal importance, complete protection against some of the accidents to which roads are liable Being practically a continuous Rail for the entire length of the road, without break at the ends of bars, the jarring motion communicated thereby in passing over the common 'T" Rail is avoided, as is also its effects upon Cars and Machinery. The comfort of travelers must of course be greatly increased.

This Rail is now manufactured at Hanging Rock Iron Works, upon the Ohio River, and at Mt. Savage Iron Works, Maryland. Specimens of the Rail and pattern of the same will be gladly shown, as well as information in relation thereto, given by application to

A. S. WINSLOW, Nos. 9 & 11 West Second Street, bet. Main and Walnut Sts., CINCINNATI.

J. F. WINSLOW, Troy, New York.
ERASTUS CORNING & CO., Albany, N. Y.

ap.7-tf

WHEELBARROWS!



ON hand, Wheelbarrows, of my own manufacture suitable for Railroad. Turnpike, Canaling, etc., in lots to suit purchasers. Orders filled for any reasonable amount. HENRY RCCKEY,
jy. 20. No. 21 East Front st.

CAR MANUFACTORY,
Dayton, Ohio.

E. THRESHER & CO., having enlarged their shops, are prepared to contract on favorable terms, for building every variety of railroad Cars, in any quantity and on short notice, made of the best materials, and of the most approved workmanship.

They are prepared also to furnish jaws and boxes; the Washburn Wheel, 30 and 33 inch, adapted to inside or outside bearing; cast iron frogs, steel plated; and switches of the most approved patterns.

They also manufacture blacksmith tuyeres, Harris' Patent; portable bolt forges: bolt heading and bolt cutting machines; upright drills, wheel presses; wood planers; tenoning and mortising machines, etc.

They respectfully invite the attention of railroad directors and superintendents to their establishment.
Dayton, Jan. 24th, 1853. jan.25-†

S. C. THOMSON & CO.,
MANUFACTURERS OF
PATENT PAD LOCKS,

For Railroad Switches, Merchandise Cars, Stores, Cemeteries, Iron Safes, &c.,

Cor. Railroad Avenue and Market st.,
jan.12† NEWARK, N. J.

KENTUCKY LOCOMOTIVE WORKS.
CORNER OF KENTUCKY AND TENTH STS.
LOUISVILLE, KY.

THE Proprietors of the Kentucky Locomotive Works would respectfully inform Railroad Companies and the public generally that, having completed their establishment, they are now prepared to receive and execute orders with fidelity and dispatch.

They will contract for

Locomotives, Passenger, Baggage, Freight, Gravel and Hand Cars,

Of every style and pattern, as well as all kinds of St and Machinery required for railroads.

Particular attention will be paid to repairing, which they have every facility.

They are also prepared to contract on favorable terms for building all kinds of Machine Tools, such as Turning Engines, Lathes, Planers, Drills, Slotting, Spliting, and Shaping Machines, of every variety of pattern.

Having also a large FOUNDRY connected with the establishment, orders for Castings are solicited, and will be filled with promptness.

Car Wheels of any pattern can be furnished on short notice. Double and single plate and Spoke Wheels of all sizes constantly on hand.

☞ Communications or orders must be addressed to OLMSTED, TENNYS & PECK,
je.8-tf Louisville, Ky.

Lightner's Patent Axle Boxes for Railroad Cars.

THE attention of Railroad Managers and others is called to this valuable improvement in

AXLE BOXES.

The first cost and "fitting up" of these boxes is 20 to 25 per cent below that of most boxes in use. They will save about 75 per cent in consumption of oil. The construction is simple; they are not liable to become loose, nor "heated" by severe service. The Reservoir is held close to the shaft, and the oil journals, are secure from dust yet easy of access; the brasses may be removed from the journals, while under the car, in a few minutes. Cars furnished with these boxes run from 4 to 5 weeks without replenishing the oil, and are not detained from the road for repairs ONE TENTH part of the time which is necessary when other boxes are used.

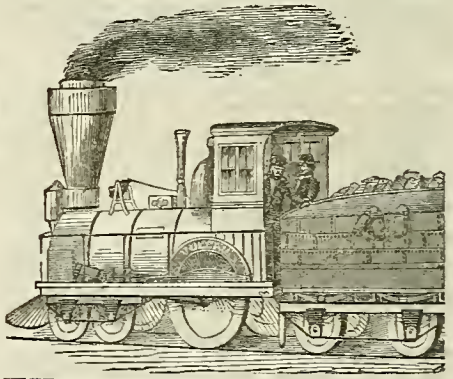
The business of a railroad can be done with a much less number of cars, with these boxes than if any other kind are used.

The first railroad men in the country have certified that Lightner's improvements in AXLE BOXES are among the first of the times.

Models and Testimony of the above Boxes, may be examined, and arrangements may be made for the right to use the same, with the subscriber.

WILLIAM SHERBURNE,
PRINCIPAL AGENT,
May 18.6* Office, No. 167 Broadway, New York.

Cincinnati Locomotive Works!



THE undersigned are prepared to furnish Locomotives equal in efficiency and durability to the best Eastern manufacture. Also, Shaping and Slotting Machines suitable for railroad shops. Also, all kinds of heavy forging and casting done at short notice. Also, bolts for bridges cut with dispatch.
ap. 20 MOORE & RICHARDSON.

ASHCROFT'S
METALLIC STEAM GAUGE.
(BOURDEN'S PATENT,

THE subscribers offer for sale this valuable Gauge. It is adapted to Locomotive and other steam boilers, indicating with accuracy the continual variations of steam within the boiler, enabling the Engineer to maintain a uniform and safe pressure. Any of the Eastern Railroads may be referred to for proof of its importance and value. BRIDGES & BROTHER,
sep.15-tf 64 Courtlandt St., New York.

WASON'S
CAR MANUFACTORY,
Near the Pittsburgh R. R. Shops,
CLEVELAND, OHIO.

Passenger, Baggage, Freight, Dumpers, Hand Cars, &c.,

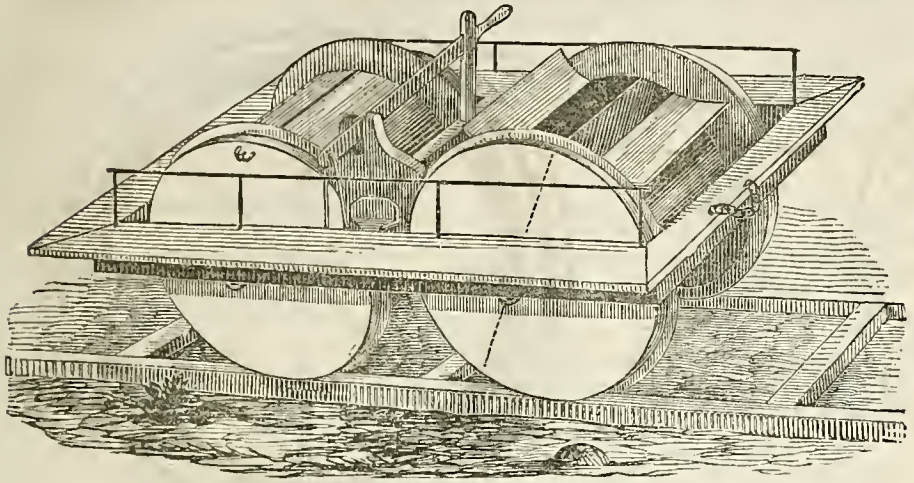
Of the best quality in all respects, style, workmanship, and material, made to order with promptness.

Orders respectfully solicited, with the assurance that no pains will be spared to give entire satisfaction in all cases.

CHARLES WASON,
Late of the firm of T & E. Wason, Springfield,
†oc20 Massachusetts.

MYERS' PATENT CAR,

FOR COAL, GRAIN, &c., &c.



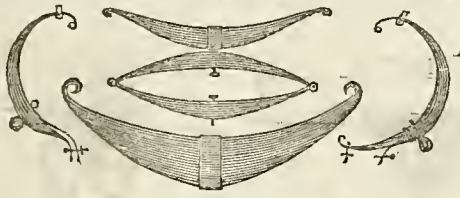
FOR PARTICULARS OF COST, RIGHT OF USE, &c., ADDRESS,

C. TIERS MYERS,

No. 33 WALNUT STREET,

dcc15–3* PHILADELPHIA.

McDANEL & HORNER,

LOCO-  AND CAR

MOTIVE SPRING

MANUFACTURERS, WILMINGTON, DEL.

Locomotive and Car Springs of all descriptions manufactured on the most reasonable terms, made of the best STEEL, which we have manufactured to order from the BEST SWEDE IRON. Orders from any part of the United States will be thankfully received and promptly attended to

McDANEL & HORNER.

All Springs ordered from a distance will be delivered on shipboard at *Philadelphia* free of charge

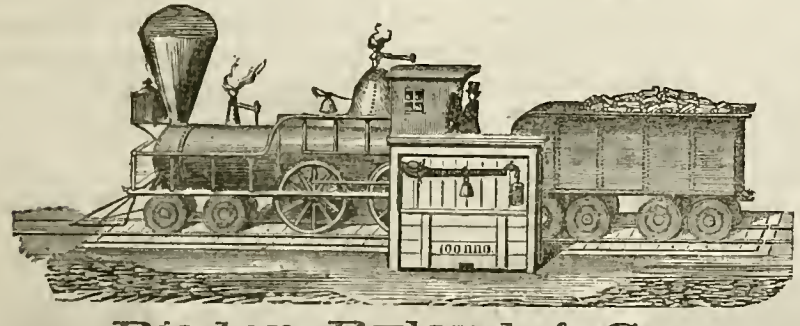
References.

NORRIS BROTHERS, Locomotive Builders, Philad.
A. C. GRAY, Pres't New Castle Manuf. Co.
U. WELLS, R. R. Car Manuf. Petersburg, Va.
I. R. TRIMBLE, Supt. Philad. R. R. Co.
M. B. MILLEN, Gen. Supt. C. R. R. Savannah, Ga.
EMERSON FOOTE, Supt. M. & W. R. R. Macon, Ga
THOMAS DOUGHERTY, Master Mach. do.
THOS. SHARP, Supt. R. F. & P. R. R. Richmond, Va

†May 19.

ISAAC RIGDON. EDWARD C. RYLAND. WM. HUDDART.

OHIO SCALE WORKS.



Rigdon, Ryland & Co.,

No. 39 Vine Street, between Front and Columbia streets,

CINCINNATI.

WE are now prepared to furnish **Railroad Track and Depot Scales** of all sizes, which we warrant in every respect equal to any manufactured in the United States.

Being practical workmen ourselves, we feel confident that we can furnish the West and South with as good an article and cheaper than can be bought East.

Cincinnati, June 29, 1854.

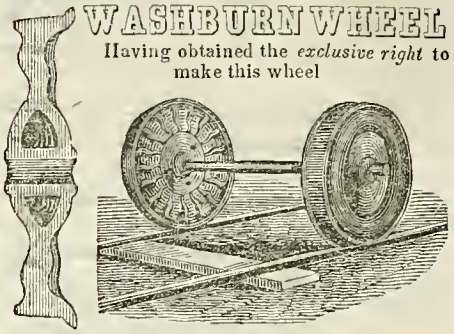
FULTON CAR WORKS,

CINCINNATI, OHIO.

THE Proprietors of this establishment would respectfully call the attention of Railroad Companies in the West and South to their establishment at Cincinnati.—Their facilities for manufacturing are extensive, and the means of transportation to the different points speedy and economical, They are prepared to execute to order on short notice, eight-wheeled Passenger Cars of the most superior description. Four or eight-wheeled Baggage, Cattle, Freight and Gravel Cars. Also, Crank and Lever Hand Cars, Trucks, Wheels, and Axles fitted.

WASHBURN WHEEL

Having obtained the *exclusive right* to make this wheel



In Cincinnati, Covington and Newport, they are now prepared to furnish Railroad Companies with that Celebrated wheel, with or without Axles. Also, Journal Oil Boxes of any pattern, and Castings for cars fitted to order at the shortest notice.

Address KECK & HUBBARD,
Fulton Car Works Cincinnati, Ohio.
ap.12 Office 62 East Second Street.

MUSKINGUM WORKS,

ZANESVILLE, OHIO.



DOUGLASS, SMITH & CO.

WOULD respectfully call the attention of Railroad Companies to their establishment at Zanesville

They are prepared to execute orders, on short notice, for

Passenger Cars of the most superior description,

Second Class Passenger, Mail Express, and Baggage Cars; Freight, Cattle, four or eight wheeled Gravel Cars.

We manufacture a superior

CAR WHEEL,

Over 2500 of which are now running on the Central Ohio Railroad, and many of these have been in use on the road over two years, having in that time only three to crack, and two to be renewed in consequence of the wearing of the Chill. We have also commenced the manufacture of the celebrated

WASHBURN WHEEL,

And are prepared to furnish this wheel, with or without axles. Also, castings for Cars fitted to order at the shortest notice.

BOLLMAN'S PATENT IRON & WOOD BRIDGE.

We are also agents and builders of the above celebrated Bridge. Are now placing upon the piers an iron bridge on this plan over the Muskingum river at Zanesville. We are ready to contract with companies for the construction of this Bridge. All orders addressed

DOUGLASS, SMITH & CO.,
au4tf. Muskingum Works, Zanesville, O.

J. DAVENPORT....M. D. WELLMAN....C. M. RUSSELL

DAVENPORT, RUSSEL & CO.,

Railway Car Manufacturers,

MASSIO N, OHIO.

THE subscriber, late of the firm of Davenport, Bridges & Co., Fitchburgh, Mass., having associated himself with Messrs. Wellman and Russell, under the above name, would respectfully solicit calls for any kind of Passenger, Baggage, Post Office, Freight, Coal, Gravel or Hand Cars.

Having had fifteen years experience in the business and having secured the best of workmen from the Car Factory in Cambridge, Mass., I feel confident that perfect satisfaction can be given in all work entrusted to our care.

We have now on hand the best of dry White-Oak with which we think we can build Cars as cheap and as well as any other establishment in the States.

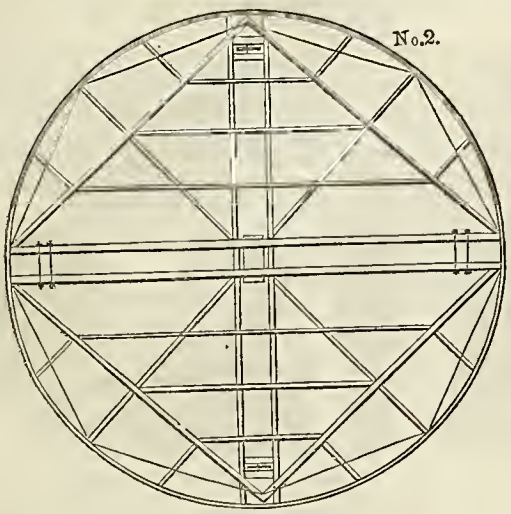
Feb. 16†* JOSEPH DAVENPORT.

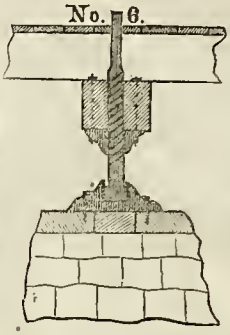
RAILROAD IRON, LIGHT WEIGHT.

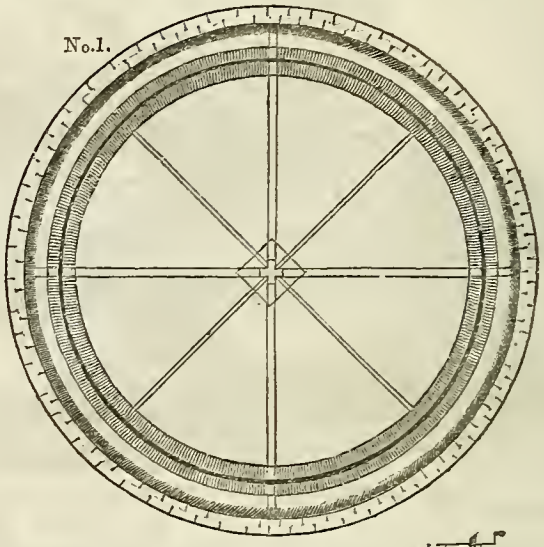
470 TONS, 47 lbs. per yard, good quality and pattern, now lying at New Orleans. For terms apply to VOSE, PERKINS & CO.,
ap27–tf New York

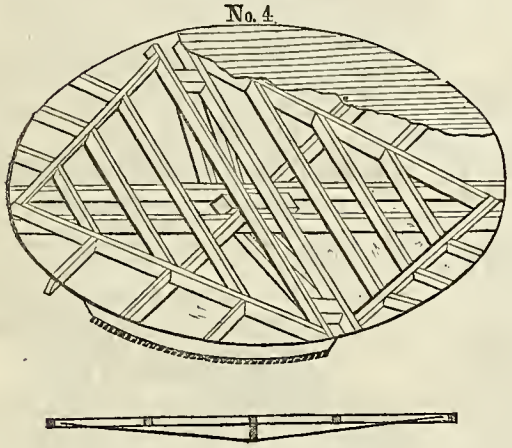
CARHART'S IMPROVED TURNTABLE.

Now building for 13 of the Principal Roads in Ohio, Indiana, New York, New Jersey, and North Carolina.

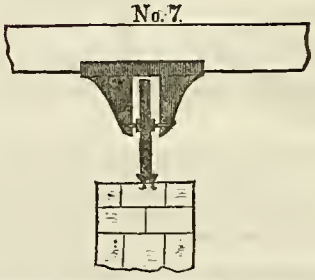


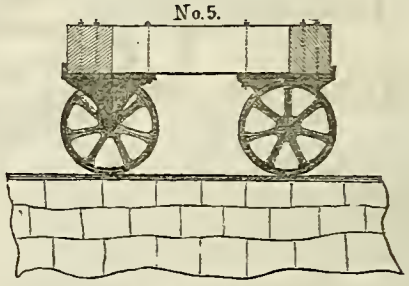












This Table, together with an Engine and Tender of 30 Tons Weight, can be Turned by One Man in 25 Seconds.

RAILROAD COMPANIES in want of *Turntables* of a permanent and durable character, at a low price, are respectfully referred to the annexed references. The undersigned being confident that the manner of turning engines by his Table is the most permanent, expeditious, and cheapest in the United States, solicits the attention of Engineers, and others, to his improvement. The undersigned being a practical mechanic, and having devoted his time, for the past five years, exclusively to the construction of Turn and Transfer Tables, Draw and other Bridges, is prepared with every facility for executing orders in that line with promptness and satisfaction.

The price, which is always based upon the use of the best materials and best workmanship which can be procured in the market where used, can be determined only by the locality.

REFERENCES:

New York & Erie Railroad Company.
Hudson River Railroad Co.
Ohio & Pennsylvania Railroad, J. Edgar Thomson, President, S. W. Roberts, Sup't and Engineer, Pittsburgh, Pa.
Pennsylvania Central Railroad, O. W. Barnes, Resident Engineer, Pittsburgh.
Toledo & Cleveland Railroad, Wm. Ferguson, Chief Engineer, Cleveland Ohio.
Columbus, Piqua & Indiana Railroad, A. J. Conover, Chief Engineer, Piqua, Ohio.
Cleveland, Zanesville & Cincinnati Railroad, W. H. Grant, Chief Engineer, Akron, Ohio.
Cleveland, Columbus & Cincinnati, and Cleveland & Erie Railroads, L. Tilton, Sup't, Cleveland, Ohio.
Little Miami & Columbus & Xenia Railroads, William H. Clement, Sup't, Cincinnati, Ohio.
Cincinnati, Wilmington & Zanesville Railroad, E. W. Woodward, Engineer, Circleville, Ohio.
Central Ohio Railroad, G. W. Fulton, Sup't, and S. Medbury, Engineer, Zanesville, Ohio.
Camden & Atlantic Railroad, and Dauphin & Susquehanna Railroad, R. B. Osborne, Engineer, Philadelphia.
Bellefontaine & Indiana Railroad, W. M. Roberts, Engineer, Pittsburgh, J. Nottingham, Sup't, Marion, Ohio.
Cleveland & Pittsburgh Railroad, J. Durand, Sup't, Cleveland, Ohio.
Wilmington & Raleigh Railroad, North Carolina.
Central North Carolina Railroad.
Cincinnati & Indianapolis Railroad, Indiana.
New Albany & Salem Railroad, Indiana.
Michigan Central Railroad, Michigan.
Dayton, Xenia & Belpre Railroad, Ohio.
Pomeroy Railroad, Engineer at Cincinnati.
Springfield, Mount Vernon & Pittsburgh Railroad, Ohio, Charles Anthony, President.

DESCRIPTION OF PLAN.

Fig. 1, of the above cut, represents the foundations, consisting of *Bank* and *Track Walls*, the latter made of cut, the former of hammer-dressed stone, with cut stone coping. The Track is bent of the ordinary T rail, spiked and leaded to the stone track walls. The Center Pier is made of cut stone, with a step for screw and pivot bolted to the same.

Fig. 2, shows the framing.

Fig. 3, is a side view of Main Truss, with the mode of gearing, including the mitre-wheels, iron crank frame, rack and pinion, foundations, pivot wheels and pedestals.

Fig. 4, gives a perspective view of rim, segments, decking, etc.

Fig. 5, is an end view of the main trucks, with pedestals and wheels.

Fig. 6, is a screw for pivot, 6 inches in diameter, working in a steel step through a nut for adjustment.

Fig. 7, shows a cross section of track wall, well, and pedestal

For further particulars please address,

D. M. CARHART, Cleveland, Ohio.

MATHEMATICAL INSTRUMENTS.



T. F. RANDOLPH & BRO.,

N. W. Corner Fifth and Walnut sts.

No. 1, 2d STORY, APOLLO BUILDING,

CINCINNATI, O.,

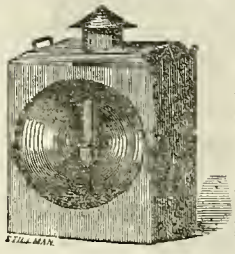
MANUFACTURERS OF

Surveyors' and Engineers' Instruments, Theodolites, Transits, Levels, &c., &c.,

REPAIRING AND ADJUSTING INSTRUMENTS DONE TO ORDER.

Orders promptly attended to.

LOCOMOTIVE LANTERNS.



I AM now manufacturing

LOCOMOTIVE LANTERNS

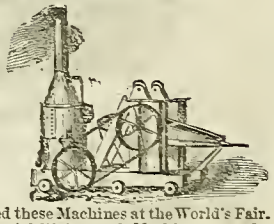
of the most approved form, with true Parabolic Silver-plated Reflectors, Copper Cases, and in every way equal to the best manufactured in the country.

Orders from Railroad Companies in the West are solicited.

A. S. WINSLOW,

†mi 24] 9 and 11 West Second St. Cincinnati.

"GARDNER'S ROCK DRILL."



DESIGNED for Mining, Tunneling, Quarrying Use, and Rock Excavations of all descriptions, by the use of which a saving of 50 to 75 per cent. is made. This drill can be operated by hand, horse, or steam power, and works equally as well horizontally or at any angle, as perpendicularly.

A silver medal, the highest prize, was awarded these Machines at the World's Fair.

Applications for Territorial Rights and Machines must be made to the Patentee.

G. ARTHUR GARDNER,
Trinity Building, N. York.

nov17†

Railroad Record.

E. D. MANSFIELD, - - - - - - Editor.
J. A. JAMES, - - - - - - Associate Editor.

CINCINNATI:

THURSDAY MORNING,.....OCT. 19, 1854.

To our Patrons.

Those of our patrons, whose subscriptions are due, and have not been sent, will find their bills enclosed in the issue of this week. We shall be much obliged for early remittances.

REMOVAL.

The Office of the RAILROAD RECORD has been removed to No. **106** West Fourth St., north side, between Vine and Race streets, in the building occupied by the Cincinnati & Cleveland Short Line, the Cincinnati, Lebanon and Xenia, and the Cincinnati & Dayton Short Line Railroad Companies.

The location is in the very center of Railroad business, and but few steps from the Burnet House. Full files of railroad reports, maps, newspapers and other documents can always be found at this office, and it will always afford us great pleasure to give any information, and answer any queries on railroad matters, when in our power. We cordially invite railroad men from the country, when visiting our city, to honor us with a call and avail themselves of the facilities of our office.

☞ **Orders for all kinds of Railroad Printing received and promptly attended to at the Office, No. 106 West Fourth Street.**

Railroad Printing.

WE have now ottached to this office an extensive **Composition** and **Press Room** and **Bindery**, under the personal supervision of the proprietors of the RECORD. With confidence, therefore, we call the attention of RAILROAD OFFICERS and others to our extensive establishment, containing every facility for turning out superior work in any and every department of the PRINTING BUSINESS.

We are fully prepared to furnish **Railroad** and other **Reports**, with or without **Maps** or other **Illustrations**, gotten up at short notice and in superior style. Also, **Blanks of any description**, adapted to the wants of the various departments of the **Railroad service**, and to the wishes and tastes of the parties.

Also, **Railroad Tickets** and **Conductors' Checks**. Our patent **Card Press**, enables us to supply any demand at **Short Notice** and in **Unequalled Style**.

Also, **Blank Books**, ruled to any pattern, with or without **Printed Headings**, and bound in the most substantial manner.

With the numerous facilities for doing the **Best Work**, we feel no hesitancy in promising full satisfaction to all who may favor us with their orders.

T. WRIGHTSON & CO.,
Rail Road Record Office, 167 Walnut st. Cin.

THE EXTENSION OF TRADE BY RAILWAY.

We recently heard one of the wiseacres of the times say, that railways were the great cause of the scarcity, and derangement of money! A country, which is paying forty millions per annum in gold, for the *balances* only, due for foreign fabrics, as easily made in this country as corn is raised, suffering from too many railways!

The idea is too absurd for contradiction. But it did occur to us, what would have been the condition of Cincinnati, for example, *at this time without railways?* Under the miserable legislation we have had, with the present financial crisis, Cincinnati, and all other large towns in Ohio, would have been commercially crushed—literally trodden down. But, on the contrary, with utter derangement in currency, and with the Ohio river reduced almost to a dry canal, Cincinnati commerce was never so great, and the activity of its energies never greater. Go to the railway depots and the whole thing is explained at once. We happened to be at the immense freight depot of the Little Miami railway last week, and what did we see? Yards, buildings, roads, every space where room could be found, literally *crammed* with produce, and merchandise going and coming.

Now let us see where this mass of sugar, and coffee, and melasses is going? It is going through the whole North, from Oswego to Chicago—over a country whose radius was five hundred miles! Was there any such commerce with the river, or with turnpikes, or even with canals? The *radius* of trade here with turnpikes was 100 miles, with canals more than 200 miles, and with railways it is 500 miles! Doubling the *radius* of trade *trebles the surface* over which trade extends. To the north and east, this *trebling* has taken place in Cincinnati, but it remains for the completion of the Ohio & Mississippi railroad west to St. Louis, and the Covington & Lexington to East Tennessee, to complete the *trebled surface of commerce in every direction.*

This will take place in a short time, when the grand revolution in Cincinnati commerce will also be complete, making the aggregate commerce of Cincinnati treble what it was in 1850—say *two hundred and fifty millions of exports and imports.* Granting the Southern line be not completed before 1860, it will be but ten years, in which the commerce of Cincinnati will be trebled—its wealth more than trebled, and the cost of all the railways of the West, immense as that is, will be returned to this single city!

We know that this is a startling result, but we have accomplished much of it, and with the completion of the roads south and west, the whole will be accomplished.

Nothing can be a greater mistake than to suppose railways have absorbed too much capital, or, in any way affected the currency of the country. We have sent *fifty millions of gold* to Europe in 1854—and it is THE RAILROADS ALONE WHICH HAVE SAVED THE COMMERCE OF THE COUNTRY FROM UTTER PROSTRATION.

MANUFACTURING INTEREST OF THE WEST: LOCOMOTIVE WORKS, ETC.

The present depression in the monetary affairs of the country has fallen with peculiar weight upon the railroad interest, in all its extent. Not only do railroad companies feel its effects, but they extend to collateral branches; thus all manufacturing interests connected with railroad construction and equipment are deeply affected, with, perhaps, the single exception of the manufacture of rails—and even this is not carried to the extent it would be in this country had there been the usual amount of capital to be had.

These facts are seriously impressed upon us by the suspension of a number of locomotive establishments but recently started at the West—and some at the East—all caused by the inability of railroad companies to fulfill their contracts for machinery, in some instances, and the suspension of work upon others, whereby the demand for equipments has decreased far below the supply. This is a serious drawback to the manufacturing interest of the West. Heavy amounts of capital have been invested in these establishments, and large incomes are necessary to carry them on with any profit. Consequently, it is to be feared that some time will elapse before they will be able to resume operations, and thus far, will materially interfere with the prosperity of the West.

In the midst of this depression and suspension around us, it is a source of gratification to know that our Cincinnati machine shops are still in full operation, with no appearance of being compelled to suspend operations for the want either of work, or means Messrs. Niles & Co., are still busy on orders for locomotives, and Messrs. Moore & Richardson (late Harkness & Co.,) have just turned out a beautiful passenger engine of 20 tons, for the Little Miami road, called after one of our citizens, "R. R. Springer," and a most complete and efficient machine it is too. This firm has also, just ready for shipment, three locomotives for the Nashville & Chattanooga road, of 22 tons each, and named respectively the "J. K. Polk," John Bell," and "Andrew Jackson."

Objection has been made to our Western locomotives—mostly by Eastern men, however—that they have not the *finish* of the Eastern shop work. This *may* have been the case heretofore, as it has been the aim of our mechanics to put the greater portion of the price of their work *into* rather than *upon* their locomotives, that while the Eastern gingerbread work is half the time in the repair shops, theirs may be doing its duty upon the road. In point of efficiency for the purposes designed, we can place the work of Messrs. Moore & Richardson against any other, made East or West, and the best proof we have of the truth of this assertion is in the fact that *our old established roads go to that firm for their work.* When such roads as the Little Miami, Nashville & Chattanooga, Cincinnati, Hamilton & Dayton, and many others we can name, continue to order their engines from one firm, we want no better evidence of their being perfect in their working qualities, though they may have lacked somewhat in their outward adorning.

But we understand that it is the intention of this firm to strive to meet this wish for outward adornment as well as inward finish, without at all interfering with the perfect efficiency of their engines, which they warrant to give perfect satisfaction in all cases. Of this the "R. R. Springer" is a fair specimen, and we feel assured that it would stand a fair comparison with Eastern work in the point of outward finish, while in the requisites of a passenger engine, we know it will be found second to none.

We did not purpose making this artiele so lengthy when we eommeneed, but as we had heard this very eharge made against our Cincinnati work by engineers fresh from the East, to whom nothing could be good that did not come from the East, we entered somewhat warmly into a, perhaps needless, defense of workmanship that speaks so loudly for itself.

As the horizon of monetary affairs is now somewhat brighter in its aspects, and gives hopes of the elouds of depression elearing away ere long, we sineerely hope that the manufaeturing interests of the West will be among the first to feel its revivifying influenee, and that the wonted prosperity of this, as well as other branches of industry, will soon return.

MISSISSIPPI & MISSOURI RAILROAD.

This is the Iowa extension of the Rock Island railway, to the Missouri river, *via* Iowa City, Des Moines, etc.

Between Davenport and Iowa City, the route is already graded, with a full supply of cross-ties on the ground for the superstructure; and the iron is ready at Chicago, as soon as the road is fully prepared for it. From Iowa City to Fort Des Moines, the final location has been made, and it is the intention of the company to put this portion under contract at an early day.

There are three divisions of the Mississippi & Missouri road; viz: first, second and third. The Davenport and Iowa City is the first division, and will run ultimately to Council Bluffs. It is located to Fort Des Moines, running through the southern corner of Scott county, thence through the northern line of Muscatine, *via* Moscow, thence through Johnson to Iowa City, thence through Iowa county, eight miles north of the southern line, and six south of Marengo; thence bearing north through Powesheik, thence west through Jasper, *via* Newton, thence southwest to Des Moines, in Polk county. The heaviest grading on this road is through Jasper county. January 1st it will be in running order from Davenport to Iowa City. One survey has been made from Fort Des Moines to Kanesville and the Bluffs.

The Muscatine and Oskaloosa is the second. It is located to Oskaloosa, has three hundred men at work, and is under contract to Fredonia. This road will probably run to the mouth of the Platte. It is not, at any rate, the intention to run it to Council Bluffs. From Muscatine it runs southwest to Columbus City, in Louisa county, thence west through Louisa and Washington, thence through Keokuk, six miles north of the southern county line, thence to Oskaloosa, in Mahaska county.

The Muscatine and Cedar Rapids branch is the third division of the Misssissippi & Missouri road. It is under contract from Muscatine to Moscow, and will be completed by first of May next.

From Fort Des Moines to the Missouri is being surveyed. Thus the whole line is progressing steadily. This company will not be seriously affected by the money pressure, though they must be so to some extent; and we may look for the completion of this line at no very distant day.

Iowa has contemplated railroads sufficient to allow almost every acre in the state to be crossed by one, at least; and notwithstanding the state of monetary affairs, new schemes are constantly springing up there.

We are the more pleased, therefore, when we find a reasonable prospect of any of them being completed, as is unquestionably the case with the Mississippi & Missouri railroad.

Counterfeit Quarters.—The New York *Journal of Commerce* calls the attention of the public to a counterfeit quarter of a dollar, which is the closest imitation in appearance of the genuine coin, which ever fell under our notice. It was taken at the post-office, and paid into the subtreasury, where it was detected by the weigher and tester of coin. The counterfeit appears to be made of zinc or other bright metal, is cast to resemble exactly the genuine coin, and is afterward "galvanized" with pure silver. It is dated "1853," and is about ten grains lighter than the genuine, and is very brittle. By the latter characteristic, it may be easily detected, as it will readily break by a blow from a hammer. There are probably but few now in circulation, and receivers of money will do well to be on their guard against them.

Philadelphia, Wilmington & Baltimore Railroad.—The Philadelphia, Wilmington and Baltimore Railroad have postponed their dividend to January, in consequence of having expended their earnings on improvements. They do this in preference to selling their assets, such as bonds, real estate, steamboats, stocks, etc., at present depressed prices. The net earnings for the six months ending August 31, 1854, have been, after deducting the usual appropriation to renewal fund of $30,000, a little over 3 per cent. The company have on hand and unsold, $190,000 of bonds, authorized to be issued in January, 1853, for improvements, other than the bridge and double track, also $350,000 of other assets.

Cincinnati and Chicago Railroad Company.—An election of directors for the Ohio division of this company was held in this city on Monday the 9th inst., when the following board was elected: C. B. Smith, Samuel L'Hommedieu, R. M. Corwine, Thomson Neave, S. B. W. McLean, Cincinnati; M. G. Bright, Madison, Indiana; James Sample, Butler county, Ohio; Sam'l Martin, Isaac Bates, Hamilton county, Ohio. The board was organized on the same day by the election of C. B. Smith President; Stanhope S. Rowe, Secretary.

The Management of the Hillsboro' Railroad.—We really wish the directors of the Hillsboro' railroad company would make some arrangement by which business on its line can be properly conducted. Last week there *was not a single freight car at Hillsboro' for three days*, and we know not how much longer. Now how is it possible for a road to transact business satisfactorily, in such a state of things? Such a fact is, of course, displeasing to those who had freight to carry—but it is equally unprofitable to the Company. Especially will this be the case when another railroad is running from the same region, not more than ten miles from this.

Freight may have a choice, and at any rate, it can not be for the interest of any railroad to be managed in quite so *slow* a manner.

Symmes Valley Railroad.—We learn from the Ironton *Register*, that a meeting of the citizens of Lawrence county was held at Marion, on the 22d ult., and resolutions adopted to survey the line of the contemplated road, using for that purpose the money already collected. A committee was also appointed to procure the services of a competent Engineer. N. Vermillion, was elected Treasurer of the company.

Thus, despite the stringency of the money market, new enterprises are being undertaken, where the wants of the community *actually* call for them. Such is the case in this instance; and we doubt not that the means to build the road will be forthcoming along its line, when the time comes.

Dayton Short Line Tunnel.—We learn from Mr. Gest, that this tunnel is progressing again; a large number of workmen being employed at both ends of the work. It is an important work to this city, as affording an inlet for cars to the very center of the business community; and that too without crossing a single street; thus obviating all danger of collisions with vehicles of any kind, while passengers are landed near all the principal hotels.

City of Philadelphia a Holder of Railroad Stock.—Philadelphia is a stockholder to a large amount in the following railroad companies, viz:

Hempfield,	(all paid)	$ 600,000
North Penn.,	"	1,400,000
Pennsylvania	"	5,000,000
North Western	"	75,000
Sunbury & Erie	"	1,000,000
Total		$8,075,000

The Pennsylvania road pays interest at 6 per cent.

Indianapolis and Cincinnati Railroad.—At the late election of directers of the company, the following gentlemen were elected: Thomas A. Morris, Harvey Bates, James M. Ray, Indianapolis; C. Worthington, P. Outcalt, Cincinnati; L. B. Lewis, H. K. Hobbs, Lawrenceburgh; Joseph G. Monfort, A. R. Forsyth, Greensburgh.

BALTIMORE & OHIO RAILROAD.

From the Baltimore *American* we gather the following particulars of a meeting of the stockholders of this company, held at Baltimore on Monday 9th inst., for the purpose of nominating twelve directors to manage the affairs of the company for the ensuing year.

The following gentlemen, representing a large amount of the stock and securities of the company were nominated: John Hopkins, Chauncy Brooks, Benjamin Deford, Andrew Gregg, Marcus Denison, Wesley Starr, Columbus O'Donnell, Nathan Tyson, Edward Patterson, William A. Hack, Francis Burns, William Lamping.

Mr. John Garrett offered a preamble and resolutions to the following effect, viz:

WHEREAS, Notwithstanding the immense business and large gross receipts of the Baltimore and Ohio railroad Company, during the past eighteen months, the shares and securities of the Company have greatly depreciated in market value, its finances become embarrassed, credit impaired and its stockholders been repeatedly disappointed in their just expectation of dividends; and whereas, in their judgment these results are mainly attributable to the pursuit of an erroneous policy in the conduct of the affairs of the road, they in view of the election of twelve Directors to serve on their behalf for the ensuing year, and, as instructions to said Directors, deem it expedient and proper to present briefly their views of the course to be pursued to restore public confidence in this great enterprise, and to satisfy, as they believe, not only the individual stockholders, but this unreasonably and unnecessarily overburdened tax paying community.

Therefore be it Resolved, by the stockholders of the Baltimore and Ohio railroad Company, That a rigid, careful, practical and thorough economy should be exercised in the management of every department of the affairs of the Company, in general and in detail.

That all employees on the line of the road, and at the termini, whose services are not indispensable, for the proper conduct of its business, shall be promptly dismissed, and that in all cases unnecessary expenses of every description shall be abated.

That the method of collecting fares and freights shall be improved, and that the most rigid accountability of the agents and conductors of the road, shall be exacted.

That the system of free passes, through and local, which has become an enormous abuse, shall be unconditionally abolished.

That to the greatest practicable extent the use of animal power in the city be abandoned, and that this service shall be furnished only when the extra compensation may be adequate to the cost.

That the charges for transportation and travel on all way-business shall be advanced to remunerating rates, and that in re-adjusting the tariff for the business in the vicinity of the city, the consumption of time, of cars and cost of animal power shall be items specifically considered.

Especially, as all the elements of the cost to the company of transportation of coal, viz: repairs of track, iron, wages, the value of money invested in the requisite machinery, etc., have materially increased, and that the existing rate per ton per mile, is believed to be the lowest prevailing on any road, not only in the United States, but in the world, and that it is not reasonably remunerative, the rate on this article shall be increased to a satisfactory standard.

That as the value of coal has improved at the points of consumption, and as coastwise freights on the same have recently declined $1.00 to $1.50 per ton, an appropriate period is presented for the desired advance—prompt and decided affirmative action regarding this important item is therefore recommended.

That the practical embodiment of the features embraced in the foregoing resolutions, will constitute a policy which will, in the opinion of this meeting, legitimately result in the restoration of full confidence in the company at home and abroad; in the satisfaction of stockholders; in the relief of tax-payers; in *net earnings*, commensurate with the capital invested; with the large and increasing business of the road, with the reasonable expectations of all parties interested, and in the payment of regular dividends.

The nominations and resolutions were adopted unanimously and the meeting adjourned.

THE CATAWISSA, WILLIAMSPORT & PHILADELPHIA RAILROAD: OPENIMG CELEBRATION.

The opening of this line, connecting Philadelphia with Dunkirk and Buffalo was celebrated on the 6th and 7th inst.

This line passes through a region of country abounding in iron, coal and limestone. The distances from Philadelphia are as follows:

	Miles.
By Reading Railroad to Port Clinton	78
Little Schuylkill Railroad to Tamaqua	20
" " " Junction	8½
Catawissa Railroad to Catawissa	38¾
" " Danville	10
" " Milton	14½
Total	169½

On the Catawissa road there are:

TUNNELS.

New	200 feet long.
Summit	1200 "
Little	400 "

BRIDGES.

Dark Run	500 feet.
Little Catawissa	1100 "
Stranger's Hollow	800 "
Mine Gap	600 "
Fisher's Run	800 "
Furnace Run	800 "
Susquehanna	1400 "

At Milton the excursion party sat down to a banquet in honor of the occasion; after which numerous sentiments were offered, and replied to. From among the replies we select the following, elicited from E. Miller, Esq., by a sentiment referring to himself as the original engineer of this line, many years since. He said:

"Nearly twenty years ago, some enterprising gentlemen, who knew and appreciated the importance of the route which we have this day traversed, sent me with a corps of engineers to explore it. My report was considered so favorable that, in the year 1836, it was placed under contract, and was vigorously prosecuted under myself and my intelligent successor, Mr. S. W. Roberts, who accepted the post upon my resignation to take charge of the early surveys of the Sunbury and Erie railroads.

"With the early friends of this road and its early history, I am, of course, well acquainted. He who called it into existence first, and whose early and indefatigable labors throughout its career, will be acknowledged by all its friends, Colonel Joseph Paxton, my old friend and faithful coadjutor during the laborious days that I passed in the service of the Catawissa railroad Company, is here present to speak for himself. I never believed he could die, or at any rate, could rest in his grave, if this road were not completed, so that he could dine in Catawissa and sup in Philadelphia. He has enjoyed this privilege, and may he long live to reap the fruit of his labors and anxieties.

"I came here an ambitious youth, to my first independent labors as an engineer-in-chief. Since I left here I have toiled diligently in my profession, and done my part in smoothing down the asperities of old Pennsylvania. The faithful band of assistants who once aided me here, have also done their part. Some have gone to give an account of their stewardship; some hold positions of great respectability in their profession; one is an eloquent divine; one a distinguished physician; one a learned lawyer. I can not call to mind more than one of my old Catawissa corps, who has not done credit to the school he belonged to.

"I am heartily rejoiced that this important work is at last completed, after lying so long in a state of paralysis, and I congratulate most sincerely the able and enterprising gentlemen who have waked it up from sleep, and carried it forward to a successful termination. But here I feel as if I belonged to the past, and with your permission, I desire to propose a toast in memory of one who deserves the grateful recollections of all friends of the Catawissa road, who aided it by his power and influence when it needed aid, because he believed that it deserved assistance; one who was always ready to advance what he believed to be the true interests of his native state and his native city; one whose errors of judgment all who knew him, should remember with kindness, for who among us claims infallibility? I propose the memory of a true hearted Pennsylvanian, Nicholas Biddle."

Which was drank standing and in respectful silence.

CENTRAL OHIO, AND BALTIMORE AND OHIO RAILROAD CONNECTION BELOW WHEELING.

The decision of the Central Ohio company, to locating their eastern terminus at Bellair, and the action of the Baltimore and Ohio company in constructing a landing at Benwood, four miles below Wheeling, to connect with the Central, thus giving Wheeling the go-by completely, has seriously affected the denizens of that goodly city, and they have had meetings, appointed committees, and taken steps to prevent the Baltimore and Ohio road from continuing their operations at Benwood. The following resolutions were adopted at the meeting, viz:

Resolved, That the railroad committee employ counsel forthwith to institute proceedings against the Baltimore and Ohio railroad company to enjoin them from making and using the track and wharf aforesaid, and also from loaning their credits aforesaid to the Central Ohio railroad, and to take forthwith

such other steps as said committee may deem expedient in order to secure to this city the "practical benefits of the Western terminus of the Baltimore and Ohio railroad."

Resolved, That five members of the Council and five citizens (one from each ward,) be appointed a committee with power to employ suitable engineers to ascertain and report the most practicable means of transit across the Ohio for railroads from the West, within the corporate limits of the city; with power to confer with the different railroad companies and obtain their views in relation thereto, and that they report their proceedings thereon at as early a day as practicable.

Resolved, That a copy of the 2d resolution be at once forwarded to the Cleveland and Pittsburgh, the Marietta and Cincinnati, the Hempfield, and the Central Ohio railroad companies, and that they be requested to confer with said committee appointed thereunder.

In pursuance of these proceedings the Baltimore and Ohio railroad Company, have been notified that the City of Wheeling will apply on the 20th inst., at the Court house of the county, to a circuit judge for an injunction to restrain that company from completing or using the work designed to form a connection with the Central Ohio railroad at Benwood, four miles south of the city.

OHIO & INDIANA RAILROAD.—From the Fort Wayne *Sentinel* we learn that some delay has been experienced in the receipt of iron, and in consequence, this road can not be completed quite as early as was expected. Only 6 or 7 miles now remain uncompleted, and these will be finished, we presume, in ten days or two weeks at the farthest.

A passenger car has been fitted up, and runs from Fort Wayne to the end of the rails, about 15 miles, thence passengers are conveyed by stage 7 miles to meet the trains for Cincinnati, Pittsburgh, or the lakes.

CANADIAN SURPLUS PRODUCE.—The surplus products of free duty articles in Upper Canada, for this year, are estimated by a Canadian writer as follows:

12,000,000 bush. of wheat at $1,50	$18,000,000
2,000,000 " Oats at 40c	80,000
1,000,000 " Barley at 40c	40,000
Seeds	100,000
Vegetables	50,000
Poultry	10,000
Furs and skins	150,000
Butter	200,000
Lumber of all kinds	4,000,000
Wool	1,000,000
	$23,630,000
All articles under treaty, say	1,000,000
Total	$24,630,000

Boston Courier.

OBITUARY.

It is with much regret that we notice the demise of NEWTON LARSH, Esq., lately connected with the Four Mile Valley railroad in this state; the board of directors of which company, met at Eaton and passed some highly eulogistic resolutions relative to the deceased, among them was the following:

Resolved, That in the death of Mr. Larsh, this board and the surrounding community have lost a most efficient, liberal, enterprising and worthy member, on whose judgment great reliance could be placed, and whose example was worthy of imitation.

VIRGINIA & TENNESSEE RAILROAD.

From a communication in the Lynchburg, Va., *Republican*, we glean the following items about this company:

The indebtedness of this company, when their work is completed, will be, $1,000,000, due to the state, payable in 30 years, with interest, payable semi-annually, at the rate of 6 per cent. per annum, and 1 per cent of principal to be paid annually. Second, $500,000—issued to individuals, with the same conditions, except that they are to be redeemed in—— years, which together with the million due the state, is secured by a mortgage on all the property and revenue of the company. Third, $500,000 of bonds secured by a second mortgage. The sums will make a total indebtedness of $2,000,000.

The whole cost of the road, 204 miles in length, will be $5,000,000 or say $25,000 per mile, when completed and equipped with a large supply of cars and locomotives.

Here is a road well located, through a country rich in agricultural and mineral wealth costing, when equipped, the low average of $25,000 per mile, total cost $5,000,000 mortgaged for $2,000,000.

The East Tennessee & Virginia road, 130 miles in Tennessee, is now constructing, by which this road will connect at Knoxville; and thence, over the various roads that center there, with points North, West, and South; making the entire line a very valuable connecting link, in an extended chain of railways.

EXPERIMENTS IN STOPPING RAPID TRAINS.—It has been long a curious problem to determine the period of time in which a heavy train of carriages in rapid motion on a railroad, may be brought to a stop, by the application of the usual methods of retardation under the control of the driver of the train—and to apportion those periods to any degree to the rapidity of the motion to be suspended.

In consequence of the raising of the question lately in England, arising from a fatal collision on the Corydon railway, whether all practical efforts were made in that case by the driver of a passenger train, moving at a speed of from 50 to 60 miles an hour, to bring it to a stand, from the moment of receiving notice of an obstuction on the track, a series of experiments were made under the direction of Capt. Tyler, of the Board of Trade, in concert with the officers of the South Eastern and Brighton railway Companies, with a view of throwing light on the subject. The results of these experiments are deserving of notice, as they appear to have been made with care, and are satisfactorily authenticated.

The object aimed at was to ascertain within how short a time, and how small a distance, a train running at the speed above described could be stopped. For this purpose two experimental trains were made up, one by each of the above named companies, laden respectively with 32 tons iron properly distributed among the carriages, that being computed to be about the weight of the 450 passengers, who were in the excursion train to which the accident occured. That the trial might compare at nearly as possible to an ordinary case of running at that rate of speed, the men in charge were not previously informed at what moment they should pull up, but were to await a signal arbitrarily given by Capt. Tyler, at a moment when they might not be expecting it. Four experiments were made—two by simply shutting off steam and applying the breaks,—and the other two by the application of these means, and in addition, reversing the engine, with the further addition in the last of scattering sand on the track. The results were, that the trains were stopped in the first instance in a space of a little more than a mile and a fifth—in the 2d, in a mile and one sixteenth—the 3d, in a little over a mile—and the 4th, in a little over three quarters of a mile.—*Boston Adv.*

CHINESE ENGINEERING SKILL.—Europeans and Americans are very apt to consider the Chinese as barbarins, when compared with our own and other Christian nations. Yet we are constantly meeting with facts in relation to that singular people, which put to the blush all our vainglorious boasting. What are our great canals when compared with that extraordinary work of art, the Imperial Canal of China, which was built by the Mongol Emperor, Kulbai Khan, and extends a distance of more than 600 miles? Great hights are tunnelled, lakes bridged, and stupendons embankments thrown over marshes and low ground to afford it a passage. Unlike our canals, its capacity is not limited to small boats, but large ships sail upon its waters, which are filled by mighty rivers, and serve not only the purpose of a commercial highway, but are used for the twofold objects of irrigation and drainage, thus rendering available for cultivation much land which would otherwise be useless. This canal has been pronounced by Europeans a gigantic work, and one displaying sound practical engineering skill, and even genius, in its construction. Yet it is only one among many achievements of art to be found on a larger scale in China than in any other country in the world.

THE WAY OF MANAGING A RAILROAD.—The London and Northwestern railroad Company, one of the wealthiest in England, has introdueed a very remarkable principle into the working of its business. It gives every man employed on its roads an interest in its prosperity. In its contracts each worker is dependent, to a great respect, on the care and labor he contributes to the general stock. The directors of the company have entered into formal contracts with their engineers for running the locomotives. They pay them so much per mile, sell them the fuel, oil and other necessaries at first cost, and allow them as profits what they can save from a regular allowance by economy and skill. The engineer pays a fine for every moment lost by his delay, and is therefore interested in being regular and punctual. In this way the company saves a large sum of money every year, and it is found that there are less dangerous accidents on its roads than any others in the country.

CATAWISSA & WILLIAMSPORT RAILROAD.—The Catawissa, Williamsport and Erie railroad Company have an excursion to-day, from Philadelphia to Milton. The route is from Philadelphia by the Reading road to Port Clinton, 78 miles, thence over Little Schuylkill road to the junction, 28¼ miles, thence over Catawissa road to Milton, 63¼ miles. Total, 169½ miles.

CHARTIERS VALLEY RAILROAD.—Work on the Chartiers Valley (Pa.) railroad, it is stated, has suspended. Cause—want of funds

Communications.

AMERICAN AND FOREIGN RAILROAD IRON

The following article is from Professor Mather, who is most thoroughly acquainted with the subject; and especially with the coal and iron region of Ohio. He will pursue this topic in other numbers. He says:

Mr. Mansfield has shown very conclusively the advantages that would accrue to the railroad interests, and to the community generally, by abolishing the duties on railroad bars,

He has also shown, and it is evident from other sources, that his estimate of 3000 miles of railroad to be constructed annually, for the next four years, is a minimum estimate.

3000 miles of railway, with side tracks. switches, and the usual proportion of double track, will require 400,000 tons of railroad bars.

400,000 tons will cost, in bonds, at $40 per ton		$16,000,000
Discount on bonds at $4,20 per ton		1,680,000
Interest and exchange on bonds, cash at $2,50 per ton		1,000,000
Duties in cash at	$16,00	6,400,000
Commission "	$2,80	1,120,000
Freight "	$8,00	3,200,000
Total		$29,4000,00

The iron for 3000 miles of railroad annually, will then cost $29,400,000 of which $17,680,000 will be in bonds bearing interest, and $11,720,000 will be paid in cash, about one-half, to be buried in the government vaults comparatively useless to the community, for a considerable period, and the other half mainly paid to foreign ships and commission agents.

This brings the cost of such iron at $73,50 per ton in New York, and is quoted in New York, Sept. 2d, 1854 at $78,50 to $80 per ton. London, Aug. 26, £7, 10s. to £8, 5s.

American railroad bars, which have been found more durable and better than the foreign, can be manufactured with profit at these rates. Why then, it may be asked, when there is so great a demand for railroad iron, has it not been more extensively manufactured?

Various reasons have conspired to prevent the manufacture of railroad iron from keeping pace with the increasing demand, among which the following are the principal, viz:

1. The American manufacturers are mostly fully employed to supply pig iron for castings, and for the manufacture of common merchant irons.

2. Railroad mill establishments require much more capital, and do not, at present prices of pig iron, make corresponding profits for the production, and the capital invested.

3. Large amounts of capital are not, in this country, easily diverted from the usual channels of investment, in which it is kept fully and actively, and profitably employed in business well understood by those employing or owning it. The extension of the iron business has been almost entirely from the surplus profits of iron-masters.

4. The long credit given on railroad iron in England, by disposing of mortgage bonds on the railroads instead of money, or short credit, which would be required in the U. States, has tended to draw nearly all the calls for railroad iron in that direction.

5. Any *extension of the manufacture of railroad iron must be by smelting the iron ore with stonecoal*, while the iron-masters in most parts of this country are accustomed to smelt with charcoal. In Pennsylvania and Maryland much iron is now made with anthracite and bituminous coals. In Ohio a few furnaces are at work with bituminous coals; other stonecoal furnaces are building, and the prejudice against stonecoal is fast passing away. Many of our iron-masters are now satisfied that they can make good pig iron with stonecoal, and with such ores as they would have rejected from a charcoal furnace. In Kentucky the bituminous coal has not been tried. A new era in the iron manufacture is dawning.

The stonecoal iron manufacture, will not interfere at all with the charcoal furnaces, and is now gaining favor with the iron-masters. The iron belt of Ohio, Pennsylvania and Kentucky, may soon, under favorable circumstances, be thickly dotted with furnaces making iron from ores like those of Wales and Scotland, and with stonecoals of similar character.

I purpose in a future article, to show that with proper encouragement from railroad companies and the government, we can, within four or six years supply railroads with American iron as cheaply as the Welsh bars and after the works are well established, as much credit on bonds given, even if the duties be removed from foreign railroad bars.

W. W. M.

Discoveries in Metals.—Mr. Deville, whose discoveries in relation to aluminum have recently created quite a stir in the scientific world, has for a long time been engaged in the preparation of a work upon the pure metals, produced and melted by processes of his own. In the course of his researches he has discovered that the two metals, nickel and cobalt, possess, contrary to the general belief, the useful properties of malleability and ductility, in a very remarkable degree, and also an extraordinary tenacity, far superior to that of iron, which has hitherto been supposed to possess this quality more perfecty than any of the metals. From M. Vertheim's experiments on wires of equal diameter made of iron, nickel, and cobalt, it appeared that the weights which determined the rupture of the several wires, were respectively as the numbers of 60 for iron, 90 for nickel, and 115 for cobalt. This would establish for cobalt, a tenacity almost that of iron. They may be, moreover, worked at the forge with the same facility as iron. They are perhaps less subject to oxydation than iron, and may be used for the same purposes.

PENNSYLVANIA RAILROAD EARNINGS.

We give the receipts, in round numbers, of the following roads for 1853:—

Reading,	$2,689 000
Pennsylvania,	2,800 000
Germantown,	170 000
Mine Hill,	283 000
Beaver Meadow,	130 000
Cumberland Valley,	109 000
	$6,180 000

To this must be added the receipts of the Philadelphia and Trenton; that portion of the Philadelphia and Wilmington within this state; the Williamsport and Elmira, and all the minor coal railroads, which are numerous and in the receipt of considerable incomes. The total, last year, must have increased the above sum to upwards of seven millions of dollars, as the aggregate income of the railroads of Pennsylvania. This year, the additional income of the Pennsylvania railroad, the Reading, and other coal roads, and the new receipts from roads lately brought into operation, will probably swell the total sum derived from these improvements to Ten Millions of Dollars—Philadelphia Inquirer.

Tanning Cotton and Linen.—English and French fishermen have long been in the habit of tanning their sails, etc., in bark liquors, in order to render them more durable. Milliet states that pieces of linen, treated for 72 hours with an oak bark liquor, at 15°, and stretched on frames, remained unaltered in a damp cellar for ten years, while untanned linen, in the same place and for the same time, had entirely rotted. It was further shown that linen, which had begun to moulder, might be preserved from further change by being tanned. It seems to be only necessary that the articles should be kept two or three days in warm solution of tannin. Awnings may be treated in this manner with either oak bark, or sumac—both will answer. This will afford a useful hint to our sailcloth manufacturers.

Office of Ohio & Pennsylvania R. R. Co.
Pittsburgh, Oct 7th, 1854.

Receipts in Sept., 1854, - -	$123,441 59
do do 1853, - - -	80,874 38
Increase, - - - - - -	$42,567 21
Receipts in first nine months of 1854, - - - - - - -	$754,914 92
Receipts in first nine months of 1353. - - - - - - - -	445,723 24
Increase (69 per cent.) - -	$309,191 68

The receipts for 1854 were estimated by me at $900,000, but there is no doubt now that they will be more than a million.

S. W. Roberts, Chf. Eng. & Supt.

Florida Railroad.—The Jacksonville, Florida, *News* says that the company having the important work in charge of construction a railroad across Florida, have already made arrangements which insure the constructing of the southern fork of the road terminating either at Tampa or Charlotte Harbor.

The *News* thinks that until a full survey has been made of these harbors and of the route leading to them, the choice cannot be settled; but the Superintendent of the coast survey promptly acceded to the request of the company, to cause reconnoissance to be made, and that it will be executed at an early day.

AN IRON COFFER DAM.

In a report of the proceedings of a semi-annual meeting of the Cornwall railway Company in England, embracing the report of Mr. Brunnel, the Engineer, on the works of the Saltash Bridge, on a part of the line of unfinished railway between Truro and St. Anstell, we find a description of a coffer-dam of a novel construction, sunk in a very deep part of the river, to facilitate the construction of a pier for the support of the center of the bridge, which forms a necessary part of the line. The dam in question is not only of a novel structure, but it is made to shut out water to a greater depth than any other work for a similar purpose that we have before seen an account of, viz., a pressure, under high tides, of 70 to 80 feet. It is so constructed as to act on the principle of the diving bell, in case the water should find its way into the inclosure. But it seems to have thus far served its purpose, without a resort to this apparatus. This structure is thus described:

"It consists of an iron cylinder 37 feet in diameter and 85 in hight, containing, within itself all the arrangements of air chambers, passages, &c., necessary for using it either as a large diving bell or simply as a coffer-dam, as circumstances might require, and so constructed as to be afterwards divided into two parts vertically, and removed after the pier shall have been built within it. The whole, weighing upwards of three hundred tons, was safely launched and floated into place, where it was raised perpendicularly, and pitched upon its lower edge in the center of the river. The river is at this point upwards of 50 feet deep at low water of neap tides, and except for a short space on the return of the tide, there is a considerable current; under such circumstances, this cylinder, drawing 50 feet of water, was pitched upon its lower edge accurately—that is, within three or four inches of the exact point required, Since then the work has been carried on at the bottom of the cylinder, as in a diving bell, against a pressure of water occasionally of 70 and 80 feet. The mud and other deposits, forming the bed of the river for 10 feet or 12 feet in thickness, have been removed, the cylinder is now resting on the rock, and preparations are making for excavating the rock into level beds for receiving the masonry."

The railway of which the branch now under construction, and nearly in readness to receive the rails, forms a part, is an extension of the line of the Great Western, the Bristol and Exeter, and the South Devon railways, throughout a great part of the county of Cornwall to near the Land's End.

The New Frigates.—We stated a day or two since that the building of one of the new steam Frigates, the Niagara, would be commenced at the Brooklyn Navy Yard to-day, under the supervision of George Steers. The Niagara is to be the largest vessel ever built in this country. Her extreme length will be 345 feet; depth of hold, 31 feet; breadth of beam, 55 feet; draught when loaded, 22 feet nine inches; displacement 5,500 tons. Mr. Steers has contracted to give her a speed of 17 nautical miles per hour under sail alone, and a velocity of 16 nautical miles per hour under steam alone, in case the engines are constructed by Messrs. T. H. & E. Faron. The Niagara is to be a propeller, and carry guns of eleven inch bore, or of the largest caliber used in our navy. The five remaining frigates are all to be much smaller than the Niagara, having a displacement of only 3,500 tons.—*N. Y. Mirror.*

Hartford, Providence and Fishkill Railroad.—An experimental trip was made over this road, Thursday, Sept. 21. The President and Directors, with the chief engineer and his assistants, and the President and Directors of the Boston and Providence railroad Company, left the depot of the Boston and Providence railroad in this city, soon after noon, and stopping occasionally at interesting points, proceeded to Hartford. We have, from time to time, kept our readers so well informed of the progress of this work, that we have little to add, except that all we have said of the excellence of the construction is fully sustained by the examination which has been made of it. The road bed is equal to any in New England, and it is conceded that on no other is there such masonry. The stone is hewn to a joint and laid in cement, and we were assured that the portions under ground were as substantial and enduring as those above. The bridges over the Pocasset, the Quinebaug, Little River and Flat River, would be considered triumphs of engineering, if the great works that have been constructed through the coontry, in all directions, had not made us familiar with far greater exhibitions of mechanical power and skill. But though other roads have been carried over more difficult points, none have been built in a more faithful and substantial manner. Nothing short of an earthquake can shake the piers and arches of these structures.

Two of the new locomotives are from the works of William Mason & Co., Taunton, and six more are contracted for with the same house. They are the first locomotive engines made by these eminent mechanics, and show that the reputation which they long enjoyed in other departments of machinery will be fully sustained in this.

There are no depots erected between Providence and Willimantic, but the opening of the road will not be delayed for lack of them. An arrangement was made, in the beginning, for the use of the depots and tracks of the Boston and Providence roilroad at this end of line, and temporary platforms will be erected at the stopping places. The Annual meeting of the company will be held at Hartford on the 25th of October, when the stockholders will be invited to go over the road.—*Providence Journal.*

Mason Co., Ky., Railroad Bonds.—The county of Mason, in the state of Kentucky, having issued to the Maysville and Lexington railroad company $200,000 of their six per cent. bonds, redeemable in thirty years, has recently, by virtue, of a special law of the state, made *a levy of five cents* on the hundred dollars, to be applied exclusively as a sinking fund for the liquidation of those bonds, a levy having been originally authorized and made and collected for the interest thereof. This tax for the sinking fund will yield from six to eight thousand dollars per annum, and be ample to cancel the entire debt. In the West much attention has of late been given to the creation of similar sinking funds, to meet at maturity the debts of cities, counties and railroads. We learn that the Ohio and Pennsylvania railroad have taken measures of this kind to liquidate their income bonds, and that several other companies have it in contemplation. Nothing could be done so effectually for the placing on the highest ground the credit of our railway securities. It will be remembered that the New York Central Company have a sinking fund in course of accumulation sufficient to meet at maturity, their six-per cent. bonds, issued at the time of the consolidation.

Liabilities of Common Carriers.—A suit was recently brought against the Erie railroad company to recover the value of a box of goods committed to their care and designed for transportation to Cincinnati. The defendants proved that the box was safely transported over their road and forwarded by the usual conveyance from Dunkirk to Cincinnati, between which points it was lost. The plaintiffs contended that the receipt given for the box at New York amounted to a contract for its transportation to Cincinnati. The Judge, however, decided that the defendants were an incorporated company for the transportation of freight and passengers from New York to Dunkirk, and to the extent of their line they were to be deemed common carriers. In order to make them liable beyond the terminus of their line as common carriers, an express agreement to carry must he shown. This express agreement was not to be inferred from the ordinary receipt given by the company's agent at New York. When a box of goods is delivered to a common carrier, marked in a particular manner, without any directions except such as may be inferred from the marks themselves, the carrier has a right to presume that the consignee of the goods intends the carrier shall transport and dispose of them in the usual way; and if the owner of the goods neglects to make the necessary inquiries as to the usage or custom of the business, or to give direction as to the disposal of goods, it is his own fault, and the loss, if any, after the carrier has performed his duty according to the ordinary course of his trade and business, should fall upon such owner, and not upon the common carrier. The rule of law which now seems to be established is, that common carriers are not liable for the safety of goods beyond the route on which they are carriers.

"Dead Heads."—In an article in the Indiana *Journal*, on the subject of free passes over railroads, we find the following interesting statistics as to the number and costs of the *dead head* railroad traveling tribe:

"We are informed by one who has the best opportunities of knowing, that the "free passes" granted on the eight roads entering here, would amount, at the rate at which they have been issued since the first of January, to nearly *five thousand*, and the total loss by "dead heads" of all descriptions, to fully *two hundred thousand dollars*. The extent of the imposition only becomes apparent when its sum total is told, and truly it is vast enough to call imperatively for some sure and speedy remedy.

To show how little the "press" merits the blame of maintaining this evil, the same gentleman that gave us the above estimate, said out of the four or five thousand free passes issued, not more than a *hundred* went to editors. This fact is worth notice, and we hope that the "press' which receives so small a share of the benefits of the system of which they bear the whole blame, will lend their voices to its destruction."

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

CORRECTED TO WEDNESDAY OF EACH WEEK.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'D.	ASK'D.
Alabama and Tennessee	1st mortgage, convertible till 1872	7	1872		95
Baltimore and Ohio	Transferable. Taxed	6	1885	81	82
Do do	Coupons. Not Taxed	6	1875	82	85
Do do	" "	6	1880		82
Do do	"	7	1860		87
Do do		6	1885		92
Bellefontaine and Indiana	1st mortgage, convertible	6	1866	100	100
Buffalo and Penn. State Line	1st mortgage, not convertible	7	1866	97½	101
Chicago and Rock Island	1st mortgage, convertible	7	1870	85	90
Chicago and Mississippi	1st " "	7	1862	88	92
Do do	2d " "	7	1874	68	72½
Chicago and Aurora	1st " "	7	1866	90	92½
Cincinnati and Fort Wayne					
Cleveland, Columbus, and Cincinnati	1st mortgage, convertible	7	1859		
Do do do	No mortgage, convertible	7	1855		
Cleveland and Mahoning					
Cleveland, Painesville and Asbtabula	1st mortgage	7	1861	90	95
Do do	2d " not convertible	7	1861	99	100
Cleveland and Pittsburgh	1st " convertible	7	1860	93	95
do do	1st " on Branch	7	1873		85
Cleveland and Toledo,	1st mort. not conv. '73	7	1863	85	87
Cleveland, Zanesville, and Cincinnati				86	90
Cincinnati, Hamilton and Dayton	1st mortgage " till 1855	7	1867		95
do do do	2d mortgage	7	1868		87½
Cincinnati, New Castle and Michigan	1st mortgage, real estate, convertible	10	5 & 10 y's	96	100
Cincinnati Western	1st " " " "	10	5 & 10 y's	90	98
Cincinnati, Wilmington and Zanesville	1st "	7	1862	92	94
Cincinnati, Indianapolis and Chicago					
Columbus and Lake Erie					
Columbus, Piqua and Indiana	1st mortgage, convertible	7	1862	84	86
Do do do	2d "		1852	80	83
Columbus and Xenia	1st mortgage, convertible	7	1859	118	120
Covington and Lexington	2d " " till 1862	7	1883		85
Do do	1st " not "	6	1862	80	85
Dayton and Michigan	1st " "	7	1867	94	97
Dayton and Western	1st " "	7	1862	90	95
Dayton, Xenia and Belpre	1st "	10	1864	85	95
Eaton and Hamilton	1st mortgage	7	1862	84	87
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.	7	1862	93	96
Evansville and Illinois	1st Mortgage, convertible 1857	7	1862	85	87
Frankfort and Lexington	1st " "	6	....		
Franklin and Warren					
Galena and Chicago Union	Pledge of 2d section, convertible	10	1853-6	125	130
Do do do	1st mort., 2d " not convertible	7	1862	89	90
Illinois Central	1st mortgage, not convertible	6	1875	68	70
Illinois and Wisconsin		10	....		
Indiana Central	1st mortgage, convertible	7	1866		90
Do do	" "	10	1857	99	100
Indianapolis and Bellefontaine	1st " "	7	1860-1	94	96
Indianapolis and Lafayette	" "	7	1861		95
Jeffersonville	1st " not "	7	1861	87	94
Junction (Ohio)	1st " "	7	1867	85	90
Do do	2d " "	7	....	95	90
Lawrenceburg and Upper Mississippi	1st mortgage, convertible	7	1866		93
Lexington and Big Sandy					
Little Miami	No mortgage, convertible 1852-4	7	1858-61	85	90
Do	" " till 1855	7	1861		
Louisville and Nasbville					
Lyons', Iowa, Central	1st mortgage, convertible	7	1873		
Mad River and Lake Erie	1st mortgage, convertible till 1855	7	1855-6	97½	100
Do do	2d " "	7	1866	66	75
Do do	Dividend	7	1860	78	83
Madison and Indianapolis	1st mortgage, convertible after 1853	6	1861		
Marietta and Cincinnati	1st " convertible	7	1868	85	90
Maysville and Big Sandy					
Maysville and Lexington	1st mortgage, convertible	6	1873	10	
Memphis and Charleston					
Michigan Central	No mortgage, convertible	8	1860	100	102
Do do	" "	8	1855-6	97	100
Do do	" not "	8	1857-8	95	100
Michigan Southern	1st " " "	7	1860	96	100
Milwaukie and Mississippi	1st " " 1857	8	1862	98	100
Mobile and Ohio	1st mortgage 6s. 1884		....		
Nashville and Chattanooga			....	83	93
New Albany and Salem	mortgage on 1st section	10	1858-62	100	102
Do do	1st " on other sections, convert.	8	1864-75	87	88
New Castle and Richmond	1st " convertible	6	1873	87	90
New Orleans and Ohio, Ky	Guar. of McCraeken Co		....	86	93
New York and Erie	1st mortgage, not convertible	7	1867		
Do do	2d " convertible	7	1859	94	
Do do	Income, not convertible	7	1855	77	90
Do do	Convertible till 1861	7	1871	74	75
Do do	" " 1862	7	1862	72½	75
Northern Cross, Ill.	1st mort. conv	8	1873	90	93
Northern Indiana	1st mortgage, not convertible	7	1860	93	96
Do do	1st mortgage Goshen line		....		87
Do do	Construction Bonds		....	84	90
Ohio Central	1st mortgage, convertible, west section.	7	1861		
Do	1st " " east "	7	1864	94	95
Ohio and Indiana	1st " "	7	1867	95	100
Ohio and Pennsylvania	" "	7	1865-6	101	104
Do do	Income. No mortgage, convertible	7	1872	84	86
Pacific, Mo			....		
Panama	1st mortgage, convertible	7	1866	90	91
Parkersburgh (or Northwestern Va.)	" Guar. City of Baltimore	7	1873	94	96
Pennsylvania	1st mortgage, convertible till 1860	6	1880	96	97
Peru and Indianapolis	1st " convertible	7	....	78	83
Rock River Valley Union	1st " convertible	7	1872	98	100
Sandusky and Mansfield	1st "	7	1860	71	75
Do do	2d "	10	1853-7	102	104
Scioto and Hocking Valley	1st " conv. coupons	7	1861	87	90
Southwestern, Tennessee			....		
Springfield and Columbus			....		
Steubenville and Indiana	1st mortgage, convertible	7	1865	83	85
Terre Haute and Alton	1st " convertible		1862-72	87	92
Do do	2d " do	8	1865		87
Terre Haute and Richmond	1st mortgage, convertible	6	1866	100	103
Toledo, Norwalk and Cleveland	1st "	7	1863	80	90
Do do do	2d "		....	90	95
Do do do	" Guar of C. C. & C.		1883	90	95

TABLES OF RAILROAD SHARES.

☞ The following quotations are not PER SHARE, but upon the HUNDRED DOLLARS.

	shares.	off'd.	ask'd.
Baltimore and Ohio	100	53	55
Bellefontaine and Delaware	50	40	50
Bellefontaine and Indiana	50	60	65
Belleville and Illinoistown			
Buffalo and Pennsylvania State Line		120	125
Central Military Tract			
Central Ohio	50	80	90
Chicago and Rock Island		79	80
Chicago & Miss., (Alton & Springf'd.)			
Cincinnati, Cambridge and Chicago		15	20
Cincinnati and Fort Wayne			
Cincinnati Hamilton and Dayton	100	75	90
Cincinnati, Indianapolis and Chicago			
Cincinnati, Logansport and Chicago	50		90
Cincinnati Western	50	15	35
Cin. Wilmington and Zanesville	50	50	60
Cleveland, Columbus and Cin	100	104	105
Cleveland, Medina and Tuscarawas			
Cleveland, Painesville and Ashtabula	100	109	105
Cleveland and Pittsburgh	50	52	65
Cleveland and Mahoning			
Cleveland and Toledo	50	68½	70
Cleveland, Zanesville, and Cincinnati			
Clinton Line			
Columbus and Lake Erie	50	50	70
Columbus, Piqua and Indiana	50	50	65
Columbus and Xenia	50	92	95
Covington and Lexington	50	50	60
Covington and Ohio, Va			
Dayton and Michigan	50	30	50
Dayton and Western	50	26	50
Dayton Short Line	50		
Dayton, Xenia and Belpre			
Detroit and Pontiac			
Eaton and Hamilton	25	35	55
Eaton and Piqua			
Erie and Northeast		110	112
Erie and Kalamazoo		90	100
Evansville and Crawfordsville			
Fort Wayne and Mississippi	50		
Fort Wayne and Southern	25	45	50
Franklin and Warren			
Galena and Chicago Union	100	99	100
Greenville and Miami	50	50	60
Hannibal and St. Joseph			
Hudson River		45	46
Henderson and Nashville			
Hillsboro' and Cincinnati	50	40	55
Illinois Central 10 per cent	100	99	100
Illinois and Wisconsin			
Indiana Central	50	50	65
Do do 10 per cent	50	55	70
Indianapolis and Bellefontaine	25	60	65
Indianapolis and Cincinnati	50	45	60
Indianapolis and Lafayette	50	76	80
Jeffersonville and Indianapolis	50	72	78
Junction (Ohio)	50	90	95
La Crosse and Milwaukie	100		
Lake Erie, Wabash and St. Louis			
Lawrenceburg and Upper Mississippi	50	45	60
Lexington and Frankfort			
Lexington and Danville			
Little Miami	50	98	100
Logansport and Pacific			
Logansport and Marion			
Louisville and Frankfort	50	62	70
Louisville and Nashville	100		
Macon, Georgia	10	98	100
Mad River and Lake Erie	50	60	70
Madison and Indianapolis	50	20	—
Madison, Indianapolis and Peru	50		
Marietta and Cincinnati	50	37½	50
Marion and Mississinewa Valley			
Maysville and Lexington	50		
Maysville and Big Sandy			
Memphis and Charleston			
Michigan Central		88	100
Michigan Southern		97	90
Milwaukie and Mississippi		77	82
Mobile and Ohio			
Nashville and Chattanooga			
New Albany and Salem	50	37	50
New Orleans and Ohio			
New York Central		92	100
New York and Erie	100	45	50
Northern Indiana		93	95
Ohio and Indiana		76	80
Ohio and Mississippi	50	50	70
Ohio and Pennsylvania	50	84	85
Ohio River and Wabash			
Owl Creek Valley			
Pacific, Mo			
Panama		90	92
Parkersburg, or Northwestern Va			
Pennsylvania	50	90	91
Peru and Indianapolis	25	38	50
Sandusky and Mansfield	50	50	60
Sandusky, Mansfield, and Newark	50		
Sangamon & Morgan, or Great West'n,			
Scioto and Hocking Valley	50	40	60
Southwestern Indiana			
Southwestern, Tenn			
Springfiled Mt. Vernon and Pittsb'gh.	50	40	60
Springfield and Columbus			
Steubenville and Indiana			
Terre Haute and Alton			
Terre Haute and Richmond		100	102
Toledo and Illinois			
Toledo, Norwalk and Cleveland	50	70	90

STOCK TABLE.

CORRECTED WEEKLY.

Government Securities.

	INT.	DUE.	OFF'D.	ASK'D.
U. S. Loan	6	1856	104½	105
Do	0	1862	112½	114
Do	6	1867	117¼	118
Do	6	1868	117¼	118
Do (int. ceased July 1).	5	1853	101¾	102
Do Coupons		1862	117¼	118
Do "	6	1868	117½	118
Do "		1853	100	101

State.

Alabama	5	....	90	95
Do	6	....	102	104
Arkansas	6	....	95	100
Georgia	6	....	107	108
Do	7	....		
Illinois Canal Bonds		1860	96	98
Do do registered		1860	110	110½
Do do		1847	92	95
Do do registered		1847	90	96
Do do Internal Impt.	6	1847	85	90
Do Interest do	6	....	58	62
Indiana	5	....	88	90
Do	2½	....		60
Do Canal Loan	6	....	93	94
Do do preferred	5	....	54	55
Do do deferred	5	....	30	32
Do special preferred	5	....	24	25
Do do deferred.	5	....	10	11
Kentucky, 30 years	6	1871	101	102
Do 15 years	6	....	107	108
Do large bonds	6	1869-72	103	105
Do	5	....	92½	93½
Michigan	6	....	94½	96
Ohio	6	1856	102½	103
Do	6	1860	106¼	108
Do	6	1870	110	112
Do	6	1875	109	110
Do	5	1855	102	105
Do	5	1864	104	106
Peunsylvania	6	....	103	105
Do	5	1870	84	87
Tennessee, new loan	6	1890	100	101
Do Coupons	5	....	80	85
Virginia Coupons	6	1886	95	100

City Securities.

Albany	6	1867-9	106	107
Allogheny	6	1873	75	76
Baltimore	6	1870-90	100¼	101
Do	5	1865	87	89
Boston Bonds	4½	1860	101	102
Chicago	6	1876-7	92	95
Covington	6	1881	93	95
Cincinnati	6	1860	94	100
Do	6	1897	94	100
Do	5	1884	86	87
Do W. W	6	1865	102	103
Joffersonvillo, Indiana	7	1872-82	85	88
Lawrencehurgh, Ia	7	....	80	90
Louisville	6	1880	82	85
Memphis	6	1882	90	92
New York	7	1857	101	103
Do	5	1858-60	99½	100
Do	5	1870-5	100¾	103
Do	5	1890	101	
Philadelphia	6	1876-90	90	91
Pittsburgh	6	1869-71	82	83
Do coupons	6	1883		83
Richmond	6	1882	93	94
St. Lonis	6	1870	85	90
Wheeling	6	1872	105	106

County Bonds.

Bourbon, Ky	6	1881	78	80
Darke, O	7	....	92	95
Fairfield, O	7	1862	90	92
Fayette, Ky	6	1881-2	75	80
Guernsey, O	7	1862	97	99
Mason, Ky	6	1881		78
McCraken co. Ky., endorsed by New Orleans and Ohio R.R.			75	80
St. Louis	6	1866	83	85
Do	7	1871	107	108

Banks.

OHIO.

Ohio Life Insurance and Trust Co	93	95
Lafayette, Cincinnati, (closing)	113	115
Franklin do		
Commercial do		
Mech. & Traders do		
State Branches		

KENTUCKY.

Bank of Kentucky and Branches	101	103
Northern, and Branches	108	110
Southern, and Branches	103	106
Bank of Louisville	111	112
Kentucky Trust Co	99	100
Farmers' Bank of Kentucky	107	110
Newport Safety Fund Bank	98	100
Commercial Bank of Kentucky		

INDIANA.

State Bank and Branches		

TENNESSEE.

State Bank and Branches		
Union	94	100
Planters'	97¼	100

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g.
On New York	Sight	¾	1 prem.
Boston	Sight	¾	1 prem.
Philadelphia	Sight	¾	1 prem.
Baltimore	Sight	⅞	1 prem.
New Orleans	Sight		prem.
England		110½	112½.

SPECIE.

GOLD.

California, ℔ oz	$17 50	@	$17 65
Spanish Doubloons	16 50	@	16 60
Patriot Doubloons	15 60	@	15 80
Sovereigns	4 85	@	4 88
Guineas	5 00	@	5 00
American, new	1 00½	@	1 01
American, old	1 04	@	1 06
Portuguese	1 00	@	1 01

SILVER.

American Dollars	1 02	@	1 04
American, halves	1 02	@	1 04
Spanish Dollars	1 05	@	1 07
Spanish Quarters	1 02	@	1 03
Mexican Dollars	1 03	@	1 04
Five Franc pieces	95	@	96

LAND WARRANTS.

	Off'd.	Ask'd
160 acre warrants	$180	$189
80 acre warrants	90	94
40 acrew arrants	45½	47

Reported for the Railroad Record.

CINCINNATI STOCK SALES.

AT THE STOCK BOARD,

MERCHANTS' EXCHANGE

And at Private Sale.

BY HEWSON & HOLMES,

For the week ending Wednesday, Oct. 18, 1854.

100	Shares	Cin. Wil. & Zane. (15 ds.)	Railroad	41	15
18	"	Col. & Xenia	"	95	00
50	"	Indianap. & Cin.	"	45	00
34	"	Cov. & Lex. (and int.)	"	48	50
22	"	" "	"	48	00
300	"	Ind Cen.	"	50	00
100	"	Cin. & Chicago	"	14	00
100	"	Ohio & Miss. (and int.	"	48	50
130	"	" "	"	48	50
150	"	" "	"	48	50
70	"	" "	"	48	50
88	"	" "	"	47	50
20	"	" "	"	47	50
10	"	" "	"	48	00
10	"	Farmers Bank of Ky. Stock		104	00
20	"	Burnet House	"	49	00

BY ISAAC OSBORN DAVIS.

For the week ending Wednesday, Oct. 18, 1854.

89	Shares	O. & Miss. (and int.)	Railroad	$48 00
25	"	Columbus & Xenia	"	93 00
45	"	Cin. Ham. & Dayton	"	80 00
35	"	Little Miami	"	98 00
75	"	Cov. & Lexington (and int.)	"	48 00
47	"	Cin. Wil. & Zanes.	"	40 00
100	"	M. R. & L. E. (hypothecated)	"	50 00
21	"	Clev., Col. & Cin.	"	102 25
102	"	Cin. & Chicago (and int.)	"	15 00
20	"	Cincinnati & Indianapolis	"	42 00
70	"	Ind. Cen. R.R. (hyp.)	"	55 00
44	"	Ohio & Mississippi " "		49 00
66	"	New Albany & Salem	"	33 33½
30	"	Columbus & Xenia	"	93 50
18	"	Dayton & Wes (hyp.)	"	20 00
15	"	Burnet House	"	27 00
15	"	Ky. Trust Co. Bank	"	60 00
34	"	Mari'ta & Cin. (hyp..)	"	38 50
60	"	Ohio & Miss (hyp. & int)	"	48 50
55	"	Cov. & Lexington (and int.)	"	49 00
22	"	Greenville & Miami	"	29 00
22	"	Cincinnati & Indianapolis	"	43 50
12	"	Burnet House	"	25 00
40	"	O. & Miss. (on hyp. and int.)	"	48 50
$6000		2d Mort. B'ds, Ohio & Miss. R.R. Co.,		62 00

MONETARY.

At the East we quote the supply of money still unequal to the demand, and interest rates have advanced. The heavy drain of specie for exportation has shortened the banks, and in turn, they have curtailed their discounts, money has consequently been very scarce, and even call loans have been difficult to be had, and then only upon the most undoubted security. Prime mercantile paper is difficult of negociation, except at very short date, at about 12 per cent. The offerings of railroad securities have been, and still are large, but find very few operators at rates from 10 to 24 per cent. In view of these facts, we quote the Eastern market as very stringent.

Foreign exchange was dull at about 109½ for best names.

The stock market has been dull and spiritless, under the influence of a stringent money market; the sales have been quite small, though the average price has declined but little, showing:

Sales by A. H. Nicolay 12th inst.—

$45,000, Bonds, Cleve. & Pitts. R. R. Co. 7s. 73	79,00
50,00 " Marietta & Cin. " 7s. 68	65,50
Both with interest,	
25 Shares Phil. & N. Y. R. R. Co	29 75
50 " " " "	29 09

By the same on the 12th inst.

$70,00, Virginia 6s, 1857	27 75
70,00, Capital stock of Breckenridg's. Coal Co. Hypothecatus. &c	1075 00

We select as follows from the sales at the Stock Board, merchants exchange New York, to 9th inst:

$10,00 Kentueky 6s	103
10.00 Virginia 6s	100
10,00 Ohio 6s	100½
20,00 Illinois Central Bonds	68@70
20,00 Chicago & R. Island do	83
32 Shares Little Miami R. R. Co	98
118 " Mich. Central "	88¾@88½
30 " Chicago & R. Island "	79½@80½
33 " Galena & Chicago Union "	98¾
" Michigan Southern "	97¼
New York Central	91@92¼
New York & Erie	44¾@45¼

At home we can uot qnote any change for the better in Monetary affairs; the currency question is still unsettled, though steps have been taken by our merchants to settle it in a satisfactory manner. We give below the proeeedings of a meeting of our merchants relative to tbe Indiana Free Banks, which, if carried out, will eventually relieve the market. An arrangement is also being consummated between our Bankers and the Banks of Ohio, Kentucky, Wheeling, and the State Bank of Indiana, by which our Bankers agree to sell exchange on the East at not more than ½ per cent. premium for the ensuing six months, and not to return any of the issues of the above-named Banks for redemption within the same period of time. This, by putting a stop to "assorting" currency will give the Banks confidence to issue, and thus supply the demands of trade for currency. This arrangement goes into effect on the 1st proximo.

The rates of interest are very irregular, varying from 1@3 per cent per month, though on short paper only are such rates paid. Permanent investments will not command over 10 per cent. per annum.

The Stock Market, of course, feels the effects of this stringency. We quote last week's rates as maintained, though the market is not firm. For transactions we refer to quotations of sales in our columns.

P. S. Since our Report was made up we learn that several of our Banking houses. The People's Bank, the Kentucky Trust Company Bank of Covington and the Saving's Bank, have closed their doors. The Bank of Connersville, Indiana, closely allied to the last two above named, being owned by the same parties, has also closed. The assets of the three last, however, are said to be ample.

MEETING OF WHOLESALE MERCHANTS.

At an adjourned meeting of Wholesale Merchants of Cincinnati, held at the Merchants' Exchange this afternoon, to take some action relative to the State Stock Banks of Indiana, Lewis Worthiogton was appointed Chairmau and B. F. Brannan Secretary.

The Committee appointed at a previous meeting, reported the subjoined agreement, which was unanimously adopted.

The undersigned, wholesale merchants of Cincinnati, having satisfactory information that the State Stock Banks of Indiana named in the following list, are reponsible and well conducted institutions, and that they have in all cases responded to demands upon them for the redemption of their notes by the prompt payment of coin or exchange, hereby agree to receive from our customers, at par, notes of the said Banks (and such others as we may hereafter find to be equally worthy of credit) in payment of debts due us, or for merchandise, so long as the notes of said Banks shall be redeemed on presentation.

Cambridge City Bank.
Wayne Bank, Richmond.
do Logansport.
Central Bank, Indianapolis.
Traders do do
Farmers & Mechanics' Indianapolis.
Bank of Capitol.
Indiana Stock Bank, Laporte.
Bank of Goshen.
Upper Wahash Bank.
Bank of South Bend.
Bank of Indiana, Michigan City.
Brookville Bank.

Indiana Bank, Madison.
Fayette County Bank, Connersville.
Huntington County Bank.
Bank of Albany, New Albany.
Merchants & Mechanics' Bank, do
New York Stock Bank, Vincennes.
Mount Vernon Bank.
Bank of Fort Wayne.
Delaware County Bank.
Great Western Bank, Terre Haute.
Prairie City do, do.
Traders do, do.
Southern Bank of Indiana, do.
Bank of Monticello.
New York and Virginia State Stock Bank, Evansvile.
Canal Bank, do.
Crescent City Bank, do.
North Western Bank, Bloomfield.
Western Bank Plymouth.
Steuben County Bank.
Bank of Connersville.

Mr. John W. Ellis offered the following resolutions, which were adopted.

Resolved, That a committee of three be appointed for the purpose of negociating with a responsible Bank or Banking house of this city, to receive from the persons or firms signing our agreement, the paper of the designated Banks on terms mutually favorable to us and themselves, for the purpose of converting the same into current funds or Eastern exchange.

Resolved, That in corresponding with the Stock Banks upon this subject, our agent be requested to place the subject upon a footing of friendship and good understanding between the merchants of this city and the Stock Banks of Indiana, and that the price to be paid to them for Eastern exchange, shall not be less than the rate charged by Ohio Banks.

Resolved further, That if any of the Banks refuse to redeem their paper on presentation, in coin, current funds, of exchange, that our agent shall immediately notify each one of us, and we hereby pledge ourselves to take no more of the issues of said bank.

Worthington & Co., Tyler Davidson & Co., William Glenn & Sons, Tweed & Andrews, John W. Ellis & Co., Huntington & Brooks, S. W. Haseltine & Co., Stadler, Brother & Co., Cohen, Guiterman & Co., Hubbell, Alexander & Driver, W. P. Devou & Rockwood, Bare & West, Kuhn, Rindskoff & Co., Pappenheimer & Dreyfoos, Burton & Hughart, Young, Nourse & Pond, Stedman, Maynard & Co., Jones, Brother & Co., P. & C. A. & J. Wolf & Co., Latimer, Colburn & Lupton, W. B. Smith & Co., Thos. Sharp & Co., W. C. Whitcher & White, Burdsall & Bro., Hosea & Frazer, Fisher & Emerson, Thirkield, Thompson & Co., Sampson & Co., Wilcox, Comstock & Co., Robbins & Pomeroy, Joseph C. Butler & Co., Day & Matlack, R. W. Booth & Co., Shaw, Buel & Barbour, Sherwood & Co., Wynne, Haines & Co., Murray Shipley, John Beale & Co., Thayer, Aldrich & Co., P. McArthur & Co., Henry Marks & Co., King, Corwin & Co., Taylor, Freuch & Wynne, Blachly & Simpson, Carney, Swift & Co., Stix, Crouse & Co., Winston & Co., Reeves, Stephens & Co., Hunnewell, Hill & Co., E. A. Louis, Huggins, Bro. & Anderson, J. & J. Slevin, Canfield & Moffett, N. Patterson, Peter A. White & Co., Duhme & Co., S. H. Burton & Co., Smith & Winston, Holmes & Cronwell, Beakirt & Co., Minor & Andrews.

The Chairman appointed the following gentlemen as the Committee under the first resolution.

JOHN W. ELLIS.
JOSEPH C. BUTSLER.
R. M. POMEROY.

On motion, the Chairman and Secretary were added to that Committee.

LEWIS WORTHINGTON, Chairman.
B. F. BRANAAN, Secretary.
CINCINNATI, Oct. 14, 1854.

NORTHERN CENTRAL RAILROAD.—We learn with great gratification that the Committee of arbitrators appointed by the several railroad companies to asses the property, &c., of the Companies to be merged by the act of consolidation into the Northern Central railroad Company, have agreed upon a basis of arraangement by which all the difficulties will be promptly settled. We are authorized, therefore, to hope for the early consummation of the Consolidation, and the prosecution under improved and more vigorous auspices of an enterprize of immense importance to our city.—*Raltimore American.*

RAILROADS IN TEXAS.—There are forty threecharters for railroads in Texas, but only one (the Harrisburgh) on which there is a car or a rail. Should they all be constructed, with illimitable branching privileges, the bonus of public land to be given to each mile, would exhaust the State domain and still leave them unsatisfied, but there can be ltle doubt that many chrrters will be quashed by limitation

MINERAL POINT RAILWAY.

The Milwaukie papers give some account of the affairs of this Company, taken from a report of the President, Mr. Strong. The Company originally had a contract with Messrs. R. and G. L. Schuyler to complete the road some time in January 1855, and the funds for construction were raised by drafts on that firm. The report says :

The whole amount of drafts thus accepted, and upon which the Company has realized the proceeds, is - - - - - - - -	$137,000
Of which there have been paid by Messrs. Schuylers - - - -	67,000
Secured by attachment of their property, and to he paid by them - - - - - - - - -	10,000
Unpaid, and to be provided for by the Company - - - - - -	60,000
	$137,000

The Messrs. Schuylers have made an assignment of all their effects for the benefit of their creditors.

The Company have recently made a settlement with the assignees, the substance of which is that the contract is abrogated. The Company released all claim for the $77,000 which the Schuylers have paid and are liable to pay, as already stated ; and the Company surrender to the assignees $80,000 of bonds, which Messrs. Schuylers had already appropriated to their own use; viz : $30,000 in Iowa County Bonds, and $50,000 in Railroad 1st Mortgage Bonds, and all the other securities are surrendered up to the Company, being $120,000 of Iowa County Bonds, $450,000 of Railroad 1st Mortgage Bonds—and the Company assume the payment of the outstanding unpaid acceptances, amounting to $60,000.

The whole amount of expenditure by the Company up to this time, amounts in round numbers to about the sum of $175,000, which includes engineering, right of way, grading, bridging, masonry, ties, plank, salaries, printing, interest, discount, commissions and incidental expenses.

The funds to meet these expenditures have been provided as follows :

Stock subscriptions, about - - -	$23,000
Schuyler's acceptances - - - -	137,008
Unliquidated floating debt, about -	15,000
	$175,000

The present debt of the Company is about $75,000, of which $60,000 consists of the unpaid acceptances of R. & G. L. Schuyler, and the balance, say $15,000, is the unliquidated home debt of the Company.

It is estimated that about $70,000 will now complete the grading, masonry, and bridging of the road, and place it in a condition to receive the superstructure.

There has been subscribed to the capital stock of the company 1101 shares, upon all of which partial payments have been made, upon some only $5 per share, and upon others as much as $60 per share. If this stock were all to be paid in full, it would amount to the sum of $110,100, whereas, in fact, but $23,275 has been paid.

For tee purpose of raising the means to progress with the work, the Directors have adopted the plan of disposing of 2000 shares of the stock at $60 per share, giving to the existing stockholders the preference of taking the shares at that rate, on paying as much as the nominal amount of their subscription. If this number of shares shall be disposed of, at that rate, the sum of $120,000 including the amount already paid, will be realized, or $96,725 in addition to the amount already paid.

(Correspondence of the N. Y. Daily Times.)

Discovery of Railroad Depredations in Ohio.

SANDUSKY, Oct. 5, 1854.

For some time past extensive robberies have been practiced on lines of travel between New York and the Lake cities. Goods have been missed from the propellers at depots, and from freight cars. It has been known that these depredations were perpetrated according to a system in which a number of persons were engaged. Boxes of goods were missing, boxes have been broken open and parcels stolen, and many packages have never reached their destination. It was closely suspected several months ago that a party of the rascals who were carrying on this scheme had their head-quarters in this city. A large amount of goods has been missed from the Mad River Depot, and last week such developments were made as induced the Superintendents to set a watch. A shrewd employee, who could be trusted, was appointed to be on the alert, and he succeeded in entrapping half a dozen rascals.

About midnight six men entered the Mad River Railroad depot, with dark lanterns. The spy was on the *qui vive*, and followed them. They at once began operations by breaking open boxes. He managed so cautiously as to be able to get a view of their faces, and not only that, but got the names on the boxes they plundered. He took notes, also, of their conversation. When the labors of the night were over, they retreated from the scene of their depredations, and he followed, when accidentally be stepped upon a plank which slipped and made a noise. At once, one of the burglars cried, "If there is a man in this depot he is a dead man," throwing the light from his lantern, as he spoke, directly in the direction of the sound. The spy was in his stocking feet, and was well acquainted with the depot, and being a good dodger, kept out of the line of the lantern light. Two of the burglars, with revolvers in their hands, began to search the depot. The spy was unarmed, but he succeeded in secreting himself so safely that, though the burglars searched a long time, they did not find him.

On the following morning six arrests were made. Among the burglars were three out of one family—a father and two sons—all in the employ of the Railway Company. The two boys were check clerks. The other burglars were also employees of the Company. It is now ascertained that they have been stealing for more than a year, and have been in the habit of sending goods on the Lake, and to the towns in the vicinity. Through their arrest such information has been obtained as well lead to the arrest of parties at other places. No examinations have yet been had before a magistrate, and therefore I do not send you names. The papers of this place have not yet given particulars of the arrests, because it has been thought advisable not to advertise the detection of the Sandusky villains, lest those at other points elude officers sent in quest of them. But so much time has now elapsed, that whatever can be done will be done before the *Times* with this letter can circulate here.

THOS. M CASH,

PHILADELPHIA RAILWAY AGENCY.

For the purchase of all articles required by Railway Companies, On Commission.

Office, No. 80, South Fourth-street, near Walnut,

PHILADELPHIA.

REFERENCES

Richard Norris & Son, Locomotive Builders, Philad'a.
Wm. D. Lewis, Esq. Pres't Catawissa R. R. Co. "
Charles H. Fisher, Esq., "
Jno. Caldwell, Esq., Pres't S.C. R.R.Co. Charleston, S.C.
J. Pinckney Huger, Esq., Pres't. N. E. R.R.Co. "

Oct. 13-tf.

ISAAC OSBORN DAVIS,

AUCTIONEER.

No. 38 West Third Street,

CINCINNATI, OHIO.

THE subscriber is prepared to make contracts to sell at auction any class of property that may offer on reasonable terms. ISAAC OSBORN DAVIS.

FOR SALE,—At the financial Agency and Stock Exchange, No. 38 Third street, the following Stocks and Bonds, viz.

$6,000 2d mortgage 7 per cent. Bonds Ohio and Mississippi Railroad Company
$6,000 1st mortgage 6 per cent. Bonds Covington and Lexington Railroad Company
$17,000 convertible 6 per cent. Bonds Covington and Lexington Railroad Company, redeemable Sept. 1st. 1872. guaranteed by the city of Covington
$5,000 first mortgage Bonds Little Miami Railroad Company
$10,000 1st mortgage 7 per cent. Bonds Columbus, Piqua and Indiana Railroad Company
$5,000 1st mortgage Bonds Cincinnati, Wilmington and Zanesville Railroad Company
$12,000 Bonds Springfield, Mt. Vernon and Pittsburgh Railroad Company
$20,000 second mortgage Bonds Maysville and Lexington Railroad Company
$10,000 1st mortgage 7 per cent. Bonds Scioto and Hocking Valley Railroad Company
$12,000 1st mortgage 10 per cent. Bonds Dayton, Xenia and Belpre Railroad Company.

RAILROAD STOCKS-

100 Shares Little Miami Railroad Stock; shares $50.
85 Shares Cincinnati, Hamilton and Dayton Railroad Stock; shares $100.
70 Shares Covington and Lexington Railroad Stock. shares $50.
80 Shares Ohio and Mississippi Railroad Stock; shares $50
17 shares Little Miami Railroad Stock, Shares $50.
150 Shares Cincinnati and Chicago Railroad Stock; shares $50.
25 Shares Ohio and Mississippi Railroad Stock; shares $59.
18 shares Eaton and Hamilton Railroad Stock; shares $25.
175 shares Cincinnati, Wilmington and Zanesville Railroad Stock; shares $50.
30 Shares Cincinnati and Indianapolis Railroad Stock; shares $50
50 shares Fort Wayne and Southern Railroad Stock; shares $50.
50 Shares New Albany and Salem Railroad Stock; shares $50.
40 shares Eaton and Hamilton Railroad Stock; shares $25
30 shares Southern Bank of Kentucky Stock; shares $100.
15 shares Kentucky Trust Co. Bank Stock; shares $100.

oct 12-tf ISAAC OSBORN DAVIS.

NUGENT'S COLLEGE

OF

ENGINEERS & MECHANICS,

PUBLIC SQUARE, CLEVELAND, OHIO;

C. NUGENT, C. E., Principal.

THE design of this Institution is to afford young men an opportunity of acquiring a knowledge of the profession of Civil Engineering, and to Mechanics and Tradesmen a sound theoretical and practical knowledge of Mathematics, Architectural and Mechanical Drafting, Plain and Ornamental Penmanship, &c. For further particulars address the Principal. au.10.

New Works on Civil Engineering.

THE Field Practice of Laying out Circular Curves for Railroads. By John C. Trautwine, Civil Engineer.—4th Thousand, in pocket-book form with tucks.

—ALSO—

A New Method of Calculating the Cubic Contents of Excavations and Embankments, by the aid of Tables and 10 Engraved Plates of Diagrams. By John C. Trautwine, C. E.; 2d edition.

Price, one dollar each. Postage on the Curves, five cents; on the Excavations and Embankments, eight cents. For sale by WILLIAM HAMILTON.

Hall of the Franklin Institute.

Sept. 21-3* Philadelphia, Pa.

ENGINEERING!!

The undersigned is prepared to furnish SPECIFICATIONS, ESTIMATES, AND PLANS, In general or detail of all kinds of

Steam Vessels, Engines, Boilers, Iron Work, &c

Particular attention given to the superintending of

LOCOMOTIVES, TENDERS, CARS,

And Railway Machinery of every Description,

While under construction.

AGENT FOR THE PURCHASE of, on commission, all articles required for Railroads, Steam Vessels, Locomotives. Engines, Boilers, Machinery, &c.

General Agent for

ASHCROFT'S STEAM GAUGE, ALLEN AND NOYES' METALIC SELF ADJUSTING CONICAL PACKING, DUDGEON'S HYDRAULIC JACK.

Also, for Water Gauges, Indicators, Steam Whistles, &c., &c. CHAS. W. COPELAND,

Consulting Engineer,

x5-tf 64 Broadway, N. Y

Notice.

THE copartnership heretofore existing between the undersigned, under the firm of Smith & Tyson, is this day dissolved by mutual consent. Either partner is authorized to settle the business of the concern.

J. HOPKINSON SMITH,
RICHARD W. TYSON,

Baltimore, July 1, '54. No. 25 South Charles st.

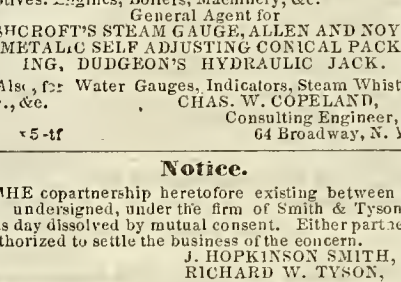
Notice of Copartnership.

THE undersigned have this day formed a copartnership, under the firm of J. Hopkinson Smith, in which Richard W. Tyson is a special partner, and J. Hopkinson Smith is the general partner.

J. HOPKINSON SMITH,
RICHARD W. TYSON.

Baltimore, July 1, 1854. [aug. '54-3*

RAILROAD SPIKES,



WROUGHT IRON

Chairs and Fastenings.

THE undersigned will continue to manufacture with increased facilities, HOOK & FLATHEAD R. R. SPIKES, of all Patterns, WROUGHT and CAST CHAIRS, and FASTENINGS, BOILER RIVETS, BOLTS, SHIP and BOAT SPIKES, &c.. &c.

The best quality of refined iron is used. and all orders filled with despatch. J. HOPKINSON SMITH,

No. 25, South Charles st.

☞ Please direct the name in full.

Baltimore, August 31-†

ADRIAN H. MULLER & CO.

AUCTIONEERS

Of the City of New York.

Hold their regular Auction Sales of Stocks, Bonds and other Securities every Wednesday at 12½ o'clock, at the Merchants' Exchange. They would respectfully tender their services in the negotiation of the same, either at private or public sale.

Office, No. 2, Pine Street, corner of Broadway, Metropolitan Bank Building.

REFERENCES BY PERMISSION:

Moses Taylor, Esq.; W. W. DeForest, Esq.: Geo. S. Robins, Esq.; Dow D. Williamson, Esq., Pres. Farmers' Loan and Trust Co.; Wm. F. Hayemeyer, Esq., Pres. Bank North America; Edward Whitehouse, Esq.; Messrs. Camman & Co.; Messrs. Carpenter & Vermilye; Messrs. Fisher, Denny & Co.; Messrs. Wm. & Jno. O'Brien: Messrs. Week, & Co. mh9 6*

STEREOTYPE FOUNDRY,

AND AGENCY OF

L. JOHNSON & Co.'s TYPE FOUNDRY.

C. F. O'DRISCOLL, (Successor to A. C. JAMES.) is prepared to execute in the best manner all kinds of

STEREOTYPING,

including Books, Pamphlets, Music, and Jobs of every description. He will keep on hand an assortment of

Card and Job Type, Cuts, Rules, &c. &c.

from the foundry of L. JOHNSON & CO., of Philadelphia, and will furnish to order PRINTING MATERIALS OF EVERY KIND,

AT THE FOUNDRY PRICES.

C. F. O'DRISCOLL,
No. 167 Walnut Street,
Cincinnati, O

CHARLES FRODSHAM'S

IMPROVED WATCHES!

BEGGS & SMITH,

JEWELERS,

No. 6 West Fourth St.,

Adjoining the First Presbyterian Church,

CINCINNATI, O.,

HAVE received from Mr. Simon Willard, Boston Agent for the United States, the sole and exclusive agency for the sale of **CHARLES FRODSHAM'S** NEW SERIES OF IMPROVED CHRONOMETER WATCHES, in the states of Ohio, Indiana, Illinois, Michigan, Iowa, Wisconsin, Missouri. Kentucky and Tennessee.

In the Watches of the New Series, Mr. FRODSHAM has succeeded by a more perfect method of compensation, a more correct adjustment in isochronism, and an entirely new and peculiar construction of the train, by which more power is obtained without increase of size, in producing timekeepers of wonderful and unrivalled accuracy. The great importance of the improved watches is a perfect regularity of time under every variety of climate, motion and position. So perfect are the adjustments, that the most violent exercise, such as horseback riding, jumping, etc., produces on them no sensible effect They are therefore, particularly adapted to Railroad purposes.

Liberty is given to refer to the following gentlemen, who, among many others, have proved the excellence of Charles Frodsham's Watches as timekeepers:

Gen. John S. Tyler,		Massachusetts.
John E. Thayer, Esq.		"
Enoch Train	"	"
E. C. Bates,	"	"
F. W. Thayer,	"	"
Wm. Whiting,	"	"
Geo. M. Thacher,	"	"
David Dyer,	"	"
Alvin Adams,	"	"
Billings Briggs,	"	"
David Weld,	"	"
Hon. Ebenezer Lane,		Sandusky.
E. F. Osborne, Esq.		Ohio.

The Prices of the New Series Gold Cases, are According to Size, viz:

SIZE 12	
" 14	$230
" 16	
" 18	250
" 20	275
" 22	300

Recommendations:

Boston, Sept. 3, 1853.

The Compensated Lever Watch I purchased of you, made by Charles Frodsham, London, No. 7300, has varied but thirty seconds from mean time in six months, by actual daily comparison with your regulator.

Yours, &c., ALVIN ADAMS.

Mr. Simon Willard.

Boston, Feb. 4, 1854.

Mr. S. Willard Dear Sir—The Frodsham watch, No. 7557, I purchased of you last October, has performed wonderfully well. I have compared it almost daily by your Astronomical clock, and its variations for ninety days is but one second, or a loss of but one-hundredth of a second per day. I consider it better than any Marine Chronometer I ever used.

Yours truly,
FISHER A. NEWELL,
Late master of Sch., Honolulu.

Sandusky, Ohio. Jan. 1, 1854.

Mr. S. Willard, Dear Sir—More than six months ago I purchased of you two of Frodsham's best watches—up to this time, one of them, No. 7571, has altered from mean time but twenty-seven secouds, and the other, No. 7517, but twenty-three seconds in the same period.

Yours, respectfully.
E. F. OSBORNE.

To Mr. Simon Willard.

Gentlemen—On the 1st of April last I procured from Mr Willard, of Boston, one of Frodsham's improved series of watches. It was regulated and set to Cincinnati time. It has not, in that period, been suffered to run down, nor have the hands been moved, and to day it is 20 seconds only slow. Respectfully yours,

HENRY O. AMES,
Sup,t Cin. Ham. & Dayton Railroad.

August 18, 1854.

To Messrs. Beggs & Smith.

The following is an extract from a letter of William Brown, Esq., Springfield, Ohio, engineer on the M. R. & L. E. R. R., who has personally kept the rate of several of Frodsham's watches.

"Finally from what I have known of Frodsham's watches, I am very strongly impressed with the idea, that they are a decided improvement on all other timekeepers, and were they set in gimballs and used with the same care, I think their performance would equal that of Mr. Frodsham's celebrated box chronometer, and would answer the same purpose for determining longitudes."

Sept. 21-6*

Railroad Car Findings.

BRIDGES & BROTHER,

64 Courtlandt Street, New York.

Wheels & Axles, Jaws, Boxes, and Castings Fitted

Wrought Nuts, Bolts, & Washers,

Engine and Car Screw Bolts, all sizes;-Coach Lag and Telegraph Screws,

LOCOMOTIVE ENGINE LANTERNS,

From the best Manufacturors, and nt their prices. Car Hand, and Signal Lanterns.

Cotton Duck for Car Covering,

Of any required width to 124 inches:

ENAMELLED HEAD LININGS,

Plush and Curled Hair.

Hand Cars nnd Baggage Barrows. Passenger, Freight-Car, nnd Switch Locks, Door Knobs and Butts. Brass and Iron Wood Screws. Brass and Silver Plated Trimmings for Windows and Seats. Varnish, Coach Japan, ar.d Glue; Paints, Varnisn and Glue Brushes.

Silver Plated and White Metal Letters. Engine and. Signal Bells, anti-friction or Babbitt Metal.

Portable Forges and Jack Screws.

Hemp Packing,, American, Russia, and Italian. Conductors' Badges and Baggage Checks. Iron, Bronzed and Brass Hat Hooks. Ventilators and White Metal Rings. Aud all other Articles pertaining to Cars.

ALBERT BRIDGES,
Lato Davenport & Bridges, Car Manufacturers,
Cambridgeport, Mass.
ALFRED BRIDGES,
Lato Davenport, Bridges & Co., Fitchburg, Mass.
†oc6

Locomotive Tires and Car Axles.

THE undersigned is prepared to supply Railroad Companies and Builders with Tires and Axles of superior qualitiy and finish, made from faggotted charcoal iron, formed and finished entirely under the hammer. For the character of the manufacture he refers to builders nnd companies who havo used them in the West.

A. S. WINSLOW
mr.24-†] 9 and 11 WestSecond St., Cincinnati.

O. ESCOL SELLERS.....C. D. DANA.

SELLERS & DANA,

AGENCY FOR THE SALE OF

Railroad Materials and Machinery,

THIRD STREET, (west of Burnet House.)

CINCINNATI, OHIO.

HAVING OPENED a depot for the sale of all articles used by Railroad Companies, we will fill orders promptly at manufacturers' prices, and are now prepared to furnish

Locomotives, Cars, Car-Wheels, and Axles. Ames' Tire and Crank Axles, Chairs and Spikes. Locomotive Head Lights, (of several makers) Car, Conductor's, Signal, Switch, Stoker and other Lanterns. Drawbridge and cross Road signal Lights; Gum Packing and Hose, assorted Car Trimmings, Enameled head and seat Linings, Plated and White Metal Letters.

—ALSO—

Machinists' Tools, particularly adapted to Railroad Work, Mill Work, Shafting and Shop outfits, Punching and Shearing Machines, for Boiler Work; Planers, Lathes, Drills, Portable Forges, etc., etc. Oak-Tanned Belting, of superior quality of all sizes. jy.1†3.

JAMES W. HOOKER,

Commission Merchant,

AGRICULTURAL WAREHOUSE,

—AND—

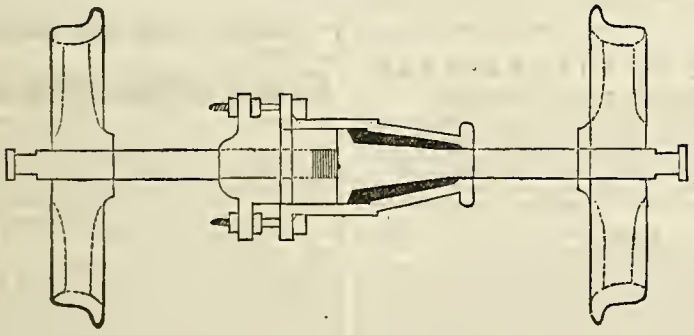
MACHINERY DEPOT,

35 Lloyd Street,

BUFFALO, N. Y.

Commission Dealer in Portable and Stationary Engines Iron Planers, Lathes, Universal Checks, Belting, Oils, Rubber Packing and Hose, Scales, Safes, Mill Stones and Machinery generally. Post Paid Letters will receive prompt attention je. 1-tf.

DENNEY'S DIVIDED CAR AXLE.



PATENTED JANUARY 31ST, 1854.

THE ATTENTION OF RAILROAD COMPANIES is respectfully invited to an examination of the merits of this valuable invention, which offers to add largely to the safety of life and property.

The valuable features of this arrangement of axle are, a saving of full fifty per cent. in motive power on crooked roads: the rails are protected from being destroyed by the flanges of the wheels coming in contact with them on the curves, as is the case with the stiff or rigid axle, which not only destroys the rail but puts a constant strain upon the wheel and axle, causing the wheel on the inner rail to trip or revolve upon the rail under the weight of the car and its load, while the opposite wheel is traversing its greater distance; the tendency of which, is to wear the wheel flat, and cause it, or the axle, to break sooner or later. There is less danger of the car leaving the track from its having become spread.

Axles fitted in this way do not require to be near so large, and yet contain more strength than the common axle, for the reason that the liberty given to the wheels, which allows them to accommodate themselves to the curvatures of the road, removes wholly the strain thrown upon the ordinary axle; and therefore, it requires no more strength of iron at any point between the wheels, than is contained in the bearings, which in the ordinary axle, is not more than one-third of the strength of the other portions of the axle.

The elongated bearing which forms the connection is so proportioned as not to wedge or become tight in the alloy, the wear being almost imperceptible, requiring to be set up not oftener than once in twelve months, by a slight tightning of the screw nuts. If, from long service, the alloy becomes worn out, it can be refilled, making it as perfect as when first filled up, and the gauge of the wheels will never become changed so as to injure the running of the car.

It is after a series of the most careful experiments, conducted through a period of time sufficient to test in the most satisfactory manner, the real merits of divided car axles, and a thorough and practical test in real service of over two years, that we now offer to Railroad Companies one that we are assured will give universal satisfaction in its operations, and both simple and cheap in its construction.

We are now ready to dispose of rights to use the above axle on the following terms: We guarantee full and perfect satisfaction by giving ample time to thoroughly test its merits, and will require no payment to be made until such satisfaction has been given. All applications to be made to

SAMUEL L. DENNEY,
Christiana, Pa.
Or, to **CHRISTIAN UMBLE,**
Gap, Pa.

Jy.10†

TYLER DAVIDSON & CO.,

Agents for the

BOSTON BELTING COMPANY

India Rubber Machine Belting in any quantity, from 2 to 20 inches.

India Rubber Steam Packing;

Mixed	do	do	1-32 to ¾ inch thick.
Plain	do	do	1-32 to 1 inch thick.
Pure	do	do	

Pipe and Manhole Rings, all sizes;

Square or Rope Packing, do.

HOSE.

India Rubber, Hydrant, Conducting, Fire Engine, and Locomotive, of all sizes, manufactured from the best of Vulcanized Rubber, and for sale only by the agents.

Car Springs, and all other kinds of Vulcanized India Rubber used for Mechanical and Manufacturing purposes.

The undersigned, having been appointed Agent of the Boston Belting Company, beg leave to advise Dealers and Consumers that they are now prepared to supply the above goods in any quantities, on the most favorable terms. On hand and for sale,

50,000 Feet Vulcanized India Rubber Machine Beltings, from 2 inch to 20 inches, 3 and 4 ply.

TO STEAMBOATS AND RAILROADS.

India Rubber Hose, for Pavements, Streets, Gardens, Locomotives, Engines, etc.

40,000 feet Hose, 3, 4, 5, 6, and 7 plys, suitable for pavements, streets, gardens, locomotives, fire engines, etc., 1 to 3 inch, warranted extra quality. Also,

THE vulcanized India Rubber Break Springs now in use by all the Eastern Railroads, and posessing decided advantage over the Steel Springs now in use, for the following reasons:

1st, They are much easier put on.

2d, They are a great deal cheaper.

3d, They are much more durable than steel, and no time lost in making them, the weather having no effect on them.

ALSO—Large 6 inch hose for water stations. This is a new and important invention. The coldest weather will have no effect on them whatever. They are warranted to remain as pliable, in the COLDEST of weather, as they are in 150 Fahrenheit heat.

Armitage Anvils,-10 casks, assorted weights n w in store.

Allen's Revolvers and Self-Cocking Pistols.—Now in store, a large assortment of the above, 3, 4, and 5 inch Revolvers; 3, 4, 5, and 6 inch Pocket Pistols. Also, Dueling Pistols.

Leland's Superior C. S. Car and Auger Bitts.—All sizes.

Brass Kettles, and Sheet Brass, &c.—Brass Kettles, assorted from 6 to 30; Sheet Brass assorted from No. 0 to 30; Brass Wire, do do do.

Star Breast Chains.—Four casks of those superior double-linked Chains, just received.

Walker's Trace Chains.—70 casks of those superior goods, warranted full length and sizes, 8 to 20 links, straight and twisted, now in store.

American Anvils.—Eagle brand, faced with with cast steel, and warranted by the manufacturers equal to Armitage's Mousehole.

Plated Spoons.—Plain, tipped, and threaded heavy plate, on best quality of German Silver.

Premium Gimlet Screws.—10,000 gross just received.

Mill Saws. Hoe & Co.'s C. S. Wm. Rowland's, and W. H. Rowland's 6, 6½, 7, 7½, and 8 ft

Cross Cut Saws.—Hoe & Co.'s C. S., John ockerell's C. S. and G. S., Wm. Rowland's and W. & H. Rowland's 5, 5½, 6, 6½, 7, 7½, and 8 feet Also, 4 and 4½ feet Tennon Saws.

Axes—1000 doz. Axes, assorted Yankee and Kentucky patterns, first, second, and third quality

Nails.—4000 kegs Shoenberger's and Wheeling Nails, now in store.

For sale by TYLER DAVIDSON & CO.,
mr 3 140 and 142 Main street

The Shortest, Quickest and Best
ROUTE TO LOUISVILLE.

MADISON, INDIANAPOLIS, PERU, TERRE HAUTE, MICHIGAN CITY, CHICAGO, GALENA, ST. LOUIS, AND NEW ORLEANS.

OHIO & MISSISSIPPI RAILROAD,

ON MONDAY, SEPTEMBER 18, AND UNTIL FURther notice, the Passenger Trains will run as follows:

For Louisville and New Albany.

Leave Cincinnati at 7.15 A. M. and 3.15 P. M., connecting with the Jeffersonville Railroad at Seymour, and arrive at Jeffersonville, opposite Louisville, at 1 o'clock P. M., and at 9 P. M.

Returning—Leave Jeffersoncille at 8.30 A. M., and 3.15 P. M., arrivo in Cincinnati at 2.30 P. M., and 9.30 P. M. No delays in connecting with any other Railroad,

Fare $2 50.

For Indianapolis.

Leave Cincinnati at 7.15 A. M., and 3.15 P. M., connecting with the Indianapolis and Cincinnati Railroad at Lawrenceburg, for Indianapolis, and all the principal cities and towns of the North and West.

Returning—These trains arrive in Cincinnati at 4.05 P. M., and 9.30 P. M.

Fare $3 00.

For Lawrenceburg and Aurora.

Leave Cincinnati at 7.15 A. M., 10 45 A. M., 1.27 P. M., and 5 P. M., stopping at all the regular stations.

Returning—Leavo Aurora at 6.50 A. M., 3.15 P. M., 2.55 P. M., and 8.23 P M., stopping at all the regular stations, and arrive in Cincinnati at 8.10 A. M. 2.30 P. M., 4.05 P. M., and 9.30 P. M..

FREIGHT TRAINS for Jeffersonville and all intermediate stations, leavo Cincinnati at 9.30 A. M.

For further information see handbills, or apply at the Ticket Office. un Fourth street, north side, four doors from Vine street, oposite new Custom-house.

S. S. POST.
Chf. Eng'r and Supt.

Passengers, by leaving their address at the Ticket Office, will be called for by St. Louis and Cincinnati Omnibus Line.

Omnibuses call at all the principal Hotels, for each train. W. S. BABCOCK, Agent,
Sept 5. St. Louis and Cincinnati Omnibus Line.

Cincinnati to Indianapolis.

TO CHICAGO IN 15 HOURS.
TO ROCK ISLAND IN 25 HOURS.
TO ST. LOUIS IN 31 HOURS.

ALL THE WAY BY RAILROAD.

FOR Terre Haute, La Fayette, Michigan City, Chicago, Peru, Galena, Rock Island, and St. Louis.

Passengers will find this the most pleasant route of any to the West, as it passes through the richest and most thickly settled portion of the State of Indiana. In taking this route, passengers will reach Terre Haute, Lafayette, Peru, Michigan City, Chicago, Rock Island, Galena and St. Louis, as soon as by any other leaving Cincinnati, and with less fatigue, in consequence of several of the other roads not being fully ballasted.

TO TERRE HAUTE AND LAFAYETTE BY DAYLIGHT, by way of Hamilton, Eaton and Richmond.

CINCINNATI, LOGANSPORT AND CHICAGO RAILROAD.—Three daily trains, at 6.30 A. M., 8 A. M., and 4 P. M., from Cincinnati, Hamilton and Dayton Railroad Depot.

Passengers leaving Cincinnati on the 6.30 A. M. Lightning Express, reach Indianapolis at 11 A. M., resume at 1.15 P. M. for Terre Haute, and 12 M. for Lafayette, Michigan City, Chicago, Galena, Rock Island and St. Louis, reaching Chicago at 8.30 P. M., in time to connect with night trains for Galena, Rock Island and St. Louis.

Baggage checked to Indianapolis.

Passengers leaving Cincinnati at 8 A. M., Richmond Mail Passenger Train reach Richmond at 11.05 A. M., connecting with trains for Hagerstown and New Castle. Returning leavo Richmond at 3.10 P. M., arriving in Cinninnati at 6 P. M. This train stops at all way and flag stations.

FARE:

From Cincinnati to	Richmond	$1 75
"	New Castle	2 50
"	Indianapolis	3 50
"	Terre Haute	5 75
"	La Fayette	5 50
"	Michigan City	7 75
"	Chicago	9 00
"	Rock Island	14 00
"	Galena	14 25
"	Saint Louis	15 50

Passengers leaving Cincinnati on 4 P. M. train, sleep at Indianapolis, resume at 6 A. M. for Lafayette, Chicago and Rock Island, and 1.15 P. M. for Terre Haute.

For information and through tickets, please apply at the General Railroad Ticket Office, No. 169 Walnut st., next door below the Gibson House, or to W. A. Latham, at the Cincinnati, Hamilton and Dayton Railroad office, corner of Broadway and Front Streets, under the Spencer House, or at the Sixth street Depot.

JOHN W. SHIPLEY, Agent.

The Omnibus Line will call for passengers in any part of the city, by leaving their orders at the offices.
oct. 19. W. H. SMITH Conductor.

Pittsburgh, Philadelphia,
BALTIMORE AND NEW YORK.

NEW ROUTE OPENED TO NEW YORK. ALL THE WAY BY RAILROAD, VIA **CINCINNATI, HAMILTON & DAYTON RAILROAD.**

The quickest, cheapest and most pleasant route to Pittsburgh, Philadelphia, Baltimore and New York.—Depot in the West end of the city.

Only route via Pittsburgh by which through tickets can be obtained from Cincinnati to New York.

One less change of cars than any other route.

Passengers leaving Cincinnati, on 6 o'clock morning train of Cincinnati, Hamilton & Dayton Railroad, go through to Crestline without change of cars, and, after 30 minutes for dinner, proceed by Ohio & Pennsylvania Railroad, arriving at Pittsburgh at 8 o'clock P. M.: leave Pittsburgh via Pennsylvania Central Railroad, at 9 o'clock, P. M., and arrive in Baltimore and Philadelphia at 12 o'clock and 30 minutes (noon) next day; and from thence via Kensington and Jersey City, or Camden and Amboy Railroads, arriving in New York at 4 P. M.

Second Train:

Leaves Cincinnati, Hamilton and Dayton Railroad at 8 o'clock and 20 minutes every morning; arrives at Crestline at 4:20 P. M., and Pittsburgh at 12 o'clock and 30 minutes, midnight; and after a comfortable night's rest, resume by 7 o'clock A. M. Train, arriving in Philadelphia and Baltimore at 12 o'clock and 30 minutes, midnight.

The only offices in Cincinnati at which Through Tickets can be purchased from Cincinnati to New York, via Pittsburgh and Philadelphia, are under the Spencer House, and one door below the Gibson House on Walnut street.

FARE:

From Cincinnati to	Pittsburgh, first class	$ 7 00
"	" front car	5 00
"	Philadelphia	14 00
"	Baltimore	14 00
"	New York, via Pittsburgh and Philadelphia, all the way by railroad	16 00

For through tickets and information, please apply at Cincinnati, Hamilton and Dayton Railroad Office, north west corner of Broadway and Front streets, under the Spencer House, or to J. W. SHIPLEY, at Railroad Office on Walnut street, between Fourth and Fifth streets, one door south of the Gibson House, or at Sixth street Depot.

H. O. AMES, Superintendent.
W. A. LATHAM, Agent.

The Omnibus Line will call for passengers by leaving their orders at the offices.
Sep. 7,-tf. WM. H. SMITH, Conductor.

NOTICE TO CONTRACTORS.
Mobile and Girard Railroad.

SEALED PROPOSALS will be received by the undersigned at this office, until the first day of December, for the Clearing, Graduation, Track-Laying, together with the building of all Bridges and Culverts of the Western Division of the Mobile and Girard Railroad, extending from Mobile to Greenville, covering a distance of 130 miles.

The work will generally be divided into one mile sections. and bids may be made for one or more of these sections. Separate proposals are desired for the Track-laying, building of Bridges and Culverts, likewise for the building of the Trestle-work, 5½ miles in length, across the Tensas and Mobile Rivers, with the intervening swamps. The trestle-work will be 12 feet high, built upon Black Cypress Piles, found in abundance and adjacent to the line; the two rivers will be crossed with the common Pile Bridging with Truss Pivot Draw in the center of each.

Specifications with the form of the contract and proposals can be had of the undersigned upon application.

Plans, profiles and estimates of that portion of the line are now ready for examination. Parties proposing will please designate it as such upon the envelope.

The country is healthy, with no swamps after leaving the Tensas River. From Mobile to the river, 18.5 miles the grading is light and country very healthy at all seasons of the year. After the line leaves the Tensas River, it passes through, and on the ridge that divides the Alabama and Conecuh waters, easy of access by the Alabama River, and through a section of country well stocked with provisions.

Payments will be made one-third (⅓) in current funds, one-third in the capital stock of the Company, bearing (.08) per cent. interest payable in stock, until the road is completed, then to cease and become common stock of the road, and relying upon the earnings of the same for dividends; the balance (⅓) one-third to be paid in the (.08) per cent. convertible bonds of the Company, maturing in (5) or more years, at the option of the contractors, coupons payable semi-annually either in Columbus, Ga., Mobile, Ala., or at New York, at the option of the holder.

To bidders personally unknown to the undersigned, bond and approved security will be required to an amount not exceeding (¼) the amount of the contract, for the timely and faithful completion of the same.

22½ miles of the road from Girard west, will be open for business the first of November, and 52 miles 9 months therefrom; it is the intention to have the entire line of 245 miles open for business early in 1858.

Sept. 28, 1854-9t. GEO. S. RUNEY.

Baltimore & Ohio Railroad.

380 MILES BETWEEN WHEELING AND BALTIMORE.

THIS Road was opened to the Ohio River in the spring of 1853, and has already established a high character with the business community of the West. Its facilities for the transportation of freights are already superior to those of any other great through line—while the attractions of the country through which it runs, and its many admirable provisions for the expedition, comfort and safety of travelers, it has received such favor as a passenger road, (with its present connections,) as to show that it will become the preferred route for all portions of the West and South-West as soon as its further connections are formed by the completion of the Central Ohio, North-Western Virginia and other Railroads now rapidly finishing.

FOR PASSENGERS BY THIS ROUTE,

Through Tickets from all Parts of the West,

ARE NOW SOLD IN

Cincinnati, Louisville, Madison, Indianapolis, St. Louis, Chicago, Toledo, Detroit, Cleveland, Columbus, Zanesville and other Cities.

AT ALL OF WHICH ARRANGEMENTS HAVE BEEN EFFECTED

For Sending Travelers Direct to WASHINGTON, BALTIMORE, PHILADELPHIA, NEW YORK, and other ATLANTIC CITIES.

FOR FREIGHTS IN EITHER DIRECTION

The fullest accommodations are provided. In motive power and Cars, the company has abundant resources, which are being further extended to meet the demands of Western Trade. In the dispatch and regularity of transpart, and in the careful landing of property, this road challenges a comparison with its rivals. At Baltimore, the road connects directly in the streets and at the wharves with the

PHILADELPHIA AND NEW YORK RAILROADS,

The numerous Steamers of the Parker Vein Line to New York and Boston, the Ericsson Steamers by Canal to Philadelphia and New York,

And various other Lines of Steamers and Sailing Vessels to the Eastern Ports, and to Richmond, Norfolk, Charleston, Savannah, etc.

J. B. FORD is the Company's Receiving Agent at Wheeling.

WM. G. HARRISON, President. *JOHN H. DONE*, Mast. of Transportation,
je. 8† Baltimore.

COLUMBUS PIQUA, AND INDIANA RAILROAD.

New route from Columbus, West and from Urbana, East.

On and after Monday September 19, 1853, two trains per day, (Sunday excepted) each way, will run on this Road, between COLUMBUS and URBANA. Will leave Columbus at 4.50 a.m., and 3.30 p.m.—arriving at Urbana at 8.12 a.m., and 6.14 p.m. Returning—will leave Urbana, for Columbus, at 9.15 a.m., and 3.00 p.m.—arriving at 12.05 and 6.55 p.m.

The 4.50 a.m. train, from Columbus, will connect with the night Express train from Cleveland and arrive at Urbana in time for the morning train north for Sandusky and intermediate points. Persons arriving by the morniug Cleveland and Zanesville trains can have a few hours at Columbus and leave by the 3.30 p.m. train—arriving at Urbana in time to get supper and take the 5.35 p.m. train for Dayton and Cincinnati.

The 9.15 a.m. train from Urbana connects with the morning train from Cincinnati and Dayton that arrives at Urbana 8.40 a.m.—arriving at Columbus at 12.05 p.m in time for the 1 p.m. train for Cleveland, connecting with the Buffalo and Dunkirk boats. The 3.00 p.m. train will leave Urbana on the arrival of the Sandusky train—reaching Urbana at 2.45 p.m.—and arrive in Columbus in time for the various night trains.

A line of Omnibuses will connect with the trains at Urbana for the conveyence of passengers to and from Piqua and Greenville over a good Macadamized road.

A. G CONOVER, Sup
Piq ua, Sept. 13, 1853. s29-tf.

Shortest Route to Indianapolis, Chicago, and St. Louis by Indianapolis & Cincinnati Railroad,

VIA LAWRENCEBURG,

IN connection with the **OHIO & MISSISSIPPI RAILROAD.** Passenger Trains leave Cincinnati at 7:15 A. M., and 3:15 P. M. Arrive at Indianapolis at 11.30 A. M., and 8:30 P. M.

By morning train passengers arrive at Chicago in 14 hours, and St. Louis in 28 hours.

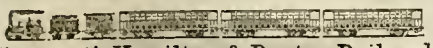
Freight shipped to Indianapolis and all other points West and North without delay at cheapest rates.

Cars run from Lawrenceburgh to Terre Haute, Lafayette, Peru and Chicago, without unloading.

Office, foot of Main street corner of Water street.

SIDNEY RICE,
Cincinnati, Sept. 28, 1854. Agent.

Railroad Line.



Cincinnati, Hamilton & Dayton Railroad.

Fall Arrangement.

COMMENCING MONDAY, OCTOBER 9th, 1854.

PASSENGER Trains will leave the Sixth-street Depot as follows:

First Train

At 6.30 A. M., Lightning Express for Hamilton, Richmond, Indianapolis, Terre Haute, Lafayette and Chicago, direct.

Second Train

At 8 A. M., for Hamilton, Eaton, Richmond, Dayton, Troy, Piqua, Sandusky, Toledo, Chicago, Clyde, Cleveland, Buffalo, New York, Boston, Pittsburgh, Philadelphia, Baltimore, Washington, etc.

Third Train

At 2.15 P. M., for Dayton, and intermediate stations, Troy, Piqua, etc.

Fourth Train

At 4 P. M., for Hamilton, Richmond, Indianapolis, Terre Haute, Lafayette Chicago, Dayton, Springfield, Urbana, Kenton, Carey, Crestline, Pittsburgh, Philadelphia, Baltimore, Washington, etc.

Fifth Train

At 5.20 P. M., for Hamilton and intermediate stations.

The 1st Train, Express,

Will stop at Cumminsville, Lockland and Glendale.

2d, 3d, and 4th, Trains,

Will stop at all regular stations.

Fifth Train

Will stop at all regular stations and at flag stations on signal or notice to the Conductor.

The 1st Train

Will connect at Richmond at 9 A. M., with Train of Indiana Central Road for Indianapolis; arrive at that place at 11.30 A.M., thence to Terro Haute, Lafayette, and Chicago without detention. Time as short as by any other route.

2d Train

Will connect at Dayton at 10.30 A. M., with Mad River Train for Sandusky and intermediate points; also at Crestline at 4.20 P. M., with the Ohio & Pennsylvania Train for Pittsburgh, Philadelphia, Baltimore, Washington, etc. The same train will connect at Clyde with Toledo and Cleveland Train to Toledo, Chicago, and intermediate points. Also, with Dayton and Michigan Railroad to Troy and Piqua, and at Piqua with Doyle & Co's Canal Packet Line to all points on Wabash and Miami Canals, and at Dayton with Dayton and Greenville Railroad to Greenville, Union, and all points on Bellefontaine and Indianapolis Railroad at 2.30 P. M.

3d Train

Connects at Dayton with Train for Troy, Piqua, etc. Also, with train of Dayton and Western Road for Indianapolis

Fourth Train

Will connect at Richmond at 6.40 P. M., with Indiana Central Train for Indianapolis, Terre Haute, Lafayette, and at Dayton with Mad River and Lake Erie Railroad for Springfield, Urbana, Kenton, Carey, Crestline, Pittsburgh, Philadelphia, Baltimore and Washington.

FARE:

From Cincinnati to Hamilton			$ 60
Do	do	Eaton	1 35
Do	do	Richmond	1 75
Do	do	Indianapolis	3 50
Do	do	Terre Haute	5 75
Do	do	Lafayette	5 50
Do	do	Chicago	9 00
Do	do	Dayton	1 50
Do	do	Troy	2 10
Do	do	Piqua	2 35
Do	do	Springfield	2 10
Do	do	Toledo	5 75
Do	do	Cleveland	6 00
Do	do	Pittsburgh, first class	7 00
Do	do	do front car	5 00
Do	do	Philadelphia	14 00
Do	do	Baltimore	14 00
Do	do	New York, via Pittsburgh and Philadelphia, (Railroad all the way)	16 00

For further information or tickets apply to W. A. LATHAM, General Agent, at the office, corner Broadway and Front streets, under Spencer House, or at the Office on Walnut street, next door to the Gibson House, or at the Sixth street Depot.

HENRY O. AMES,
Cincinnati, Oct. 19, 1854. Sup't.

Marietta & Cincinnati Railroad.

OPEN between CHILLICOTHE and GREENFIELD, Connected by Stage at Hillsborough, with Hillsborough and Cincinnati, and Little Miami Railroad Trains, forming a through daily line each way.

On and after Monday, the 8th of May, passenger trains will run as follows, viz:

Leave Chillicothe at 9 00 A. M.
Returning do Greenfield at 5 30 P. M.

Passengers from Cincinnati leave by Little Miami Railroad, at 7 40 A. M., dine at Hillsborough and reach Chillicothe the same Evening.

Fare from Cincinnati to Chillicothe, $3 45.

J. W. STOWELL,
Chillicothe, May 6th. '54— Sup't.

Railroad Line.

Fall Arrangement.



To New York, via Railway, in	34	hours.
To Philadelphia in	31	"
To Baltimore in	31	"
To Boston in	36	"
To Buffalo in	16½	"
To Dunkirk in	15	"
To Cleveland in	9½	"
To Pittsburgh in	14	"
To Sandusky in	8½	"

BY THE

CINCIN'I, COLUMBUS & CLEVELAND ROUTE.

VIA LITTLE MIAMI RAILWAY.

THE ONLY ROUTE AUTHORIZED TO RECEIPT Passengers, via Lake Shore Railroad.

FIVE DAILY TRAINS—NEW ARRANGEMENT.

Passengers by 6 o'clock A. M., Train Little Miami Railroad, breakfast at Cincinnati, and dine the following day in New York, Philadelphia or Baltimore.

The 6 o'clock A. M. Train, Little Miami Railroad, is the only train leaving Cincinnati by which passengers have direct connection via Pittsburgh to Baltimore.

First Train—Railroad Lightning Express at 6 o'clock A. M., making direct connection to Crestline, Pittsburgh, Philadelphia, Baltimore and New York; at Cleveland, to Dunkirk, New York and Boston; at Buffalo, to Albany, New York, Boston, etc. Connects to Sandusky; also at Columbus to Zanesville, and at Springfield to Delaware.

Second Train—Accommodation Express, at 8 o'clock, A. M., connects at Cleveland with Lake Shore Railroad to Dunkirk, New York and Boston, and to Buffalo New York and Boston; also connects at Sandusky with steamer BAY CITY, to Detroit; at Crestline to Pittsburgh; at Columbus to Zanesville and Cambridge. Stages to Wheeling, and Railroad to Baltimore, etc.; at Morrow to Lancaster; at Loveland to Hillsboro'; and at Blanchester to Chilicothe.

Third Train—At 3.05 o'clock P. M., for Morrow, Lancaster and all the way stations.

Fourth Train—Accommodation, at 4.45 o'clock P. M. for Springfield, Xenia, and all way stations. Connects at Loveland to Hillsboro.

Fifth Train—Night Express, at 5.45 P. M., making direct connection at Crestline to Pittsburgh, Philadelphia and New York; at Cleveland to Dunkirk, New York and Boston; at Buffalo to Albany, New York and Boston, etc.

FARE.

From Cincinnati to New York via Lake Shore Railroad	$18 00
From Cincinnati to New York via Railroad and Hudson river steamer	17 00
From Cincinnati to Boston	19 00
From Cincinnati to Philadelphia or Baltimore	14 00
From Cincinnati to New York via Philadelphia,	16 00
From Cincinnati to Buffalo	9 50
From Cincinnati to Dunkirk	8 60
From Cincinnati Pittsburgh	7 00
From Cincinnati to Pittsburgh, (front car)	5 00
From Cincinnati to Cleveland	6 60
From Cincinnati to Sandusky	5 00
From Cincinnati to Detroit	7 00

FOR THROUGH TICKETS

And for all information, please apply at the old established General Railroad office, in the three-story yellow building, southeast corner of Broadway and Front-street, directly opposite the Spencer House, Railroad Hotel and Mailboat Landing, or at the Eastern (Little Miami) Depot, East Front-street.

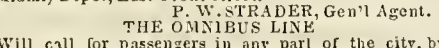
P. W. STRADER, Gen'l Agent.

THE OMNIBUS LINE

Will call for passengers in any part of the city, by leaving their directions at the above office, southeast corner of Broadway and Front street, directly on river bank

J. H. HOWELL,
oct. 19. Conductor.

Change of Time on Cincinnati, Hamilton, Eaton & Richmond Railroad.



ON and after TUESDAY, April 4th, 1854, the Morning Train for Richmond and Indianapolis, will leave Depot, foot of Sixth street, at 6.40 o'clock, A. M.

Passengers by this Train connect at Indianapolis with the 1 o'clock, P. M. Train on Lafayette and Indianapolis Railroad for Lafayette and Chicago; arriving at Chicago by 9 o'clock, P. M., of same day, being 9 hours less time than by any other railroad route leaving Cincinnati.

Also, connect at Indianapolis with 1.15 P. M. Train for Terre Haute.

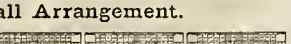
Trains for St. Louis leave Chicago at 11 o'clock P. M., after the arrival of 1 P. M. Train from Indianapolis in the morning, making this the quickest route by far between Cincinnati and St. Louis.

Evening Train will leave as usual, at 3.30 P. M. connecting at Richmond with 7 P. M. Train for Indianapolis; arriving at Indianapolis at 10.30 P. M.

FARE—Cincinnati to Richmond	$1 75
Cincinnati to Indianapolis	3 00
Cincinnati to Chicago	9 00

ap. 6 D. M. MORROW, Sup't.

Covington and Lexington Railroad.

1854.  1854.

OPEN to Paris.—Direct Railroad connection with Lexington, Frankfort and Louisville.

Two Daily Passenger Trains.

On and after MONDAY Oct. 9th, 1854, and until further notice, Trains will run as follows:

Express Train leaves Covington at 7 o'clock, A. M. stopping at Grant's Bend New Philadelphia, Canton, Benton, Clarkson, Demossville, Butler, Irving, Falmouth, Callenville, Boyd's, Berry's, Robinson's Garnett's Cynthiana, Laird's and Kiser's and arriving at Paris at 11.30 A. M.

Returning, leave Paris at 12 o'clock M., stopping as above, and arriving at Covington at 4.35 P. M.

Through passengers by this train connect directly at Paris with Maysville and Lexington road, and arrive at Lexington at 1 o'clock P. M., connecting at Lexington with the stage lines for Danville, Winchester, etc., and with the afternoon train of the Lexington and Frankfort road, for Frankfort and Louisville.

Returning, leave Lexington at 10 o'clock, A. M., and arrive at Covington at 4.35 P. M., in time for the Evening Express Trains North and East.

The Accommodation Train leaves Paris at 5.30 A. M., stopping at all regular and flag stations and arriving at Covington at 10 25 A. M.

Returning, leave Covington at 2.40 P. M., stopping as above, and arriving at Paris at 7.35 P. M.

Through passengers by this train lie over night at Paris and arrive at Lexington at 8.30 next morning.

Freight Trains leave Covington daily, Sundays excepted, at 2.40 P. M.; freight received up to 12 M., for the train of same day.

RATES OF FARE.

Covington to Lexington	$3 00
Covington to Paris	2 40
Covington to Cynthiana	2 00

FOR THROUGH TICKETS,

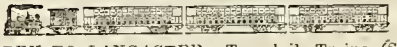
Apply at the Cincinnati, Hamilton and Dayton Railroad Ticket Office, W. A. Latham, Agent; Little Miami Railroad Ticket Office, P. W. Strader, Agent; or at the Depot, Covington.

J. M. DOUGHERTY,
Superintendent.

☞ The Omnibus Line will call for Passengers in any part of the city, by leaving directions at the above offices. CLAYTON & GRANT.

oct. 17.

Cincinnati, Wilmington and Zanesville Railroad.



OPEN TO LANCASTER.—Two daily Trains, (Sundays excepted) between Lancaster and Cincinnati. On and after Monday, June 26th, 1854, until further notice, trains will run as follows:

The morning Train leaves Lancaster at 5.10 A. M., and arrives at Cincinnati at 11.15. Returning leaves Cincinnati at 3.05 P. M. and arrives at Lancaster at 9.30 P. M

The downward accommodation train leaves Lancas- at 10.05 A. M., and arrives at Cincinnati at 5.40 P. M.

The upward accommodation train leaves Cincinnati at 7.30 A. M., and arrives at Lancaster at 4.00 P. M.

Trains will stop for passengers as follows: At Amanda, Stout's, Circleville, Williamsport, Four Corners, New Holland, Washington, Rattle Snake, Sabina, Cross Roads, Wilmington, Sligo, Clarksville and Morrow; and on the Little Miami Road at Deerfield, Butterworth's, Water Station, Loveland, Miamiville, Milford and Plainville, and on proper signal by flag, or to the Conductor, at Branch Hill and Linwood, at Turnpike.

The downward Trains connect at Morrow with the Trains on the Little Miami Road for Columbus.

Lines of Omnibusses and Packets will run between Circleville and Chillicothe, and Stages and Packets between Lancaster, Logan, Nelsonville, Athens and Pomery; and Stages between Lancaster, Somerset and Zanesville connecting with the morning train from, and evening train to, Cincinnati.

Fare from Cincinnati to Washington	$2 50
" " " " Circleville	3 00
" " " " Lancaster	3 60
" " " " Chillicotbe	4 00

For other information and Tickets, apply at Ticket office, corner of Broadway and Front sts, and at the Little Miami Depot, or to the Station Agents on the line.

E. W. WOODWARD,
Engineer and Superintendent.

☞ The Omnibus Line will call for and deliver passengers to and from the trains to any part of the City.

J. HOWELL, Conductor.

☞ The Company will not be responsible for baggage exceeding $50 in value, unless the same be returned to the Conductor or Agent, and freight paid at the rate of a passage for every $500 in value above that amount.

je. 29

Locomotive for Sale.

ONE 8 wheel, 16 ton Engine, Cylinder 13 by 20, 4½ feet driving wheels, 2 pair drivers connected, and truck. Tender holding about 1400 gallons.

The Engine is in good condition; manufactured by Rogers, Ketchum & Grosvenor, Patterson, N. J.

Address ENOCH JOHNSON,
Sup't C., Z. & C. RR.
jy.20-tf. Akron, Ohio.

WHEELBARROWS!



ON hand, Wheelbarrows, of my own manufacture suitable for Railroad, Turnpike, Canaling, etc., in ots to suit purchasers. Orders filled for any reasonable amount.
HENRY ROCKEY,
jy. 20. No. 21 East Front st.

CAR MANUFACTORY,
Dayton, Ohio.

E. THRESHER & CO., having enlarged their shops, are prepared to contract on favorable terms, for building every variety of railroad Cars, in any quantity and on short notice, made of the best materials, and of the most approved workmanship.

They are prepared also to furnish jaws and boxes; the Washburn Wheel, 30 and 33 inch, adapted to inside or outside bearing; cast iron frogs, steel plated; and switches of the most approved patterns.

They also manufacture blacksmith tuyeres, Harris' Patent; portable bolt forges: bolt heading and bolt cutting machines; upright drills, wheel presses; wood planers; tenoning and mortising machines, etc.

They respectfully invite the attention of railroad directors and superintendents to their establishment.
Dayton, Jan. 24th, 1853. jan.25-†

S. C. THOMSON & CO.,
MANUFACTURERS OF
PATENT PAD LOCKS,

For Railroad Switches, Merchandise Cars, Stores, Cemeteries, Iron Safes, &c.,

Cor. Railroad Avenue and Market st.,
an.12† NEWARK, N. J.

PROSSER'S PATENT
Lap-Welded Iron Boiler Tubes.

TUBES screwed together, flush on both sides, for Artesian wells, etc. Free-joint Tubes, for Core Bars, Awning Frames, Leaders, etc.

Brass Boiler Tubes.

Patent Wrought Iron Blacksmiths' Water Tuyeres, Water Backs, etc.

Agents for Krupp's celebrated Cast Steel for Shafts' Railway Axles, Tires, Platers' Rollers, etc.

P. S.—All Tools necessary for the construction or keeping in order of Tubular Boilers.
THOS. PROSSER & SON
au.17† 28 Platt street, New York.

Norris' Locomotive Works,
PHILADELPHIA.

ENGAGED for many years in manufacturing Locomotives, offer to Railroad Companies to construc of any plan or size,

LOCOMOTIVES OF SUPERIOR QUALITY.

Our facilities for doing work have been largely increased this year, and orders can be executed with dispatch.
jy. 27. RICHARD NORRIS & SON.

ALBERT H. NICOLAY,
AUCTIONEER.

HOLDS his regular auction sales of Stocks, Bonds, and other securities, every Monday and Thursday, at 12½ o'clock, at the Merchants' Exchange. First class Stocks, and Bonds, at private sale.

Office No. 4 Broad street, New York.

KENTUCKY LOCOMOTIVE WORKS.
CORNER OF KENTUCKY AND TENTH STS.
LOUISVILLE, KY.

THE Proprietors of the Kentucky Locomotive Works would respectfully inform Railroad Companies and the public generally that, having completed their establishment, they are now prepared to receive and execute orders with fidelity and dispatch.

They will contract for

Locomotives, Passenger, Baggage, Freight, Gravel and Hand Cars,

Of every style and pattern, as well as all kinds of St and Machinery required for railroads.

Particular attention will be paid to repairing, which they have every facility.

They are also prepared to contract on favorable terms for building all kinds of Machine Tools, such as Turning Engines, Lathes, Planers, Drills, Slotting, Spliting, and Shaping Machines, of every variety of pattern.

Having also a large FOUNDRY connected with the establishment, orders for Castings are solicited, and will be filled with promptness.

Car Wheels of any pattern can be furnished on short notice. Double and single plate and Spoke Wheels of all sizes constantly on hand.

☞ Communications or orders must be addressed to
OLMSTED, TENNYS & PECK,
je.8-tf Louisville, Ky.

Lightner's Patent Axle Boxes for Railroad Cars.

THE attention of Railroad Managers and others is called to this valuable improvement in

AXLE BOXES.

The first cost and "fitting up" of these boxes is 20 to 25 per cent below that of most boxes in use. They will save about 75 per cent in consumption of oil. The construction is simple; they are not liable to become loose, nor "heated" by severe service. The Reservoir is held close to the shaft, and the oil journals, are secure from dust yet easy of access; the brasses may be removed from the journals, while under the car, in a few minutes. Cars furnished with these boxes run from 4 to 5 weeks without replenishing the oil, and are not detained from the road for repairs ONE TENTH part of the time which is necessary when other boxes are used.

The business of a railroad can be done with a much less number of cars, with these boxes than if any other kind are used.

The first railroad men in the country have certified that Lightner's improvements in AXLE BOXES are among the first of the times.

Models and Testimony of the above Boxes, may be examined, and arrangements may be made for the right to use the same, with the subscriber.
WILLIAM SHERBURNE,
PRINCIPAL AGENT,
May 18.6* Office, No. 167 Broadway, New York.

GUNPOWDER,
MANUFACTURED BY
The Hazard Powder Company.
HAZARDVILLE, CONN.
H. G. HAZARD, President.
A. E. DOUGLASS, Secretary.

THE undersigned are always prepared to furnish Mining and Blasting Powder to any extent, delivered at any point on the lines of railroads, or any other places of public improvements in the West or South, at the very lowest rates. Also, SAFETY FUSE of the best Eastern manufacture.

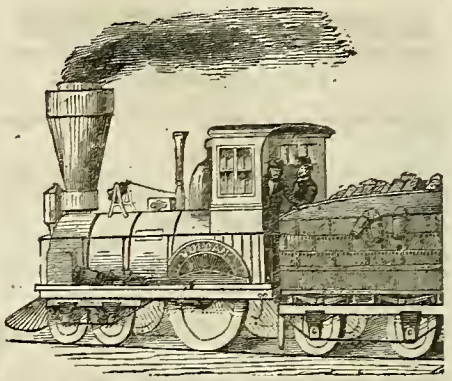
We would respectfully urge all contractors and consumers to call upon or correspond with either of us before arranging for their supplies elsewhere.

To the trade generally we would offer all the brands of Sporting and Rifle Powder manufactured by the above concern.
M. D. W. LOOMIS,
Southeast corner Main and Second Sts.
Cincinnati, Ohio.
S. H. LOOMIS,
Nashville, Tenn.
August 16, 1854. [au.18†

Myers' Patent Cylindrical Car.

NOTICE.—The Subscriber having become proprietor of MYERS' PATENT CYLINDER CAR, for a considerable portion of Western territory, including the State of Ohio, offers the same to Rail Road Companies on favorable terms. The public will be furnished within a short time with complete explanations of its operation, together with the results of actual experiments testing its applicability to all the uses for which it is recommended.
W. CLOUGH.
South-western Car Works.
Madison, Indiana, May 11.

Cincinnati Locomotive Works!



THE undersigned are prepared to furnish Locomotives equal in efficiency and durability to the best Eastern manufacture. Also, Shaping and Slotting Machines suitable for railroad shops. Also, all kinds of heavy forging and casting done at short notice. Also, bolts for bridges cut with dispatch.
ap. 20 MOORE & RICHARDSON.

ASHCROFT'S
METALLIC STEAM GAUGE.
(BOURDEN'S PATENT,

THE subscribers offer for sale this valuable Gauge. It is adapted to Locomotive and other steam boilers, indicating with accuracy the continual variations of steam within the boiler, enabling the Engineer to maintain a uniform and safe pressure. Any of the Eastern Railroads may be referred to for proof of its importance and value.
BRIDGES & BROTHER,
sep.15-tf 64 Courtlandt St., New York.

WASON'S
CAR MANUFACTORY,
Near the Pittsburgh R. R. Shops,
CLEVELAND, OHIO.

Passenger, Baggage, Freight, Dumpers, Hand Cars, &c.,

Of the best quality in all respects, style, workmanship, and material, made to order with promptness.

Orders respectfully solicited, with the assurance that no pains will be spared to give entire satisfaction in all cases.
CHARLES WASON,
Late of the firm of T. & E. Wason, Springfield,
†oc20 Massachusetts.

Notice of Copartnership.

MR. PETER MARIE, heretofore of the firm of Decoppet & Co., has this day formed a copartnership with Mr. Rudolph Kanz, (for many years with the banking house of Messrs. L. Von Hoffmon & Co.,) under the firm of MARIE & KANZ, at 27 William street. Their attention will be devoted to the purchase and sale on commission of Stocks, Bonds and Foreign Exchanges, and to the negotiation of business paper.
New York, Sept. 1, 1854. [sept. 7-1*

ENGINEERS' & SURVEYORS' INSTRUMENTS!
JAMES FOSTER, Jr.,
MATHEMATICAL AND PHILOSOPHICAL
INSTRUMENT MAKER!

HAVING removed from his old stand to south-west corner of Fifth and Race street, and increased his facilities for making instruments, is now ready to supply Levels, Transits, Theodolites, the Dumpy or Gravatt Level, Circular Protractors of Troughton & Simms model, Surveyors Compasses, Pocket Compasses with and without sights, in great variety. Alt kinds of Land Chains; Ivory and Box wood Scales of all kinds and graduation; Drawing instruments of all kinds, brass and German silver. Measuring tapes of all kinds, Magnets, Magnifyers, Barometers, Spy Glasses, &c., &c. Repairing promptly attended to. ap.6-6*.

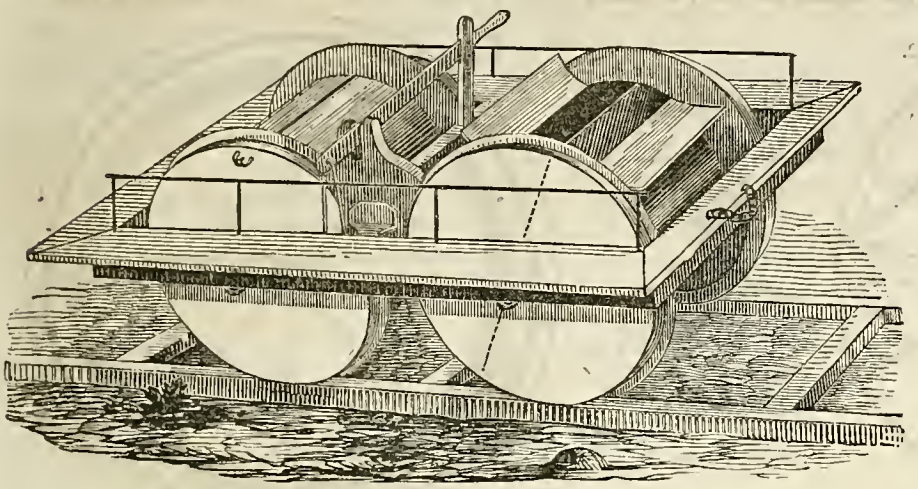
ENGINEERS' MATERIALS.

EGGERS & CO.,
WHOLESALE DEALERS IN
PAPER & STATIONERY,
Since first January,
No. 127 Walnut St., bet. Third and Fourth.
CINCINNATI,

Keep the most complete stock in the West of everything used by Engineers. On application, a catalogue with prices will be forwarded. [jy.21-†.

MYERS' PATENT CAR,

FOR COAL, GRAIN, &c., &c.



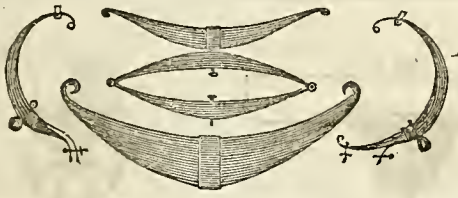
FOR PARTICULARS OF COST, RIGHT OF USE, &c., ADDRESS,

C. TIERS MYERS,

No. 33 WALNUT STEET,

dec15-3* **PHILADELPHIA.**

McDANEL & HORNER,

LOCO-  AND CAR

MOTIVE SPRING

MANUFACTURERS, WILMINGTON, DEL.

Locomotive and Car Springs of all descriptions manufactured on the most reasonable terms, made of the best STEEL, which we have manufactured to order from the BEST SWEDE IRON. Orders from any part of the United States will be thankfully received and promptly attended to

McDANEL & HORNER.

All Springs ordered from a distance will be delivered on shipboard at *Philadelphia* free of charge

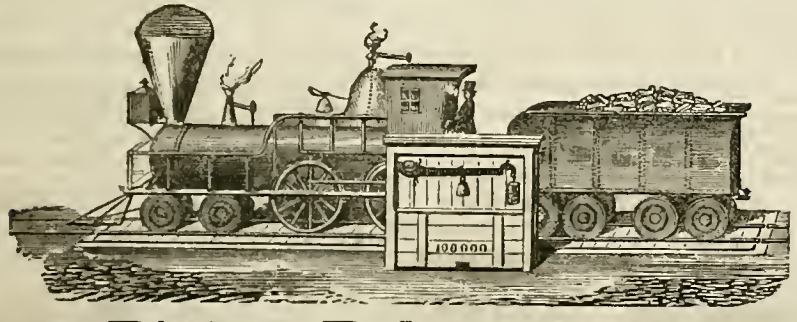
References.

NORRIS BROTHERS, Locomotive Builders, Philad.
A. C. GRAY, Pres't New Castle Manuf. Co.
U. WELLS, R. R. Car Manuf. Petersburg, Va.
I. R. TRIMBLE, Supt. Philad. R. R. Co.
M. B. MILLEN, Gen. Supt. C. R. R. Savannah, Ga.
EMERSON FOOTE, Supt. M. & W. R. R. Macon, Ga
THOMAS DOUGHERTY, Master Mach. do.
THOS. SHARP, Supt. R. F. & P. R. R. Richmond, Va

†May 19.

ISAAC RIGDON. EDWARD C. RYLAND. WM. HUDDART.

OHIO SCALE WORKS.



Rigdon, Ryland & Co.,

No. 39 Vine Street, between Front and Columbia streets,

CINCINNATI.

WE are now prepared to furnish **Railroad Track and Depot Scales** of all sizes, which we warrant in every respect equal to any manufactured in the United States.

Being practical workmen ourselves, we feel confident that we can furnish the West and South with as good an article and cheaper than can be bought East.

Cincinnati, June 29, 1854.

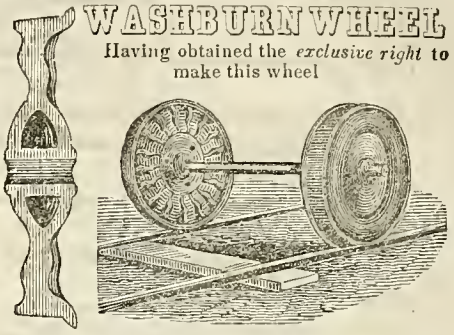
FULTON CAR WORKS,

CINCINNATI, OHIO.

THE Proprietors of this establishment would respectfully call the attention of Railroad Companies in the West and South to their establishment at Cincinnati.—Their facilities for manufacturing are extensive, and the means of transportation to the different points speedy and economical. They are prepared to execute to order on short notice, eight-wheeled Passenger Cars of the most superior description. Four or eight-wheeled Baggage, Cattle, Freight and Gravel Cars. Also, Crank and Lever Hand Cars, Trucks, Wheels, and Axles fitted.

WASHBURN WHEEL

Having obtained the *exclusive right* to make this wheel



In Cincinnati, Covington and Newport, they are now prepared to furnish Railroad Companies with that Celebrated wheel, with or without Axles. Also, Journal Oil Boxes of any pattern, and Castings for cars fitted to order at the shortest notice.

Address KECK & HUBBARD,
Fulton Car Works Cincinnati, Ohio.
ap.12 Office 62 East Second Street.

MUSKINGUM WORKS,

ZANESVILLE, OHIO.



DOUGLASS, SMITH & CO.

WOULD respectfully call the attention of Railroad Companies to their establishment at Zanesville

They are prepared to execute orders, on short notice, for

Passenger Cars of the most superior description,

Second Class Passenger, Mail Express, and Baggage Cars; Freight, Cattle, four or eight wheeled Gravel Cars.

We manufacture a superior

CAR WHEEL,

Over 2500 of which are now running on the Central Ohio Railroad, and many of these have been in use on the road over two years, having in that time only three to crack, and two to be renewed in consequence of the wearing of the Chill. We have also commenced the manufacture of the celebrated

WASHBURN WHEEL,

And are prepared to furnish this wheel, with or without axles. Also, castings for Cars fitted to order at the shortest notice.

BOLLMAN'S PATENT IRON & WOOD BRIDGE.

We are also agents and builders of the above celebrated Bridge. Are now placing upon the piers an iron bridge on this plan over the Muskingum river at Zanesville. We are ready to contract with companies for the construction of this Bridge. All orders addressed

DOUGLASS, SMITH & CO.,
au4tf. Muskingum Works, Zanesville, O.

J. DAVENPORT. . . . M. D. WELLMAN. . . . C. M. RUSSELL

DAVENPORT, RUSSEL & CO.,

Railway Car Manufacturers,

MASSILON, OHIO.

THE subscriber, late of the firm of Davenport, Bridgen & Co., Fitchburgh, Mass., having associated himself with Messrs. Wellman and Russell, under the above name, would respectfully solicit calls for any kind of Passenger, Baggage, Post Office, Freight, Coal, Gravel or Hand Cars.

Having had fifteen years experience in the business and having secured the best of workmen from the Car Factory in Cambridge, Mass., I feel confident that perfect satisfaction can be given in all work entrusted to our care.

We have now on hand the best of dry White-Oak with which we think we can build Cars as cheap and as well as any other establishment in the States.

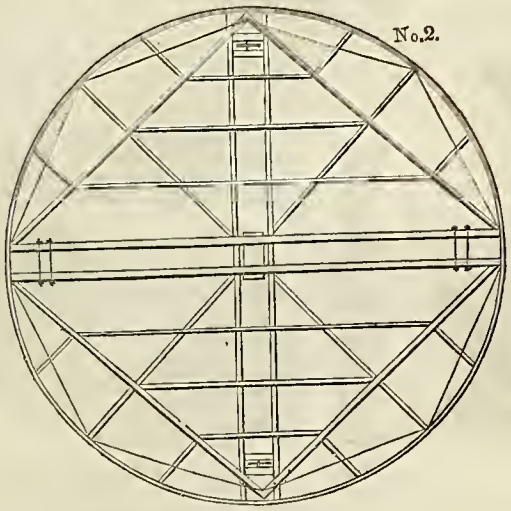
Feb. 16†* JOSEPH DAVENPORT.

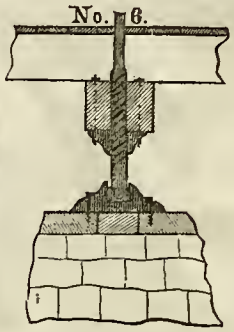
RAILROAD IRON, LIGHT WEIGHT.

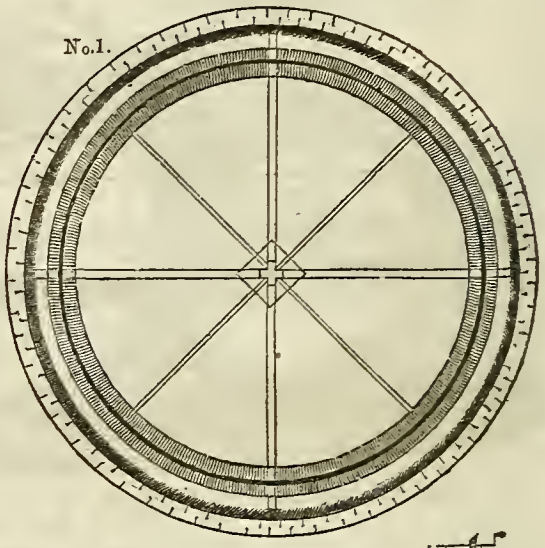
470 TONS, 47 lbs. per yard, good quality and pattern, now lying at New Orleans. For terms apply to VOSE, PERKINS & CO.,
ap27-tf New York

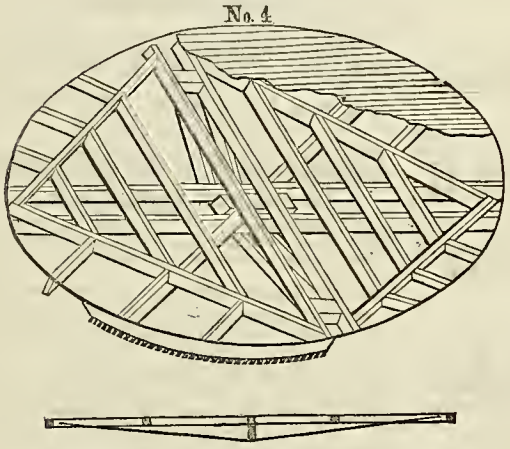
CARHART'S IMPROVED TURNTABLE.

Now building for 13 of the Principal Roads in Ohio, Indiana, New York, New Jersey, and North Carolina.

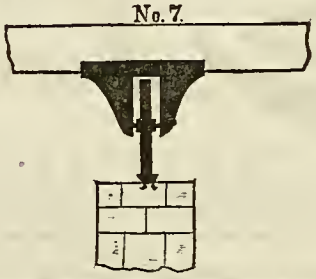


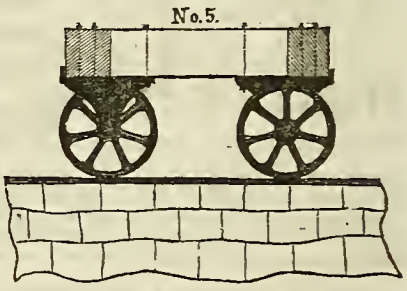












This Table, together with an Engine and Tender of 30 Tons Weight, can be Turned by One Man in 25 Seconds.

RAILROAD COMPANIES in want of *Turntables* of a permanent and durable character, at a low price, are respectfully referred to the annexed references. The undersigned being confident that the manner of turning engines by his Table is the most permanent, expeditious, and cheapest in the United States, solicits the attention of Engineers, and others, to his improvement. The undersigned being a practical mechanic, and having devoted his time, for the past five years, exclusively to the construction of Turn and Transfer Tables, Draw and other Bridges, is prepared with every facility for executing orders in that line with promptness and satisfaction.

The price, which is always based upon the use of the best materials and best workmanship which can be procured in the market where used, can be determined only by the locality.

REFERENCES:

New York & Erie Railroad Company.
Hudson River Railroad Co.
Ohio & Pennsylvania Railroad, J. Edgar Thomson, President, S. W. Roberts, Sup't and Engineer, Pittsburgh, Pa.
Pennsylvania Central Railroad, O. W. Barnes, Resident Engineer, Pittsburgh.
Toledo & Cleveland Railroad, Wm. Ferguson, Chief Engineer, Cleveland Ohio.
Columbus, Piqua & Indiana Railroad, A. J. Conover, Chief Engineer, Piqua, Ohio.
Cleveland, Zanesville & Cincinnati Railroad, W. H. Grant, Chief Engineer, Akron, Ohio.
Cleveland, Columbus & Cincinnati, and Cleveland & Erie Railroads, L. Tilton, Sup't, Cleveland, Ohio.
Little Miami & Columbus & Xenia Railroads, William H. Clement, Sup't. Cincinnati, Ohio.
Cincinnati, Wilmington & Zanesville Railroad, E. W. Woodward, Engineer, Circleville, Ohio.
Central Ohio Railroad, G. W. Fulton, Sup't, and S. Medbury, Engineer, Zanesville, Ohio.
Camden & Atlantic Railroad, and Danphin & Susquehanna Railroad, R. B. Osborne, Engineer, Philadelphia.
Bellefontaine & Indiana Railroad, W. M. Roberts, Engineer, Pittsburgh, J. Nottingham, Sup't, Marion, Ohio.
Cleveland & Pittsburgh Railroad, J. Durand, Sup't, Cleveland, Ohio.
Wilmington & Raleigh Railroad, North Carolina.
Central North Carolina Railroad.
Cincinnati & Indianapolis Railroad, Indiana.
New Albany & Salem Railroad, Indiana.
Michigan Central Railroad, Michigan.
Dayton, Xenia & Belpre Railroad, Ohio.
Pomeroy Railroad, Engineer at Cincinnati.
Springfield, Mount Vernon & Pittsburgh Railroad, Ohio, Charles Anthony, President.

DESCRIPTION OF PLAN.

Fig. 1, of the above cut, represents the foundations, consisting of *Bank* and *Track Walls*, the latter made of cut, the former of hammer-dressed stone, with cut stone coping. The Track is bent of the ordinary T rail, spiked and leaded to the stone track walls. The Center Pier is made of cut stone, with a step for screw and pivot bolted to the same.

Fig. 2, shows the framing.

Fig. 3, is a side view of Main Truss, with the mode of gearing, including the mitre-wheels, iron crank frame, rack and pinion, foundations, pivot wheels and pedestals.

Fig. 4, gives a perspective view of rim, segments, decking, etc.

Fig. 5. is an end view of the main trucks, with pedestals and wheels.

Fig. 6, is a screw for pivot, 6 inches in diameter, working in a steel step through a nut for adjustment.

Fig. 7, shows a cross section of track wall, well, and pedestal

For further particulars please address,

D. M. CARHART, Cleveland, Ohio.

MATHEMATICAL INSTRUMENTS.



T. F. RANDOLPH & BRO.,

N. W. Corner Fifth and Walnut sts.

No. 1, 2d STORY, APOLLO BUILDING,

CINCINNATI, O.,

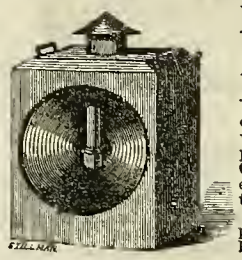
MANUFACTURERS OF

Surveyors' and Engineers' Instruments, Theodolites, Transits, Levels, &c., &c.,

REPAIRING AND ADJUSTING INSTRUMENTS DONE TO ORDER.

Orders promptly attended to.

LOCOMOTIVE LANTERNS.



I AM now manufacturing

LOCOMOTIVE LANTERNS

of the most approved form, with true Parabolic Silver-plated Reflectors, Copper Cases, and in every way equal to the best manufactured in the country.

Orders from Railroad Companies in the West are solicited.

A. S. WINSLOW,

†m124] 9 and 11 West Second St. Cincinnati.

"GARDNER'S ROCK DRILL."



DESIGNED for Mining, Tunneling, Quarrying Use, and Rock Excavations of all descriptions, by the use of which a saving of 50 to 75 per cent. is made. This drill can be operated by hand, horse, or steam power, and works equally as well horizontally or at any angle, as perpendicularly.

A silver medal, the highest prize, was awarded these Machines at the World's Fair.

Applications for Territorial Rights and Machines must be made to the Patentee.

G. ARTHUR GARDNER,
Trinity Building, N. York.

nov17†

Railroad Record.

E. D. MANSFIELD, - - - - - - Editor.
J. A. JAMES, W. WRIGHTSON, - - - Associate Editors.

CINCINNATI:
THURSDAY MORNING,.....OCT. 26, 1854.

E. D. MANSFIELD,

May be found at the office of the Railroad *Record*, 106 West Fourth-street, between Vine and Race, (north side) between the hours of 11 A. M. and 1 P. M.

REMOVAL.

The Office of the RAILROAD RECORD has been removed to No. **106** West Fourth St., north side, between Vine and Race streets, in the building occupied by the Cincinnati & Cleveland Short Line, the Cincinnati, Lebanon and Xenia, and the Cincinnati & Dayton Short Line Railroad Companies.

The location is in the very center of Railroad business, and but few steps from the Burnet House. Full files of railroad reports, maps, newspapers and other documents can always be found at this office, and it will always afford us great pleasure to give any information, and answer any queries on railroad matters, when in our power. We cordially invite railroad men from the country, when visiting our city, to honor us with a call, and avail themselves of the facilities of our office.

☞ **Orders for all kinds of Railroad Printing received and promptly attended to at the Office, No. 106 West Fourth Street.**

Railroad Printing.

WE have now attached to this office an extensive **Composition** and **Press Room** and **Bindery**, under the personal supervision of the proprietors of the RECORD. With confidence, therefore, we call the attention of RAILROAD OFFICERS and others to our extensive establishment, containing every facility for turning out superior work in any and every department of the PRINTING BUSINESS.

We are fully prepared to furnish **Railroad** and other **Reports**, with or without **Maps** or other **Illustrations**, gotten up at short notice and in superior style. Also, **Blanks of any description**, adapted to the wants of the various departments of the **Railroad service**, and to the wishes and tastes of the parties.

Also, **Railroad Tickets** and **Conductors' Checks**. Our patent **Card Press**, enables us to supply any demand at **Short Notice** and in **Unequalled Style**.

Also, **Blank Books**, ruled to any pattern, with or without **Printed Headings**, and bound in the most substantial manner.

With the numerous facilities for doing the **Best Work**, we feel no hesitancy in promising full satisfaction to all who may favor us with their orders.

T. WRIGHTSON & CO.,
Rail Road Record Office, 107 Walnut st. Cin.

RAIL ROAD ACCIDENTS.

Several months since, we gave the statistics of Railway accidents, and referred to the fact, that the greater number of accidents were caused by the fault (in some way) *of the parties suffering*, and beyond the control of the railway companies. This is not only the fact, but the proportion of them beyond the control of the companies is increasing, while those caused by the railways are diminishing. In other words,—railways are really increasing in safety—while the carelessness, and negligence of individuals remain the same. The following is the table of these proportions, as they are found to exist on the English Railways, during the last ten years.

	1840-'43.	1848-'51.
Deaths caused by accidents beyond the control of the Companies.	37,5	56,8.
Under the control of the Companies.	62,5.	43,16

Thus it appears, that the deaths among passengers, from accidents due to causes *beyond* the control of companies had *increased* no less than fifty per cent, during the last ten years,—while on the contrary, deaths from causes under the control of the company had *decreased* 30 per cent. In the same time, the proportion of the *whole* number of deaths had been reduced from 1 in a million to 1 in 2½ millions. This proves at once, that the safety of railway travelling at least, in England, is rapidly increasing;—but, that the great danger of accidents lies *in the individual passengers themselves*.—Travellers on rail-ways should ever remember, that, although a great accident, like that at Norwalk, fills one with fear and surprise; yet, the greatest number of passengers killed, or injured on railways, owe their injuries to *their own imprudence or negligence*. Of the accidents caused by the railways, and for which passengers are not blamable,—the greatest number are caused by *collisions, bridges, and running off the rail*.

In reference to these it has been proposed very ingeniously to apply the Electro-Magnetic Telegraph to their prevention. The details of this are contained in a little pamphlet prepared by Dr. Lawrence Turnbull, and Mr. McRea, civil Engineer.

One of the plans is to have a Telegraphic apparatus so arranged, as to ring a bell in the locomotive, informing the Engineer of the frail condition of a draw-bridge he may be approaching. Rail roads on the Atlantic, where they pass many draw-bridges over small arms of the sea, or rivers on tide-water, may avail themselves usefully of this invention. But, in the great interior, the simple Telegraph lines on the railway, connecting with each station, are by far the most important preventive of accidents. We are glad to see, that our great lines, such as the Little Miami, and Columbus, and Cleveland, are supplied with a Telegraphic apparatus at each station. All lines of considerable length should have them and have them attentively worked, at each station. The little work to which we have referred, contains some valuable suggestions to which we may hereafter refer.

PITTSBURG, MAYSVILLE AND CINCINNATI R. R. CO.

We are in receipt of an exhibit of the above road, from which we glean many interesting particulars.

The original design of the Company was, to construct a road from the Ohio, at Marietta, to the Central Ohio Road in Guernsey Co. This design was abandoned, and it was finally determined to locate the road through Harrison, Guernsey, Noble, Muskingum, Morgan and Athens Counties, to connect the Steubenville and Indiana Road, with the Marietta and Cincinnati Road, a distance of 110 miles, with the design of extending it to Pittsburg, on the one side, and Maysville on the other, as soon as necessity should demand it.

Thus far, the enthusiasm of the people on the line of the Road, has carried forward the work independant of other aid; $200,000 have already been spent, and there are yet $200,000 of local subscription to be collected. During the coming month, it is expected to have 10 miles of roadway graded, in another month, 16 miles from Central Ohio Road to Cumberland, and within two months $1,000.000 more as far as Washington.

The estimated cost is $2,640,000 of which it is expected that the local subscription will amount to leaving $1,640,000 to be provided for.

We are glad to see that the company have provided a sinking fund to be taken from the earnings of the road to meet any indebtness they may be forced to incur.

From the accompanying Geological reports we learn that there are extensive workable beds of the most valuable minerals, coal and iron, along the line of the road, beds of coal of eight, twelve and sometimes fourteen feet in thickness, and iron said to be the same as the famuos Blackband ore all in the same formation above water level. These alone, if properly worked, must furnish a local business which cannot fail to be profitable to the road.

☞ We learn from the Rochester *American* that the second track on the Buffalo & Rochester road is laid all but six miles, between Buffalo and Batavia, and that link will be laid by November 1st. Eight miles further, from Batavia to Byron, will be laid by January 1st. The second track of the Rochester & Syracuse straight line road will be laid probably by spring.

We regard this as a most valuable improvement. No road which does a business as immense as the New York Central should be without a double track.

We are happy to state that the work of laying double track on the Little Miami Railroad is progressing finely; 22 miles are already finished, and it is expected shortly to have the second track open to Morrow, 36 miles, where some important connections are made.

It is the intention of the Company to prosecute the work.

☞ Our neighbors of Canada are waking up to a true sense of the importance of railways to the growth and internal development of their country;

The following Railroad Bills have been introduced into their Legislative Assembly and passed to a second reading: Quebec & Saguenay Railroad bill, Belleville & Ottawa Railroad bill, Galt & Guelph Railroad bill, Stratford & Huron Railroad bill, Montreal & Vermont Railroad amendment bill, Mr. Langton's Peterboro & Port Hope Railroad bill. These for one session, will do very well, we have no doubt that every one of them is a needed improvement and will do much towards raising Canada to that commercial importance which it should enjoy.

☞ We learn from a communication to the Baltimore *American* that the people of Winchester, Va., are anxious to have the Winchester & Potomac Railroad extended as far as Strasburg, 19 miles, to connect with the Manassas Gap Railroad, with the design of ultimately connecting with the Virginia Central Railroad, and thence by roads through Tennessee to the Mississippi. The project has also been revived of selling the Winchester & Potomac Railroad to the Baltimore & Ohio Railroad Company, in hopes that the consolidation would be favorable to the early completion of the first-mentioned project.

Mobile & Ohio Railroad.—We learn from the Montgomery *Mail* that 66 per cent. of the entire road-bed is complete and ready for the track; 87 miles are finished and in use. Iron is provided for one hundred and forty miles at the Mobile end, 21 miles on the Columbus, Miss., branch, and 12 miles at Paducah, making in all one hundred and seventy-three miles. Strong hopes are entertained that the whole cost will not exceed the original estimate.

Cincinnati, Peru & Chicago Railroad.—We learn from one of the directors of this road that the work of grading on this road is progressing from Laporte to Plymouth, a distance of 30 miles, and that they hope soon to resume the work on the other sections of the road.

RAILROAD INFLUENCES.

The creative influences of railroads—their capacity to bring into activity the agencies which furnish their own support—is well exemplified in the "Pacific Railroad," running out from St. Louis to the western part of the State, *via* Jefferson City. But thirty-seven miles are completed and in operation. These thirty-seven miles terminate in the wood, some four miles from any of the principal roads of that part of the State, having traversed a broken, unsettled country. Its receipts were, for September of last year:

Passengers	$3,839 50
Freight	913 83
Total	$4,753 33

For the month of September, just past, the receipts were—

Passengers	$5,826 91
Freight	3,221 71
Total	$9,048 62
Showing an increase of	$4,295 28

Towns have been built along the line, and at one or two of them very considerable business is now done, where previously there had been none.

The St. Louis *Republican* has had the curiosity to compare the actual revenue with the calculations of the friends of the road when making the estimate of profits, and urging the people to engage in this enterprise. In the first report of the Engineer of the road, he submitted an estimate of the business from all points within seventy miles of St. Louis. He calculated upon a passenger travel of 32,000 per annum, or 2,666 per month. This estimate was considered extravagant at the time, and those who were anxious to avoid a subscription to the stock upon any terms, ridiculed the calculation. What is the actual result? The returns for the last month show that 9,901 persons passed over the road, so far as it is now finished, within that period; and the same rate of travel would make the annual transportation of passengers 118,812, for the first thirty-seven miles.—*Memphis Weekly Eagle.*

This is but the history of many of our important lines of railway, and it will always be the case that in proportion to the facilities for bringing to market the agricultural and mineral products of a region of country, the temptations which it offers to the enterprise of the restless of our own land and the immigrant from abroad, will increase. What but a lack of facilities for reaching a suitable market has left Northern New York, rich as it is in mineral and agricultural wealth, almost a wilderness? And what but railroad enterprise is now filling up that wilderness with sturdy and enterprising settlers? What but railroads is bringing to light and use at this present moment the immense and almost exhaustless deposites of coal and iron so long hid in the bosom of our own and surrounding States? It has been known for years that the mineral wealth of Ohio is almost unlimited. Our farmers in favored regions have dug their cellars in rich veins of coal underlying their possessions, and while they hoped that at some future period their lands would be valuable for their mineral stores as well as the intrinsic worth of their soil, yet it was not till railroads were pushed through their midst that they began to realize the value of the treasures which nature had lavished on them. Unquestionably railroads are exerting a life-giving influence all over our country, and we venture to predict that at no very distant day, every mile of this Pacific Railroad, pushed into the wilderness will amply repay the cost of its construction.

Terre Haute & Alton Railroad.—The Paris *Republican* thus chronicles the progress of this great thoroughfare:

Arrived—the cars at this place. The road, with some little exception, is now in good running condition between Terre Haute and Paris. The passenger cars are all ready, we understand, for a regular start, which, we presume, may be expected during the incoming week. A construction train is now regularly plying on the road, and our ears are greeted with the snort of the "Iron Horse," about three times a day. Those wishing to see the animal can now be accommodated with a nob-squint.

Lucky—the man that won $500 on the locomotive reaching Paris before last Monday. The animal came in on Sunday morning, frightened us from a delicious slumber, excited our denizens, scared off our neighbor's cows won the $500, and did'nt half try.

☞ The Earnings of the Michigan Southern and Northern Indiana Railroad for September, were:

Passengers and Mail	$153,664 09
Freight and Miscellaneous	77,775 86
Total	$236,139 93
Earnings in September, 1853	197,520 99
Increase	$38,618 96

This is larger than the estimate by some $20,000.

Communications.

AMERICAN AND FOREIGN RAILROAD IRON.

In a former article on "American and Foreign Railroad Iron," the reasons that have operated to prevent the extension of its manufacture in the U. States, have been shown to be—

1. The American iron-masters are fully employed to supply pig iron for castings and for making merchant iron.

2 Railroad mills require more capital, and where their pig iron is purchased at high prices, do not receive a profit corresponding to the pig iron manufacturer.

3. Large amounts of capital are not easily diverted in the U. States from the usual channels of business, very profitable and well understood by those owning or employing it.

4. The long credit given on railroad iron in England by mortgage bonds on the railroads, instead of money or short credit that has been required in the U. States, has drawn nearly all the calls for railroad iron in that direction.

5. Any extension of the manufacture of railroad iron in the U. States, must be by smelting the iron ore with stonecoal.

It is now proposed to show, that with suitable encouragement, the U. States, and particularly Ohio, can within a few years supply railroads with American railroad bars as cheaply as the Welsh bars are now furnished, and with as much credit on bonds, and after the works are well established, as cheaply, even if the duty be removed from railroad bars.

Of the resources of the United States in iron ores adapted for the manufacture of iron, there is no question.

To make railroad iron in competition with South Wales, our iron-masters must come into the market on equal terms as to *cost* and *credit*. To come into the market on equal terms as to *cost*, requires—

1st. Abundance of ores, cheap, and of easy working qualities.

2d Fuel and fluxes for smelting, abundant and contiguous to the furnaces, or at least cheap.

3d. Facilities for easy and cheap transportation and extensive distribution over the country.

To come into market on equal terms as to *credit* requires, 1st, that we should be able to deliver railroad bars at cost of transportation, duties and charges, on Welsh bars now paid for in money, as the cash payment; and 2d, receive the cost of production in railroad bonds for the balance of the market value of the iron.

Relative advantages of the East and West for production. In New York, New Jersey, Connecticut, Massachusetts, Vermont, and the Eastern States generally, the ores are very rich, and not so easily reduced as the ores of the coal fields of Pennsylvania, Ohio, Kentucky, and Western Virginia; or else the more easy working ores, such as the hematites and limonitii ores, can not have the advantage of cheap fuel for their reduction.

At many of the furnaces in the Eastern States, all the materials are brought from a distance, and the ores cost $3, $4 or $5, per ton, * charcoal 5,

* Ores delivered at the furnaces in Southern Ohio cost from 75 cents to $2,50 per ton, but the average of the best ores and the customary price is $2 per ton in the coal and iron district of Southern Ohio.

and 7 to 12 cents per bushel, * bituminous coal 25 to 30 cents per bushel, † and anthracite 16 to 19 cents per bushel, and at many places 25 to 30 cents per bushel. ‡

In Maryland, Pennsylvania, Ohio, Virginia and Kentucky, materials for the manufacture of iron are found in many places either immediately contiguous to each other, or in the immediate neighborhood, so that the coal, iron ore and limestone for smelting and manufacturing the iron, and the building materials and water are all most convenient for use.

Various circumstances modify materially the cost of the production of iron, among which the principal are—

1st. The cost of lands for furnace supplies.

2d. Qualities and quantities of ore and coal.

3d. Cost of stock at the furnace.

4th. Cost of labor at the furnace.

5th. Cost of provisions at the furnace.

6th. Easy and cheap transportation and distribution to various markets.

The advantages thus far in the iron manufacture in the U. States, have been in the southern part of the iron belt of Ohio, where the iron-masters have all, with a single individual exception, in a long course of years, and in all stages and fluctuations of the iron market, made money and grown rich.

The advantages for the future in the manufacture of railroad iron will, it is believed, be in Ohio, and for the following reasons, viz:

1st. The abundance and easy access of easy working, good iron ores.

2d. The abundance and easy access of good stonecoal and limestone.

3d. The small cost of stock at the furnaces.

4th. The cheapness and abundance of provisions.

5th. The railroad and water transportation to distribute the iron easily in every direction.

6th. The great amount of iron required in future years, will be in the West, the Northwest and Southwest, in the valleys of the Mississippi and other streams flowing into the Gulf of Mexico.

Sites for furnaces, stonecoal iron and railroad iron. The charcoal iron furnace sites in Ohio are already mostly occupied, or held in reserve for such use; but there are many sites adapted to the manufacture of railroad iron from stonecoal, that are still covered by their native forests, or are partially cultivated as farms, that are capable of producing iron for 50 miles of railroad per acre, or 3,000,000 tons to the square mile, with coal and limestone sufficient in the same lands, or very near, to make the iron. Furnaces can be so located in many places, that the ore and coal can be run from the mines by short tram roads of one-fourth to one-half mile in length to the tunnel head of the furnace.

The coal beds and iron ore beds in Ohio, lie in a nearly horizontal position, and above the level of the valleys, require little or no expense of drainage. Enough of these materials lie thus, to last extensive iron works many years, and below the levels of the streams are quantities to last for ages.

The face of the country in the iron belt of Ohio, is well adapted for getting the stock for the furnaces cheaply to the tunnel head. This is one great advantage over many of the Pennsylvania furnaces, which are situated in a more mountainous region, with deeper valleys, and steeper and higher hills.

Many bands of black, blue and gray carbonate of iron, like the black-band, and other ores of Wales, of Scotland, and of Staffordshire, abound in the southern counties of the iron belt in Jackson and Lawrence counties in Ohio, and the coal, limestone, ironstone fireclay and firestone, are associated. The resources may be considered practically inexhaustible, and Lawrence and Jackson counties are considered capable of supplying one hundred stonecoal furnaces, each making 4000 tons of iron per annum for ages of time.

Cost of furnaces and rail mills, to supply 500,000 of railroad bars per annum in the U. States. It has been estimated that the railroad iron production of the U. States in Massachusetts, New York, New Jersey, Pennsylvania, Maryland, Virginia and Ohio, for 1854, will be 160,000 tons. The wear and tear of railroads and the double tracks and switches, will require about 100,000 tons of railroad bars, by Mr. Mansfield's estimate, * which is not more than enough. Three thousand miles of new railroads for this year, and the same for some years to come, annually, will require 400,000 tons per annum.

The wants of the country will then require per annum	500,000 tons.
The production now reaches	140,000 "
The amount required to be produced or imported	360,000 tons.

This amount in whole, or in part, will require to be imported until our own works can supply the demand.

Stonecoal furnaces make, say, 20 tons of pig iron per day; at the rate of 20 tons per day and two hundred days in blast per year, each furnace would make 4,000 tons.

Three hundred and forty thousand tons of railroad bars would require about 400,000 tons of pig iron, which would require about 100 stonecoal furnaces to produce; and 25 rolling mills making 45 tons each per day, three hundred days per year, to manufacture into railroad bars.

100 stonecoal furnaces with coal and ore lands for their supply would cost, with fixtures, etc., at $40,000 each	$4,000,000
25 railroad mills complete at say, $80,000 each	2,000,000
The investment necessary to produce 337,500 tons	$6,000,000

The duties paid at the custom-house on railroad bars in 1853, was $3,721,600, and is estimated in the year 1854 will be, $4,000,000. It thus appears that the duties alone paid on railroad iron in 1 1-2 years, if invested in furnaces, lands and mills, for making railroad bars, would be sufficient fixed capital in iron works to produce in the U. States the quantity of railroad iron that is now imported, and bids fair to be annually required in all future time.

This amount of iron is now imported at an expense of about $12,400,000, paid in cash down, $16,000,000 in railroad bonds, which draw as interest $1,000,000 annually.

Estimated cost of stonecoal, pig iron, four hundred tons at one furnace in Ohio.

Interest on $40,000 investment in furnaces, lands, boildings, etc	$4,000
Taxes, incidentals, repairs, etc	4,000
10,000 tons iron ore at $2 to make 4,000 tons iron,	20,000
400,000 bushels coal at 5 cents* " "	20,000
2000 tons of limestone at $1 per ton, "	2,000
Labor about the furnace at $2 per ton	8,000
Handling, weighing and transport to rolling mill	4,000
Cost of 4,000 tons pig at rolling mill	$62,000

Or $15,50 per ton.

Estimate for converting pig iron into railroad bars.

Interest on capital $80,000 at 10 per cent. 13,500 tons railroad bars—per ton	$0,59
Wear and tear of machinery and repairs per ton,	1,50
Boiling furnace expenses per ton	6,00
Rolling into muck rolls per ton	0,50
Catching, hooking, dragging out and shearing per ton	0,37½
Piling, strapping, heating, rolling, catching drawing and straightening per ton	3,00
Sawing, trimming and straightening per ton	0,60
Coal 25 to 60 bushels, say 60, at 5, cents	3,00
Engineer, oil, and miscellaneous per ton	1,00
Incidentals, interest on floating capital, weighing, drayage, discounts, and extras of the boiling furnace	5.43½
Cost of converting pig into railroad bars about	$22,00†

The cost then of railroad bars at the depot or landing would be—

Pig at the rail mill per ton	$15,50
One-fifth loss in manufacture	3,10
Cost of making pig into railroad bars	22,00
Total cost of railroad bars per ton	$40,60

This cost of $40,60 per ton is upon the supposition that the furnaces are separate from each other, and from the rail mill, but that four blast furnaces and one rail mill belong to the same company. ‡

If the *furnaces and rail mill belong to different companies* the account would stand very different, and the pig would cost the rail mill company the market price of say $40 per ton

One and a fifth tons pig to make one ton railroad bars $48; manufacturing into one ton, $22, equals $70.

The margin for profit is thus seen to be less by far, not only relatively but absolutely, than for the blast furnace making pig iron, and explains satisfactorily, that so long as the iron market is not glutted with pig, there is comparatively little inducement to make railroad iron, unless the company own both furnaces and mills. The Eastern manufacturers are now in this situation, that the pig iron whether bought or produced, costs nearly

* The average price of bituminous coal in New York from 1821 to 1846 was $9,31 per ton, or about 33 cents per bushel. The cost of bituminous coal delivered at the works in the coal and iron region of Ohio is $0,75 to $1,50 per ton, or 3 to 6 cents per bushel, according to the situation of the works, near or more remote from the mines.

† The price of anthracite in New York usually ranges from $6,50 to $7,50 per ton, or 16 to 19 cents per bushel, and in Philadelphia has ranged from $7 to $4 per ton, since 1828. This year, coals of all kinds are dearer throughout the eastern slope to the Atlantic. Bituminous coal 22 cents per bushel at Philadelphia, Sept. 12; at Boston, same date, $8,25 to $9,25 per ton, 20 to 23 cents per bushel; New York, $7 to $8 per ton, 19 to 20 cents per bushel.

‡ Charcoal on the Hudson river at the furnaces is worth 12½ cents, and the timber, if sold for timber and for fuel, would realize that amount and more. The charcoal of the Berkshire county iron works and the Vermont furnaces, costs from 5 to 7 and 10 cents per bushel delivered. Charcoal at the furnaces in Southern Ohio has heretofore cost about 3 cents per bushel delivered, now with increased prices 3½ cents, and in some cases, 4 cents.

* Welsh bars, the wear and tear is found to be 4.1 per cent on the Schuylkill coal railroad. American, do. 1.0 per cent.

* Stonecoal at some of the furnaces would cost only 5 cents, and 2½ tons to 3 tons would perhaps be enough, equal to 62 to 75 bushels per ton of iron.

† The above details may not be accurate but the cost of conversion in the aggregate, is believed to be not far out of the way. The writer has had no recent opportunity of conferring with those engaged in this manufacture.

‡ If the furnaces are in pairs, the expenses of production would be diminished something more than a dollar per ton; and if all the four furnaces and mill be together the expense would be about $3 less, or about $37, 60 per ton of railroad bars.

$40 per ton, and tho Western manufacturers also that buy their pig iron, are in the samc situation.

Estimated annual production of four stonecoal furnaces and one mill.

Four furnaces making 4,000 tons each at $15.50	$248,000
One rail mill say from 16,000 tons, 13,500 tons rails	297,000
Cost of 13,500 tons rails at $40,37 per ton	$545,000
Sale price N. Y. quotations, lowest, $73,50	$992,250
" " " " $80,00	$1,080,000

At the above prices, the range of profits for snch a company, their works all separate, would range from $447,250 to $535,000.

It the works were together, the cost of the railroad iron would be about $37,60 per ton, allowing the cost of ore $2 per ton, of coal 5 cents per bushel; 100 bushels per ton of pig iron, and 60 bushels for converting into railroad bars. Iron men will allow these to be high estimates, and many localities will bear a reduction of ore from $1 to $1,50 per ton, and coal to 3 cents; which would reduce the cost $3,25 to $4,50 per ton of pig, and railroad bars $,4,45 to $5,70 per ton, and make railroad bars cost from $31,90 to $33,15, and stonecoal pig $10,75.

The sale prices of railroad bars in Wales, were, August 8th. £7, 15, £8, 5s, about	$38,75@$41,25
" 26th, £7,15, £8, 5s., about	$38,75@$41,25
In New York the quotations were August 23d, railroad bars,	$77.50@$80,00
September 2d, American railroad bars,	$77,50@80,80

It thus appears that in the Pennsylvania and Ohio coal fields, railroad bars can be made in favored localities at $31,90 to $33,15 per ton, and generally at $37,60 to $40,37 per ton, and the sale price be highly remunerative. It also appears that we can make iron, both pig and railroad bar, as cheaply as in South Wales.*

The range of Ohio stonecoal pig will be in Ohio, $10 to $15 per ton, cost.

Pig iron has been made in Pennsylvania, it is said, at less than $10 per ton, but this is about the minimum in the most favored localities, and I think was estimated as in Wales and Scotland, without counting interest and taxes on the capital, and incidental expenses of repairs.

The usual cost of Welsh and Scotch stonecoal iron may be considered as about $12 to $15 per ton, and tho present sale price in New York $38 to $40. In Pennsylvania and Ohio, such iron costs $12 to $15, and sells at say $40. but the expenses of sending these latter to a market are less than in the former, and to the advantage of the iron-master.

* *Cost of making pig iron.*

Merthyr Tydvil, (Ure's Dictionary.)

	Tons.	Cwt.	Qr.	£	S.	D.
Raw iron stone, 10s. per ton, $2,20,	3	7	0	1	13	6
Coal 6s. per ton. $1,32,	2	16	0	0	16	6
Limestone 1s. per ton, $0,23,	1	5	2	0	1	4
Other charges, $2,02,	0	0	0	0	9	1
Total	7	8	2	3	0	5

Total cost not reckoned on interest or capital.

Glasgow, Scotland, (Ure's Dictionary.)

	Tons.	Cwt.	£.	S.	D.
Raw iron stone, 4s.6d per ton, $1,00	3	10	0	16	3
Splint coal 2s. 5d. per ton, $0,54,	5	15	0	14	0
Limestone 6s., per ton, $1,32,	0	14	0	3	6
Coal for engine, $0,66,	0	00	0	3	0
Other charges, $5,22,	0	00	1	1	0
Total	10	9	2	17	9

Southern Ohio.

	Tons.	Cwt.	
Raw iron stone, $1,50 per ton,	3	00	$4,50
Coal, 100 bushels, or four tons at 3 cents, $0,75 per ton,	4	00	3,00
Limestone, $1,00 per ton	0	15	0,75
Other charges, labor per ton			2,50
Total			$10,75

In the Eastern States, foreign pig iron can not be bought for less than $40, neither can it be manufactured, either with stonecoal or charcoal, for much less than that price. Add to this, the expense of converting the pig into railroad bars, say $30 in the Eastern States, where coal, labor and provisions are high, makes the railroad bars cost about $70 per ton.

In the Eastern States, the railroad bars manufactured there, cost so nearly the price of Welsh bars, that if the duties be remitted, those railroad mills must close. It is not to be expected that in the Eastern States any great extension in the manufacture of railroad iron will take place in consequence of the cost of coal. In the anthracite region, and in the Frostburgh coal basin, and in the Tioga and Blossburgh districts which are intermediate between the Eastern and Western manufactories, rail mills will doubtless be established. In Pennsylvania and Ohio, where all the materials necessary for the manufacture lie together, in a rich agricultural and densely populated district, rail mills can make their bars at a less cost than any other part of our country—as cheaply and perhaps cheaper even than in Wales, as has been shown, ranging between $31,90 and $40, 37 per ton.

The remission of the duties on rail bars would not affect the Western manufacturer more than diminish his profits to the extent of the duty, and this would not be so seriously felt as to destroy his business, *if he owns and works his own furnaces and rail mill.*

If, however, the Western manufacturer buys his stonecoal iron at $40 per ton, or charcoal iron at $43 to $50 per ton, he has less advantage over the Eastern manufacturer, and in this case, he too, will be unable perhaps, during the fluctuations of the iron market, to make steady progress in wealth.

In Ohio where the facilities for production and distribution exist in an unsurpassed, and perhaps unexampled degree, iron companies should have at least four stonecoal furnaces and one rolling mill, so as both to smelt and manufacture their own iron, and they need fear neither foreign nor domestic competition, nor remission of duties, nor the fluctuations of the market. There is no part of the world known, that can produce cheaper iron, nor more tons to the square mile over an equal area, than Ohio. Twenty-five such iron companies as above alluded to, located in the iron districts of Ohio and Pennsylvania, would, with what is now produced, supply the present and the immediately prospective demand.

At the present ruling rates of railroad bars, $73,50 to $80 per ton, our iron-masters could afford to receive $40 per ton in railroad bonds, (a part of which they could discount or sell if they wished) and $31 to $33 in cash, which amount railroad companies now pay in cash for duties, shipping charges, agencies, commissions, etc.

Thus it is seen that we can make our own railroad iron, *if we will, as cheaply as in Wales*, and *with works in the Ohio and Pennsylvania coal field, our iron-masters can manufacture and sell on as good terms for railroad companies as the Welsh iron-masters, receiving bonds or credit*; and besides, *they can receive as profit the amount that is now paid by railroad companies for duties, freight, commissions, etc.*

The advantages are greatly in favor of the American manufacturer in the Alleghany and and Ohio coal field, if he will invest capital, and put his works in operation.

It has been shown before, that the duties alone paid to the goverument in a year and a half, $6,000,000, and buried for a time practically in the subtreasurer's vaults, would put in operation iron works sufficient to furnish for the futnre the present demand for railroad iron in the U. States. *The annual amount now paid in cash by railroad companies for duties, freight, commissions, etc., on imported railroad bars, is about $12,400,000; and this amount invested in such iron works for fixed and floating capital, would be sufficient to furnish the present and prospective demand for railroad iron in the U. States, entirely independent of foreign railroad iron. This can be done in three years.*

Why is it that this matter has not before been nnderstood? The writer's opinion is, that it was because our *capitalists, railroad company directors, legislators*, and some of our *iron-masters** did not understand onr RESOURCES, *their* AVAILABILITY, *nor the cost at which rail bars could be produced from stonecoal iron.*

The reasons addnced in the first part of the paper on the manufacture of railroad iron in the U. States, together with the above, are believed to be the true causes why we are not *now* independent of foreign manufactnred railroad iron.

Let our railroad compauies foster our own rail mills, and establish others, (which they can do at less cost for their iron thau to buy), what an impulse would be given to business of every kind. If the $12,400,000 now paid to government for duties, and to shipping interests and for ageucies, etc., annually, was put in circulation in Pennsylvania aud Ohio in the railroad iron business, giviug labor to thousands, and consuming much of the produce of our farms, and giving transportation to railroads, canals, and our rivers and lakes, more than a compensation for trausportation of agricultural products to Eastern markets thus diverted.

It is to be hoped that the preceding remarks may arouse the atteution of capitalists, aud of railroad companies, to the advantages of the U. States for the manufacture of railroad iron. Is it not a fine opportunity, that while the amount now paid in cash by railroad compauies, $31 to $40 per ton, will pay for producing the railroad bars, the manufacturer can receive $40 more per tou profit in the railroad bonds, which they can couvert into money if they choose; and with the duty retained could banish the Welsh bars even from New York; or with the duty remitted could compete on equal terms, even there?

The great advantage, however, of the Western manufacturers is looked upon as beiug for supplying the thousands of miles of new railway, and the wear and tear of the old, throughout the great Mississippi valley. The advantages for manufacture are here, and comparatively uear where wanted, with unrivaled facilities for distribution by 20,000 miles of river navigation, thousands by railroad, and 1000 more by canal aud slack-water.

I believe the points are established: 1st, we can

* Most of our iron-masters have made only charcoal iron, and those few making stonecoal pig, could get a good price for their product, with little investmenl o f capital.

furnish railroad bars as cheaply as the Welsh bars are now furnished; 2d, also with as much credit in bonds; 3d, we can furnish railroad bars as chea[illegible] as Wales, even if the duty be remitted, and still with a good profit. W. W. M.

CLEVELAND AND CHATTANOOGA RAILROAD.

In our last we gave notice that the location of this Road had been completed, and that a transfer of the charter would soon be made to the East Tennessee and Georgia Railroad Company, preparatory to placing the line under contract.

As this Road was projected with a view to the travel between New York and New Orleans, as well as forming a more direct communication between East Tennessee and Nashville and the west: we deem it appropriate to speak of the progress that is making upon the different sections forming the great line between New York and New Orleans. First, then, we may say that the East Tennessee and Georgia Railroad, between Loudon and Knoxville is in a forward state of completion, and will be completed in a few months. The East Tennessee and Virginia Road, extending from Knoxville to the Virginia line in the direction of Lynchburg, is steadily progressing; much of it is graded and the cross-ties provided—and the work of laying the track will commence immediately upon the arrival of the Iron. The Virginia and Tennessee Road, extending from Lynchburg to a conjunction with the above Road at the Virginia and Tennessee line, is completed to within 15 miles of Wytheville, and much of the grading from that place to the line is done.

From Lynchburg the Orange and Alexandria Road extending to Washington is progressing. From the following item from the *National Intelligencer*, it will be seen that the people are moving:—

"Amherst, (Va.) voted in favor of $50,000 to the Lynchburg, Orange, and Alexandria Railroad. The directors will put sixty miles under contract as soon as the subscription is secured."

On the other end of the line, from Chattanooga to New Orleans, the N. E. and S. W. Alabama Road forming the line yet to be completed, is under favorable auspices. The following from the Tuscaloosa *Monitor*, shows the progress making by Dr. GARLAND, the energetic President of this Road. The *Monitor* says:

"It is with great pleasure we learn that subscriptions have been obtained to an amount sufficient to grade and cross-tie the road from Chattanooga down to Tuscaloosa, with the exception of twenty miles, of which thirteen are in Jefferson and seven in St. Clair. The Dr. starts back to those counties on Wednesday the 13th, to make up these deficiencies. Thus it appears that this great work is steadily progressing in means and in the favor of the public, and already it can be looked upon by unprejudiced minds in no other light than a certainty."

VINCENNES AND TERRE HAUTE RAILROAD.—There are thirty-five miles of this road now completed and the iron is being laid at the rate of four miles a week. It is supposed that it will completed through by the 1st of December.—*Vincennes Gaz., Oct.* 18.

ILLINOIS ITEMS.—The Terre Haute and Alton Railroad is completed to Paris.

E. I. & C. Straight Line Railroad.

The work on this magnificent enterprise is going ahead finely. A large number of laborers are employed, who are promptly paid up, and the force is being increased.—Messrs. Carpenter, Alvords & Company met week before last their heavy estimates for work done on the first division of the road, promptly with cash. The grading of the division of the road between this city and the crossing of the Ohio and Mississippi railroad, fifty-four miles, will be completed in a few months, if the same spirit and labors are continued which are now doing such effectual work. Mr. Carpenter is giving the work his personal supervision, and the grass is never permitted to grow under his feet, nor under the feet of those in his employ. He is pushing things along with his wonted indefatigable industry and energy.

The State Journal thus alludes to some specimens of coal in the office of the Company at Indianapolis. This road will run through an inexhaustible coal region:

The specimens of bituminous cannel coal, from the inexhaustible deposites of Pike and Gibson Counties, on the line of the E. I. & C. Straight Line Railroad, in the office of the Company, we understand, compare favorably with the Pennsylvania, Cannelton and Hawesville coal of the same character. These valuable deposites, we learn from a gentleman who has recently visited them, are from eight to twelve feet of solid structure, and of easy access from the line of the railroad. These coals must become of much importance to our city, as well as to the local business of the road, when it shall be completed.—*Evansville Weekly Journal, Oct.* 18.

Memphis and Ohio Railroad.

Pursuant to notice the Stockholders of the Memphis and Ohio Railroad met at Brownsville, Haywood county, on Monday, the 2d day of October, 1854.

The convention then was organized by the appointment of Geo. L. Holmes, of Shelby, as Chairman, and J. T. Trezevant, of Memphis, as Secretary.

The reports of the President and Secretary of the Company being called for were read, and on motion of

Dr. Bond, of Shelby, they were received and adopted, and the Secretary of the Company was instructed to contract for the printing of 500, or more, copies in pamphlet form, and to mail one copy to each Stockholder.

The convention then proceeded to elect fifteen Directors for the ensuing twelve months; and upon counting the ballots, the Secretary found the following gentlemen returned as Directors, to wit:

R. Topp, W. B. Miller, J. W. Fowler, G. L. Holmes, S. Bond, F. Titus, A. Woodruff, T. C. Crenshaw, G. T. Taylor, J. B. Stanton, W. H. Loving, R. F. Maclin, M. R. Hill, E. Gwinn, B. C. Brown.

The convention then adjourned.

G L. HOLMES, Pres't.

J. T. Trezevant, Sec'y.

Weekly Eagle & Enq. Memphis Oct. 10.

BALTIMORE & OHIO RAILROAD.—The regular monthly meeting of the board of directors of the Baltimore & Ohio Railroad has been held. The official report of the business of the road for the month of September, shows, that the revenue for the month has been as follows:

	Main stem	Wash. branch	Totals.
Freight.....	$246,185 30	$ 9,069 78	$255,195 08
Passengers.....	62,181 81	28,866 23	91,051 04
Totals.....	$308,370 11	$37,885 01	$346,246 12

CENTRAL OHIO RAILROAD.—Through the politeness of the superintendent of the Central Ohio Railroad, we have received the sixth annual report of the directors of the road to the stockholders, which presents a highly gratifying aspect of its affairs, during the past summer, and promises a most prosperous future. We cut the following brief synopsis of the earnings of this road for the year ending July last, and its abundant facilities for doing business the current year:

"Until April 28, the number of miles in operation was 58½; since that time 84 miles have been worked, making an average of the entire year of say 65 miles. We have transported during the year, 110,646 passengers, from whom we have received $99,064 98½, 34,721 tons of freight, $45,221 15; for mail service $11,967 60; for express, $1,165 76½. Total earnings for twelve months, ending July 31, 1854, $157,410. This sum does not include the earnings of July, 1853, amounting to $12,436 09.

"The company own 18 locomotives, besides 12 first class passenger and 12 first class freight engines, now under contract, making 42 engines, which it is thought will be sufficient to meet the increased business of the coming year. On the opening of two roads the company will also have 26 first class and 9 second-class passenger, and 13 baggage and mail cars, besides 310 freight cars now on hand, which number will be increased to 811 by those now under contract. This will give a rolling stock sufficient to do all the business that will probably seek the line within the first year, and will be a larger amount of stock than is owned by any Western road of the same length."—*Richland Shield & Banner.*

C. O. R. R.—Yesterday afternoon, Superintendent Fulton, with Mr. Clemens of the Little Miami Railroad, R. Neil, Esq., of Columbus, Mr. Raguet of Texas, and several citizens of this city, made an excursion to Barnesville by the C. O. R. R.

Only about seven miles are yet unfinished, and this is ready for the iron. We may safely calculate that the passenger and freight trains will run through to Bellair by the first of November. A large portion of the road is already ballasted, and by the time a through connection is made, there will only remain some twenty or twenty five miles for ballasting. For a new road, the track is remarkably smooth. Returning, the cars came from Barnesville to Zanesville in three hours, a distance of about fifty-two miles, and with one or two exceptions, there was no jolting or jarring even with this speed. We doubt whether any other road, on which the track was laid as speedily as this has been, can present an equal show.—*Zanesville Courier, Oct.* 19.

CINCINNATI AND MACKINAW R. R.—At the annual meeting of the Stockholders of this road at Greenville, on Wednesday, the following gentlemen were chosen Directors for the ensuing year:

John P. Cook, Hillsdale, Mich.
J. E. Bebee, Jackson, "
John W. Kirk, Cincinnati.
Wm. Gunckel, Germantown.
Hiram Bell, Greenville.
B. Frisbee, Van Wert.
P. Depuy, " "

The board was subsequently organized by the election of Wm. Gunckel as president, and John W. Kirk as secretary.—*Weekly Gaz Dayton, Oct.* 21.

Columbus Piqua and Indiana Railroad.—The first train of cars passed through from Columbus to Piqua, over this road, on Monday last. In company with a goodly number of our citizens, we went over to Piqua on Monday afternoon, and returned the same evening. The ride was very pleasant, and the company seemed to enjoy it very much. The road, for a new one, runs very well. When properly ballasted, it will make one of the finest running roads in the world.

We had but a short time to examine the young and prosperous city of Piqua. We regretted this the more, as this was our first visit to the place. It looms up finely along the banks of the Miami, and presents quite a city appearance. It appears to be in a flourishing condition, both as regards its improvements and business. Now that we are placed in railroad connection with our neighboring town, we hope to become better acquainted with it and its citizens.

St. Paris is the principle town through which the road passes between Urbana and Piqua.—It is rapidly improving, and presents a very neat appearance from the cars, which pass immediately south of it.

Our Columbus road is now doing a fine business, both in freight and passengers, and when opened through to the Indiana State line, cannot fail to secure a large amount of the through travel, East and West. We predict that it will make one of the best paying roads in the State.

The whole line from Piqua to Union, is graded, the bridges built, and ready for the iron, and will be pushed through as fast as men and money can drive it. If there is no delay in the receipt of the iron, and the winter should prove favorable for operations, there is nothing in the way to prevent the completion of the road early next spring. —*Urbana Citizen & Gaz. Friday, Oct. 20th.*

Astonishing Developments.—The Adrian Mich., *Expositor* says a man named Augustus Stuart Byron McDonald, was convicted in that city for an attempt to murder an engineer, by placing obstructions upon the Michigan Southern railroad. During the progress of the history of the case, it has been ascertained that a giant plot for wholesale murder and robbery was planned, and it is supposed that the names of the men engaged in it are known. This McDonald claims to be a son of Lord Byron, and that his mother's name was Mary Stuart, that he was born in Edinburgh, has been an assistant surgeon in the British army, has lived near Kingston, was in our army in Mexico as 1st lieutenant of dragoons, has been the world over, and that at Detroit last winter certain propositions were made to him to engage in the business of throwing trains from the track for the purpose of robbing the mails and express. The locomotive was thrown from the track near Adrian, in March last, and the print of a peculiar boot was found. McDonald pretended to make disclosures to the officers of the railroad as to the existence of the gang, and it is supposed he intended to get pay from the company, and at the same time in fact make no exposure of any avail. Finally, the government agent arrested McDonald, and got hold of his boots, which answered to the tracks, and McDonald was thrown into prison. Deputy Sheriff Beek, of Milwaukie, was thrown into the same cell, as express robber, and sweat it out about four weeks, spending one half his time with McDonald, and the other half, as he pretended, in his dungeon. Beck did this to get some confession out of McDonald, and finally succeeded in gaining enough to convict him. The gang apparently extends to New York; in fact, an accompliee is supposed to be in the New York Post Office, from whom it could be known when valuable letters went in the mail. Byron, *alias* McDonald, has—as is supposed—given the names of his confederates: he, however, has been sentenced to imprisonment for life.

Pee DeeBridge.—The bridge over the Pee Dee River, on the line of the Wilmington and Manchester railroad, is completed. The regular passenger train passed over it on Tuesday last, going North and South.—*Charleston Mercury, Oct. 12th.*

Grand Trunk Railway Traffic.—The following extract from an official letter from Sir Cusack Roney, dated Portland, Maine, August 31st, 1854, will be read with interest:—

"I have just had the enclosed telegraph of our traffic. It is the first time we have touched £5,000 currency. £5,016 currency is £4,140 sterling.

"I have no doubt of our traffic steadily improving. If we only had rain for 48 hours, of which there is some appearance, all the mills would be set going, but in this district there hasnot been any, except for half a day, since the 9th of June last.

"The traffic between Boston and Montreal, aia Portland, is steadily on the increase, for the public are beginning to appreciate the advantages of our punctuality and our fixed rates for every description of traffic, both of which are very little known on this continent. Last week we established a through rate between Montreal and Cuba, via Portland, and inthe course of next week, we shall have the first two cargoes of molasses and sugar (of about 800 tons weight) under this arrangement.

'In anticipation of the reciprocity treaty, large arrangements are in progress between Nova Scotia and New Brunswick with the State of Maine and Canada, of which Portland will be the centre. They will gradually develope to very great importance; so that the more I see, and become familiar with the business operations of our district, the more I am convinced of the correctness of the views I ventured to express shortly after my arrival in Canada this summer. It is true that the cholera, the heat, the drought, have upset my immediate calculations, but real value of the line is not altered by these transient, though for the time fearful visitations of Providence.

I am in hopes that at an early date, the British mail between Boston and Canada East will be sent over our line. The old route is so irregular, that the greatest dissatisfaction prevails. When the Quebec and Richmond line is opened, Quebec will gain 61 hours over the present arrangement in the despatch towards England, and about 86 in the receipt of letters from thence.

Steubenville and Indiana Railroad.—This work has steadily gone forward in the midst of all the difficulties in its path, and is now approaching completion. The last tunnel on the road has been completed, and passenger and freight cars have passed through it. Fifty miles of track are laid west of this tunnel, and forty-two east of it, making in all ninety-two miles. In a few weeks the work will be finished to Newark. In the meantime the road is open to Dresden.

When the Pittsburgh and Steubenville road is finished we shall have direct communication with this large region by railroad; but in the meantime, a good business will be done by steamboats to Steubenville.—*Pittsburgh Weekly Gaz. Oct. 19*

Nashville and Louisville Railroad.—The stockholders of the Nashville and Louisville railroad held a meeting Monday last, and elected a Board of Directors for the ensuing year. The following persons were elected: Curran Pope, Wm. Riddle, Wm. Garvin, John Joyes and Jas. Speed, of Louisville; John L. Helm, of Hardin county, and Mr. Quigley, of Bowling Green.

Lewis L. Shreve, the President, and Messrs Newcomb and Underwood, of the old board, were left out.—*Weekly Eagle & Enq. Memphis, Oct. 10th*

The Illinois Central Railroad.—The Chicago press says that this stupendous undertaking will be entirely completed in six months, constituting the basis of a system of railroads in Illinois scarcely surpassed in the world. At Lasalle, the bridge is completed, and was successfully passed last Monday by a train of cars.

Latest Mail Gleanings.—The *Prairie City* says that a large break occurred in the Wabash and Erie Canal on Friday last. One hundred and fifty feet of the bank gave way. Some ten days work will be needed to repair it.

FOREIGN ITEMS OF SCIENCE AND ART.

Purification of Fixed Oils—Especially Olive Oil for Watchmakers.—The colorless olive oil which is used by watchmakers is exceedingly dear, and yet the process of its purification appears to be so simple that any watchmaker may prepare it himself. If common olive oil be mixed with an equal quantity of very strong spirits of wine (sp. gr. 0.853) and allowed to stand for about fourteen or fifteen days, during which time it must be repeatedly shaken; already, in the course of a few days, the yellow color of the oil begins to disappear, and then gradually fades, until, at the end of the period mentioned, the oil becomes colorless. If the mixture be exposed to the direct action of the sun, this change takes place much more rapidly. The under layer of oil is separated from the spirit, which floats upon it, and is preserved in well-closed bottles (stoppered, or with plugs of wood or gutta-percha); the spirit may also be preserved for another operation—or if large quantities be employed, it may be distilled after each operation. The removal of color is not the only advantage which is gained by treating olive oil with alcohol, for a considerable quantity of the margarine which it contains is also dissolved out, and hence oil so treated will not solidify so readily as the raw oil. The process just described, and which is undoubtedly better than treatment, first with sugar of lead, then with sulphuric acid, washing with boiling water, and drying with chloride of calcium, or any other of the processes in common use, is applicable, more or less, to all other oils, even to coarse fish oils. It may be of importance to painters in oil, who are anxions not to injure the delicate tints of ultramarine, rose scarlet, and other delicate shades of red, and in fact of all pure tones, that linseed oil, even the darkest and muddiest, may be so far bleached as to become bright and clear, and have only a slight yellow tinge; a good deal of oil is now purified in this manner in Great Britain.—*Polytechnic Journal.*

New Way of Stopping a Railroad Train.—On Friday morning, as the train of the Merrimack and Connecticut River road (running from Manchester to Hillsboro' bridge thirty three miles) was leaving Manchester, an officer stepped forward and put an attachment on the engine and cars. The attachment, though only a small piece of paper a few inches in length, was made to stick on the locomotive, notwithstanding the spitting and sputtering of the steam. It appears that nine suits amounting in the aggregate to $50,000 have been brought against the corporation for debts contracted by the New Hampshire Central, which was merged in the Merrimack and Concord some time since. The Eastern road sues for $30,000 The Manchester Mirror states that the Merrimack and Connecticut road had been leased to the Northern and that "the probable object in bringing these suits was to prevent the deterioration of the personal property of the road by the Northern. Perhaps the Northern will receipt for the property. If so, the trains, will recommence running as usual."

The New Directors.—The following are the names of the new Directors of the Baltimore & Ohio Railroad Company. They were elected on the Reform Ticket, and are understood to be favorable to dividends: Columbus O'Donnell, Chauncy Brooks, John Hopkins, Nathan Tyson, Benjamin De Ford, Edward Patterson, Andrew Gregg, William A. Hack, Marcus Dennison, Francis Burns, Wesley Starr, and William Lamping.—*Phil. Inq.*

Ohio and Indiana Railroad.—On Monday evening last, October 9th, the track-layers reached the State line of Indiana, and threw up their hats in honor of so gratifying an event. There is now a continuous railroad from Pittsburg to that point, spanning the great State of Ohio. Three miles and a half of iron remain to be laid to connect Pittsburg with Fort Wayne. In a few days the road will be opened to Fort Wayne.—*Louisville Courier, Oct. 19th.*

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

CORRECTED TO WEDNESDAY OF EACH WEEK.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'D.	ASK'D.
Alabama and Tennessee	1st mortgage, convertible till 1872	7	1872		95
Baltimore and Ohio	Transferable. Taxed	6	1885	81	82
Do do	Coupons. Not Taxed	6	1875	82	85
Do do	" "	6	1880		82
Do do	"	7	1860		87
Do do		6	1885		92
Bellefontaine and Indiana	1st mortgage, convertible	6	1866	100	100
Buffalo and Penn. State Line	1st mortgage, not convertible	7	1866	97½	101
Chicago and Rock Island	1st mortgage, convertiblo	7	1870	85	90
Chicago and Mississippi	1st " "	7	1862	88	92
Do do	2d " "	7	1874	68	72½
Chicago and Aurora	1st " "	7	1866	90	92½
Cincinnati and Fort Wayne			....		
Cleveland, Columbus, and Cincinnati	1st mortgage, convertible	7	1859		
Do do do	No mortgage, convertible	7	1855		
Cleveland and Mahoning			....		
Cleveland, Painesvillo and Ashtahula	1st mortgage	7	1861	90	95
Do do	2d " not convertible	7	1861	99	100
Cleveland and Pittsburgh	1st " convertible	7	1860	93	95
do do	1st " on Branch,	7	1873		85
Cleveland and Toledo,	1st mort. not conv. '73	7	1863	85	87
Cleveland, Zanesville, and Cincinnati			....	86	90
Cincinnati, Hamilton and Dayton	1st mortgago " till 1855	7	1867		95
do do do	2d mortgage	7	1868		87½
Cincinnati, New Castle and Michigan	1st mortgage, real estate, convertible	10	5 & 10 y's	96	100
Cincinnati Western	1st " " " "	10	5 & 10 y's	90	98
Cincinnati, Wilmington and Zanesville	1st "	7	1862	92	94
Cincinnati, Indianapolis and Chicago			....		
Columbus and Lake Erie			....		
Columbus, Piqua and Indiana	1st mortgage, convertible	7	1862	84	86
Do do do	2d "		1852	80	83
Columbus and Xenia	1st mortgage, convertible	7	1859	118	120
Covington and Lexington	2d " " till 1862	7	1883		85
Do do	1st " not "	6	1862	80	85
Dayton and Michigan	1st " "	7	1867	94	97
Dayton and Western	1st " "	7	1862	90	95
Dayton, Xenia and Belpro	1st "	10	1864	85	95
Eaton and Hamilton	1st mortgago	7	1862	84	87
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.	7	1862	93	96
Evansville and Illinois	1st Mortgage, convertible 1857	7	1862	85	87
Frankfort aad Lexington	1st " "	6	....		
Franklin and Warren			....		
Galena and Chicago Union	Pledge of 2d section, convertible	10	1853-6	125	130
Do do do	1st mort., 2d " not convertible	7	1862	89	90
Illinois Central	1st mortgage, not convertible	6	1875	68	70
Illinois and Wisconsin		10	....		
Indiana Central	1st mortgage, convertible	7	1866		90
Do do	" "	10	1857	99	100
Indianapolis and Bellefontaine	1st " "	7	1860-1	94	96
Indianapolis and Lafayette	" "	7	1861		95
Jeffersonville	1st " not "	7	1861	87	94
Junction (Ohio)	1st " "	7	1867	85	90
Do do	2d " "	7	....	95	90
Lawrenceburg and Upper Mississippi	1st mortgage, convertible	7	1866		95
Lexington and Big Sandy			....		
Little Miami	No mortgage, convertible 1852-4	7	1858-61	85	90
Do	" " till 1855	7	1861		
Louisville and Nashville			....		
Lyons', Iowa, Central	1st mortgage, convertiblo	7	1873		
Mad River and Lake Erie	1st mortgage, convertible till 1855	7	1855-6	97½	100
Do do	2d " "	7	1866	66	75
Do do	Dividend	7	1860	78	83
Madison and Indianapolis	1st mortgage, convertible after 1853	6	1861		
Marietta and Cincinnati	1st " convertible	7	1868	85	90
Maysville and Big Sandy			....		
Maysville and Lexington	1st mortgage, convertible	6	1873	10	
Memphis and Charleston			....		
Michigan Central	No mortgage, convertible	8	1860	100	102
Do do	" "	8	1855-6	97	100
Do do	" not "	8	1857-8	95	100
Michigan Southern	1st " " "	7	1860	96	100
Milwaukie and Mississippi	1st " " 1857	8	1862	98	100
Mobile and Ohio	1st mortgage 6s. 1884		....		
Nashville and Chattanooga			....	83	93
New Albany and Salem	mortgage on 1st section	10	1858-62	100	102
Do do	1st " on other sections, convert.	8	1864-75	87	88
New Castle and Richmond	1st " convertible	6	1873	87	90
New Orleans and Ohio, Ky	Guar. of McCracken Co		....	86	93
New York and Erie	1st mortgage, not convertible	7	1867		
Do do	2d " convertible	7	1859	94	
Do do	Income, not convertible	7	1855	77	90
Do do	Convertible till 1861	7	1871	74	75
Do do	" " 1862	7	1862	72½	75
Northern Cross, Ill	1st mort. conv	8	1873	90	93
Northern Indiana	1st mortgage, not convertible	7	1860	93	96
Do do	1st mortgage Goshen line		....		87
Do do	Construction Bonds		....	84	90
Ohio Central	1st mortgage, convertible, west section.	7	1861		
Do	1st " " east "	7	1864	94	95
Ohio and Indiana	1st " "	7	1867	95	100
Ohio and Pennsylvania	" "	7	1865-6	101	104
Do do	Income. No mortgage, convertible	7	1872	84	86
Pacific, Mo			....		
Panama	1st mortgage, convertible	7	1866	90	91
Parkersburgh (or Northwestern Va.)	" Guar. City of Baltimore	7	1873	94	96
Pennsylvania	1st mortgage, convertible till 1860	6	1880	96	97
Peru and Indianapolis	1st " convertible	7	....	78	83
Rock River Valley Union	1st " convertible	7	1872	98	100
Sandusky and Mansfield	1st "	7	1860	71	75
Do do	2d "	10	1853-7	102	104
Scioto and Hocking Valley	1st " conv. coupons	7	1861	87	90
Southwestern, Tennessee			....		
Springfield and Columbus			....		
Steubenville and Indiana	1st mortgage, convertible	7	1865	83	85
Terre Haute and Alton	1st " convertible		1862-72	87	92
Do do	2d " do	8	1865		87
Terre Haute and Richmond	1st mortgage, convertiblo	6	1866	100	103
Toledo, Norwalk and Cleveland	1st "	7	1863	80	90
Do do do	2d "		....	90	95
Do do do	" Guar of C. C. & C.		1883	90	95

TABLES OF RAILROAD SHARES.

☞ The following quotations are not PER SHARE, but upon the HUNDRED DOLLARS.

	shares.	off'd.	ask'd.
Baltimore and Ohio	100	53	55
Bellefontaine and Delawaro	50	40	50
Bellefontaine and Indiana	50	60	65
Belleville and Illinoistown			
Buffalo and Pennsylvania State Line		120	125
Central Military Tract			
Central Ohio	50	80	90
Chicago and Rock Island		79	80
Chicago & Miss., (Alton & Springf'd,)			
Cincinnati, Cambridge and Chicago		15	20
Cincinnati and Fort Wayne			
Cincinnati Hamilton and Dayton	100	75	90
Cincinnati, Indianapolis and Chicago			
Cincinnati, Logansport and Chicago	50		90
Cincinnati Western	50	15	35
Cin. Wilmington and Zanesville	50	50	60
Cleveland, Columbus and Cin	100	104	105
Cleveland, Medina and Tuscarawas			
Cleveland, Painesville and Ashtabula	100	100	105
Cleveland and Pittsburgh	50	52	65
Cleveland and Mahoning			
Cleveland and Toledo	50	68½	70
Cleveland, Zanesville, and Cincinnati			
Clinton Line			
Columbus and Lake Erie	50	50	70
Columbus, Piqua and Indiana	50	50	65
Columbus and Xenia	50	92	95
Covington and Lexington	50	50	60
Covington and Ohio, Va			
Dayton and Michigan	50	30	50
Dayton and Western	50	26	50
Dayton Short Line	50		
Dayton, Xenia and Belpre			
Detroit and Pontiac			
Eaton and Hamilton	25	35	55
Eaton and Piqua			
Erie and Northeast		110	112
Erie and Kalamazoo		90	100
Evansville and Crawfordsville			
Fort Wayne and Mississippi	50		
Fort Wayne and Southern	25	45	50
Franklin and Warren			
Galena and Chicago Union	100	99	100
Greenville and Miami	50	50	60
Hannibal and St. Joseph			
Hudson River		46	46
Henderson and Nashville			
Hillsboro' and Cincinnati	50	40	55
Illinois Central 10 per cent	100	99	10
Illinois and Wisconsin			
Indiana Central	50	50	65
Do do 10 per cent	50	55	70
Indianapolis and Bellefontaine	25	60	65
Indianapolis and Cincinnati	50	45	60
Indianapolis and Lafayette	50	76	80
Jeffersonville and Indianapolis	50	72	78
Junction (Ohio)	50	90	95
La Crosse and Milwaukie	100		
Lake Erie, Wabash and St. Louis			
Lawrenceburg and Upper Mississippi	50	45	60
Lexington and Frankfort			
Lexington and Danville			
Little Miami	50	98	100
Logansport and Pacific			
Logansport and Marion			
Louisville and Frankfort	50	62	70
Louisville and Nashville	100		
Macon, Georgia	10	98	100
Mad River and Lake Erie	50	60	70
Madison and Indianapolis	50	20	—
Madison, Indianapolis and Peru	50		
Marietta and Cincinnati	50	37½	50
Marion and Mississinewa Valley			
Maysville and Lexington	50		
Maysville and Big Sandy			
Memphis and Charleston			
Michigan Central		88	100
Michigan Southern		97	90
Milwaukie and Mississippi		77	82
Mobile and Ohio			
Nashville and Chattanooga			
New Albany and Salem	50	37	50
New Orleans and Ohio			
New York Central		92	100
New York and Erie	100	45	50
Northern Indiana		93	95
Ohio and Indiana		76	80
Onio and Mississippi	50	50	70
Ohio and Pennsylvania	50	84	85
Ohio River and Wabash			
Owl Creek Valley			
Pacific, Mo			
Panama		90	92
Parkersburg, or Northwestern Va			
Pennsylvania	50	90	91
Peru and Indianapolis	25	38	50
Sandusky and Mansfield	50	50	60
Sandusky, Mansfield, and Newark	50		
Sangamon & Morgan, or Great West'n,			
Scioto and Hocking Valley	50	40	60
Southwestern Indiana			
Southwestern, Tenn			
Springfiled Mt. Vernon and Pittsb'gb.	50	40	60
Springfield and Columbus			
Steubenville and Indiana			
Terre Haute and Alton			
Terre Haute and Richmoud		100	102
Toledo and Illinois			
Toledo, Norwalk and Cleveland	50	70	90

STOCK TABLE.

CORRECTED WEEKLY.

Government Securities.

	INT.	DUE.	OFF'D.	ASK'D.
U. S. Loan	6	1856	104½	105
Do	6	1862	112½	114
Do	6	1867	117¼	118
Do	6	1868	117¼	118
Do (int. ceased July 1).	5	1853	101½	102
Do Coupons		1862	117½	118
Do "	6	1868	117½	118
Do "		1853	100	101

State.

Alabama	5	....	90	95
Do	6	....	102	104
Arkansas	6	....	95	100
Georgia	6	....	107	108
Do	7	....		
Illinois Canal Bonds		1860	96	98
Do do registered		1860	110	110½
Do do		1847	92	95
Do do registered		1847	90	96
Do do Internal Impt.	6	1847	85	90
Do Interest do	6	....	58	62
Indiana	5	....	88	90
Do	2½	....		60
Do Canal Loan	6	....	93	94
Do do preferred	5	....	54	55
Do do deferred	5	....	30	32
Do special preferred	5	....	24	25
Do do deferred.	5	....	10	11
Kentucky, 30 years	6	1871	101	102
Do 15 years	6	....	107	108
Do large bonds	6	1869-72	103	105
Do	5	....	92½	93½
Michigan	6	....	94½	96
Ohio	6	1856	102½	103
Do	6	1860	106¼	108
Do	6	1870	110	112
Do	6	1875	109	110
Do	5	1855	102	105
Do	5	1864	104	106
Pennsylvania	6	....	103	105
Do	5	1870	84	87
Tennessee, new loan	6	1890	100	101
Do Coupons	5	....	80	85
Virginia Coupons	6	1886	95	100

City Securities.

Albany	6	1867-9	106	107
Allegheny	6	1873	75	76
Baltimore	6	1870-90	100½	101
Do	5	1865	87	89
Boston Bonds	4½	1860	101	102
Chicago	6	1876-7	92	95
Covington	6	1881	93	95
Cincinnati	6	1860	94	100
Do	6	1897	94	100
Do	5	1884	86	87
Do W. W	6	1865	102	103
Jeffersonville, Indiana	7	1872-82	85	88
Lawrenceburgh, Ia	7	....	80	90
Louisville	6	1880	82	85
Memphis	6	1882	90	92
New York	7	1857	101	103
Do	5	1858-60	99½	100
Do	5	1870-5	100¾	103
Do	5	1890	101	
Philadelphia	6	1876-90	90	91
Pittsburgh	6	1869-71	82	83
Do coupons	6	1883		83
Richmond	6	1882	93	94
St. Louis	6	1870	85	90
Wheeling	6	1872	105	106

County Bonds.

Bourbon, Ky	6	1881	78	80
Darke, O	7	....	92	95
Fairfield, O	7	1862	90	92
Fayette, Ky	6	1881-2	75	80
Guernsey, O	7	1862	97	99
Mason, Ky	6	1881		78
McCraken co. Ky., endorsed by New Orleans and Ohio R.R.			75	80
St. Louis	6	1866	83	85
Do	7	1871	107	108

Banks.

OHIO.

Ohio Life Insurance and Trust Co	93	95
Lafayette, Cincinnati, (closing)	113	115
Franklin do		
Commercial do		
Mech. & Traders do		
State Branches		

KENTUCKY.

Bank of Kentucky and Branches	101	103
Northern, and Branches	108	110
Southern, and Branches	103	106
Bank of Louisville	113	112
Kentucky Trust Co	99	100
Farmers' Bank of Kentucky	107	110
Newport Safety Fund Bank	98	100
Commercial Bank of Kentucky		

INDIANA.

State Bank and Branches		

TENNESSEE.

State Bank and Branches		
Union	94	100
Planters'	97½	100

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g.
On New York	Sight	¾	1 prem.
Boston	Sight	¾	1 prem.
Philadelphia	Sight	¾	1 prem.
Baltimore	Sight	¾	1 prem.
New Orleans	Sight		prem.
England		110½	112½.

SPECIE.

GOLD.

California, ℔ oz	$17 50	@	$17 65
Spanish Doubloons	16 50	@	16 60
Patriot Doubloons	15 60	@	15 80
Sovereigns	4 85	@	4 88
Guineas	5 00	@	5 00
American, new	1 00¼	@	1 01
American, old	1 04	@	1 06
Portuguese	1 00	@	1 01

SILVER.

American Dollars	1 02	@	1 04
American, halves	1 02	@	1 04
Spanish Dollars	1 05	@	1 07
Spanish Quarters	1 02	@	1 03
Mexican Dollars	1 03	@	1 04
Five Franc pieces	95	@	96

LAND WARRANTS.

	Off'd.	Ask'd
160 acre warrants	$180	$189
80 acre warrants	90	94
40 acrew arrants	45½	47

Reported for the Railroad Record.

CINCINNATI STOCK SALES.

AT THE STOCK BOARD,

MERCHANTS' EXCHANGE

And at Private Sale.

BY ISAAC OSBORN DAVIS.

For the week ending Wednesday, Oct. 25, 1854.

77	Shares	O. & Miss. (and int.)	Railroad	47 50
60	"	Cov. & Lexington	"	49 00
55	"	Little Miami	"	98 00
85	"	Cin. Wil. & Zanes. (hyp.)	"	40 00
115	"	Cin. & Chicago (hyp.)	"	15 00
31	"	Cin. Ham. & Dayton	"	80 00
60	"	Ohio & Mississippi (int.)	"	47 00
30	"	Cin. & Indianapolis (hyp.)	"	43 00
20	"	Columbus & Xenia	"	93 00
45	"	Ind. Cen. R.R. (hyp.)	"	54 00
40	"	Cin. & Chicago, (hyp.)	"	15 00
54	"	Cov. & Lexington (hyy.)	"	48 50
80	"	Ohio & Miss (hyp. & int)	"	47 50
60	"	Eaton & Hamilton (hyp.)	"	33 50
43	"	Cin. Willmington & Zanes.	"	40 00
15	"	Columbus & Xenia	"	93 00
20	"	Mari'ta & Cin. (hyp..)	"	38 00
40	"	New Albany & Salem	"	33 00
33	"	O. & Miss.	"	47 50
10	"	Eaton & Hamilton	"	33 50

MONETARY AND COMMERCIAL.

In New York we learn that the Money Market continues very stringent, and that the utmost caution is exercised. The net deposits in the Banks have again decreased this week; this is probably owing to the difficulties in the up town Banks. The trials of the new Banks have been severe, but they have generally been more prompt in their settlements at the clearing house. The defalcation at the Ocean Bank of $75,000 has caused considerable uneasiness. The developments in the Knickerbocker have not tended to allay this feeling.

The New York "*Shipping List*," of Saturday, says:

The increased stringency in the money market noticed last week, has since been apparent, and the applications at the Banks and discount-houses, have been numerous, though the rates of interest are no higher. At the close, there was rather more buoyancy of feeling, caused by the decline in Exchange, and the prospect of some falling off in the specie exports. We quote:—

Loans on call	6@ 7 ℘ cent.
Prime 60@90 days paper	10@12 "
Prime 4@6 months paper	15@18 "
Railroad paper	15@20 "

The suspension of one or two small up town Banks, and the discovery of a large defalcation in the Ocean Bank ($75,000.) by the late paying teller, have been the most exciting topics of the discussion in monetary circles during the week. The Knickerbocker and Eighth-Avenue Banks, which are reported to have failed, belong to that class of institutions which were ushered into existence during the "flush times" of 1852-3—without any recognized necessity for their establishment, in the first place, and in the next place without obtaining such a hold upon the confidence of the business public as to make their stoppage now, matter of serious concern. As adding to that feeling of distrust, which has so powerfully obtained of late, however their, embarrassments and their result are, notwithstanding, circumstances to be deprecated. We are glad to learn that the credit of the Ocean Bank suffers in no respect from the dishonesty of one of its employees.

It is probable that the prolonged paper taken for goods last year, falling due later than usual, will keep up the demand for money to a later period than was the case last year. Thus far the payments have been met punctually.

The demand for Exchange has been fair; we quote London 60 days at 109¼@109⅝.

The Stock Market has exhibited no signs of speculation. There is, however, a disposition among leading operators to "bear" the market with Erie & New York Central. The demand for good stocks for Europe is fair.

Sales by Albert H. Nicolay, sold Oct. 19. 1854:

$20,000 New Castle and Richmond Railroad 1st mortgage 7 per cent. Convertible Bonds, dated 25th of Feb., 1852, and redeemable 25th Feb., 1867; Interest Coupons payable at the office of the Ohio Life Insurance and Trust Company, in New York, 25th Feb., and 25th August. ($1,000 each at 5@86 and int.

$12,000 New Jersey Central Railroad 1st mortgage 7 per cent. Bonds, redeemable in 1860 or 1865; Interest Coupons payable in New York, 1st Feb., and 1st Aug. $1,000 each 91 and int.

$5,000 State of Virginia 6 per cent. Bonds, dated 3d Jan., 1853, and redeemable 1st Jannary, 1887. Interest Conpons payable in New York, 1st Jan., and 1st Jnly. $1,000 each 95½ and int.

104 Shares Bank of Oswego..$100 each 25@75 29@65

10 " Central Bank of Brooklyn.....50@50

20 " Island City Bank.....79

40 " Chatham Bank.....90

8 " Knickerbocker Bank.....44½

20 " Central Bank of the City of N. York.....86

5 " Commercial Bank of New Orleans.....58

20 " Astor Fire Insurance Company.....88

10 " Home Fire Insurance Company.....95

1270 " Phenix Gold Mining Company of Nortb Caroliua.....35

Sales at New York Stock Board, Oct. 19. 1854:

2000 U. S. 6s. '67.....118

1000 Brooklyn 6s.....98

4000 Erie Bonds '83.....86

500 Hudson River 1st mort.....102

32500 Ill. Cent. R. R. Bonds.....70@70½

2500 N. Y. Cent. R. R. do.....87⅞@87¾

8000 Erie Income Bonds.....92@91

5000 Sackett's Har. & Saratoga R. R. B'ds 88¼@88½

30 Phenix Bank.....106½

8 Bank of North America.....97

36 North River Bank.....106¼

400 Canton Co.....21@20¾

10 Penn. Coal Co.....9½

630 Cumberland Coal Co.....30@29¾

900 Reading R. R.....73@72¾

5 N. York Cent. R. R.....90½

1119 Erie Railroad.....46@45⅞

600 Harlem do.....32@31⅞

87 Galena & Chicago R. R.....98

100 Ill. Cent. R. R. per cent.....100¼

Since our last we can not quote much change for the better. The run on our Banks has ceased, and there is at present more confrency in the hands of Bankers and Brokers than for sometime past. This, however, is of little service to the merchant as it is reserved to be sent home. Confidence seems generally disturbed. The Banks have discounted to some extent for those whose paper was already in their hands, but in general, no loans have been negotiated. The business in the street has been very little or absolutely nothing. Notwithstanding these difficulties we hear of but few failures and those not extensive concerns. We quote rates of interest on short paper, first class, at 12 per cent., but those who have money to loan, generally ask between 1 and 3 per cent. per month.

The currency question is becoming more settled, much of Indiana paper has been taken up, and we doubt not that more will be redeemed as it is sent home.

The Indianapolis *Journal* gives the following list of securities deposited by the Free Banks with the Auditor:—

Indiana	5 per cents	$2,366,006
Do	2½ "	698,780
Virginia	6 "	2,750,000
Louisiana	6 "	736,000
Kentucky	6 "	97,000
Georgia	6 & 7 "	89,000
Missouri	6 "	546,000
Tennessee	6 "	25,000
Michigan	6 "	26 000
North Carolina	6 "	186,000
Pennsylvania	5 "	271,000
Ohio	6 "	71,000
		$7,821,780

The Indiana 2½ taken 50 to 55.
Pennsylvania 5's taken 84 to 86.

Within sixty days between $900,000 and $1,000,000 have been withdrawn from circulation by the different banks, and the securities withdrawn. The Auditor says "the holders of the securities thus taken up, were offer-

ed par value for them, within a week, and over one hundred thousand dollars of them have been bought in by the State, and paid for in gold. Of the security to the holders of Free Bank bills, afforded by these bonds, everybody can easily judge for themselves."

It was reported some days ago that the New York Stock Bank of Vincennes had refused to respond to calls made on it, for coin or exchange, in reference to this the Vincennes *Gazette* of the 18th says:

This is entirely false, without a particle of truth, and without even a shadow for foundation. This Bank is, and has been, doing a home, a fair and legitimate business; is well and ably managed, and possesses the entire confidence of our business men. In no instance has it hesitated to pay coin or exchange, at the option of the holder of its notes; and it is, and always has been amply provided to meet all demands upon it. We know of no similar institution more safe or more responsible.

The notes of this bank and also of the Steuben Co. Bank, are taken at par by our Banks. We have heard, however, of several cases where they have been sold to Brokers at a heavy discount. We see no reason for the panic which exists in regard to *all* Indiana money, and the history of the last few days shows the unnecessary sacrifice which the timid are always too quick to make. Brokers, whose business it is to make money out of monetary transactions, are always ready to buy uncurrent bills as low as they can get them, and this is sometimes governed by the competition among themselves; but it is certainly unwise to submit to an enormous shave, before it is determined whether the note is good or bad.

With reference to the Savings Bank of this city it is expected to re-open in ten days or two weeks. The Bank of Connersville is also expected to resume. The notes of this bank are secured by State stocks, some of which are above par. The depositors are said to be small in number and well secured.

The Kentucky Trust Co. will close up, and has already been put in the hands of Trustees, who were not heretofore connected with the Bank. They are Judge W. B. Kinkead and Samuel J. Walker, Esq. John W. Stevenson, Esq., is selected as attorney. It is designed, if it can legally be done, to pay first the depositors either in whole or in part, and then billholders. Under this arrangement the billholder is expected to receive 80 cents on the dollar.

We quote stocks as suffering for want of currency; the market in consequence exhibits a depressed state of feeling.

The market for Eastern Exchange was quite unsettled during the excitement of the week, it is firmer at 1@1¼ premium.

GRAND TRUNK RAILWAY.

MONTREAL, October 12, 1854.

Return of traffic for the week ending Saturday, the 30th of September, 1854:—

Number 6,507 Passengers, First Class	$ 6 826 82
820 " Second "	603 17
4,242 Tons Merchandise	8 999 75½
430,705 Feet of Lumber	1 444 84
1,342½ Cords of Firewood	1 677 27
Mails, &c	813 88
	$ 20,366 03½
Total Currency	£ 5,091 10s. 2d
Week ending Sept. 30th, 1854	5,091 10s. 2d
Week ending Oct. 1st. 1853	2,742 1s. 6d
Increase	2,348 8s. 8d
Total receipts for current half-year, commencing July 1st, up to week ending Sept. 30th, 1854	£62, 116 0s. 2d
Miles open	202

JAMES HARDMAN, Auditor

[*Com. Adv.*

OHIO AND PENNSYLVANIA RAILROAD.—The following is a comparative statement of the business of the Ohio and Pennsylvania Railroad for the month of September:

Receipts in September, 1854	$123,441.59
Receipts in September, 1853	80,874.38
Increase	$41,567.21
Receipts in first 9 months of 1854	$751,914.92
Do do do 1853	445,723.24
Increase (69 per cent)	$309,191.68

The receipts of 1854 were estimated by S. W. Roberts, Esq., Chief Engineer and Superintendent, at $900,000; but from present indications they will exceed a million.—*Balt. American Oct.* 19.

WHOLESALE MARKETS IN MONTREAL.

	s.	d.	a.	s.	d.
ASHES—Pots, per cwt	35	9	a	36	0
Pearls	32	0	a	00	9
Flour—Canada Fine, per bbl 196 lbs	00	0	a	00	0
Superfine No. 2	41	3	a	00	0
Do. No. 1	36	5	a	37	0
Fancy & Extra Super	37	0	a	00	0
Sour	00	0	a	00	0
American Super. in bond	00	0	a	00	0
INDIAN MEAL—196 lbs	22	0	a	22	6½
OATMEAL—224 lbs	56	0	a	36	6
GRAIN—Wheat U. C. mixed, 60 lbs.	7	6	a	7	9
Red	0	0	a	0	0
U. S. mixed	9	0	a	0	0
L. C. Red, per minot	0	0	a	0	0
BARLEY—per minot	0	0	a	0	0
OATS—per bushel	2	9	a	3	0
PEAS—White, do	4	4	a	4	6
INDIAN CORN—56 lbs	4	6	a	4	6
PROVISIONS—Beef, Mess, per bbl	None				
Prime Mess do	60	0	a	61	0
Prime do	37	6	a	00	0
Cargo do	None.				
Pork—Mess	90	0	a	92	6
Prime Mess	75	0	a	00	0
Prime	65	0	a	00	0
Do, in bond, foreign inspected	None.				
BUTTER—Inspected, No. 1	0	10½	a	1	0
Do. No. 2	0	0	a	0	0
Uninspected	0	0	a	0	0

Champlain and St. Lawrence Railroad; a large sale was made in the middle of the week at 70 discount. Nothing doing in Grand Trunk or Great Western. Champlain and St. Lawrence Railroad Bonds at 2½ premium. Montreal Mining have improved during the week, 25s 6d to 26s being obtainable. In other Mining Stocks nothing to report. Merchants Exchange stock has improved since the declaration of the dividend, several shares having been disposed of at par (ex dividend). There has been a large demand for English Exchange.

Bank rate on London, 60 days, 10 per cent. prem.
Private do do 90 do 8¾ do do
Bank rate on N. York, 3 do ½ do do

[*Montreal Com.*

RAILWAY AND CANAL TRAFFIC

GALENA AND CHICAGO RAILWAY.—The following are the earnings of this road for the month of September, in the years 1853 and 1854:

	1853.	1854.
Freight	$52,859 20	$ 90,475 86
Passengers and Mails	35,681 96	59,525 41
	$78,541 26	$150,000 28

Increase, $61,459 01.

NEW YORK CENTRAL RAILWAY.—The following is a comparative statement of the receipts of this road during the month of September, 1853 and 1854:

	Passengers.	Freight.	Total.
1854	$375,821 53	$265,263 75	$640,535 28
1853	371,332 06	217,532 91	588,864 97
Increase	$3,980 47	$47,730 84	$51,720 31

GREAT WESTERN (CANADA) RAILWAY.—The earnings of this Company on 241 miles of road in operation, for the week ending October 13, 1854, were from the following sources:

From Passengers	£8,312 12 9½
From Freight	1,508 7 11
From Sundries	211 9 1
Total for the week	£10,232 9 9½
Amount of previous receipts	59,221 4 3
Total receipts since the 1st of August	£69,353 14 0½
Total number of passengers since the 1st August	116,945

RAILWAY NEWS ITEMS.

The following is the list of the Board of Directors of the Erie Railroad Company: Homer Ramsdell, Samuel Marsh, Wm. E. Dodge, Shepherd Knapp, Cornelius Smith, Marshall O. Roberts, Charles M. Leupp, Nelson Robinson, Daniel Drew, John Arnot, Ambrose L. Murrey, Geo. F. Talman, D. A Cushman, Wm. B. Skidmore, Lewis Von. Hoffman, Chas. Moran, Ralph Mead. The retiring members are Messrs. Thomas J. Townsend, Gouverneur Morris, Henry Sheldon, and Alanson Robinson. Mr. E. C. Weeks, one of the old board, recently deceased. The report of the investigating Committee has been made and will be published in our next.

MICHIGAN CENTRAL RAILWAY.—The earnings of this road for September, 1853 and 1854, compare as follows:

	1853.	1854.	Gain.
Passengers	$104,445 77	$135,846 87	$31,401 10
Freight	74,629 03	81,550 20	6,921 27
Miscellaneous	3,525 00	7,828 56	4,313 56
Total	$182,599 80	$225,235 73	$42,635 93

NEW-CASTLE, Ind., Oct. 20.

FORT WAYNE AND SOUTHERN RAILROAD.

The annual election of this company was held at Muncie on Wednesday, the 4th inst. The Board, as elected on that occasion, consists of the following persons: Wm. J. Holman, of Muncie, Joseph Holman, of Wayne, Wm. Rockhill, of Allen, John Studebaker, of Wells, Dr. Cassil, of Blackford, —— Carter, of Delaware, E. T. Hickman, of Henry, P. A. Hackleman, of Rush, I. T. Gibson, of Decatur, B. Phillips of Jennings, E. G. English, of Scott, Samuel McCampbell and J. G. Reed, of Clarke.

At a subsequent meeting of the Board, the following persons were elected officers for the ensuing year: Wm. J. Holman, President; E. G. English, Vice President; D. T. Haynes Secretary, and Wm. F. Jones, Treasurer.—*New-Castle Banner.*

VIRGINIA AND TENNESSEE RAILROAD.—A communication from Mr. Garnett, chief engineer of the Virginia and Tennessee Railroad, appears in the Lynchburg Republican, from which we get the following interesting information as to the progress of this great railway enterprize. Mr. Garnett states that the whole cost of the road, 204 miles in length, will be $5,000,000, or say $25,000 per mile, when completed and equipped with a large supply of cars and locomotives. One hundred and six miles of it are now opened, being an addition of 33 miles since the 1st of January. The receipts for July amounted to $15,000, and he estimates those for August and September at $20,000 per month or more. By the first of October, or within a few days thereafter, the road was to be extended to Wytheville, 135 miles from Lynchburg.

RAILROAD TO PARIS.—We understand a locomotive passed over the Alton railroad from Terre Haute to Paris on Saturday night last, and it is said passenger cars will soon be running between these places.—*Wabash Courier, Oct. 14th.*

GAS.

AUBIN'S PATENT.—We are agents for this new and improved furnace, and having had one in operation at our office for several months past, can confidently recommend it as being simple in its operation, occupying little room and furnishing a pure and beautiful burning gas. From the peculiar arrangement of the retort it is not liable to *burn out*, thus saving a great part of the expensive repairs of other furnaces. We are prepared to erect these furnaces at our own risk and warrant them to produce good gas.

T. WRIGHTSON & CO.,
167 Walnut-st., Cin'ti.

TO RAILROADS AND CONTRACTORS.

HORSE POWERS.—The undersigned being agents for the sale of R. H. Pease formerly Emery & Co.'s Horse Powers, are prepared to furnish them to order. They occupy little room and do their work effectually. T. WRIGHTSON & CO.

RAILROAD HOTEL.

CINCINNATI, O.

THE GIBSON HOUSE, Cincinnati, is situated on Walnut-street, between Fourth and Fifth, in the immediate neighborhood of all the Railroad Offices. For comfort and convenience it is believed that this hotel is unsurpassed. It is heated with steam from the first floor to the fifth, thus making it the most desirable winter house in the West. The proprietor hopes to enjoy a share of the patronage of Railroad men.

A. WETHERBEE, Proprietor.

THOS. M CASH,
PHILADELPHIA RAILWAY AGENCY.

For the purchase of all articles required by Railway Companies, On Commission.

Office, No. 80, South Fourth-street, near Walnut,
PHILADELPHIA.

REFERENCES

Richard Norris & Son, Locomotive Builders, Philad'a.
Wm. D. Lewis, Esq. Pres't Catawissa R. R. Co. "
Charles H. Fisher, Esq., "
Jno. Caldwell, Esq., Pres't S.C. R.R.Co. Charleston, S.C.
J. Pinckney Ruger, Esq., Pres't. N. E. R.R.Co. "

Oct. 13-tf.

ISAAC OSBORN DAVIS,
AUCTIONEER.
No. 38 West Third Street,
CINCINNATI, OHIO.

THE subscriber is prepared to make contracts to sell at auction any class of property that may offer on reasonable terms. ISAAC OSBORN DAVIS.

FOR SALE,—At the financial Agency and Stock Exchange, No. 38 Third street, the following Stocks and Bonds, viz.

$6,000 2d mortgage 7 per cent. Bonds Ohio and Mississippi Railroad Company
$6,000 1st mortgage 6 per cent. Bonds Covington and Lexington Railroad Company
$17,000 convertible 6 per cent. Bonds Covington and Lexington Railroad Company, redeemable Sept. 1st. 1872, guaranteed by the city of Covington
$5,000 first mortgage Bonds Little Miami Railroad Company
$10,000 1st mortgage 7 per cent. Bonds Columbus, Piqua and Indiana Railroad Company
$5,000 1st mortgage Bonds Cincinnati, Wilmington and Zanesville Railroad Company
$12,000 Bonds Springfield, Mt. Vernon and Pittsburgh Railroad Company
$20,000 second mortgage Bonds Maysville and Lexington Railroad Company
$10,000 1st mortgage 7 per cent. Bonds Scioto and Hocking Valley Railroad Company
$12,000 1st mortgage 10 per cent. Bonds Dayton, Xenia and Belpre Railroad Company.

RAILROAD STOCKS-

100 Shares Little Miami Railroad Stock; shares $50.
85 Shares Cincinnati, Hamilton and Dayton Railroad Stock; shares $100.
70 Shares Covington and Lexington Railroad Stock. shares $50.
80 Shares Ohio and Mississippi Railroad Stock; shares $50
17 shares Little Miami Railroad Stock, Shares $50.
150 Shares Cincinnati and Chicago Railroad Stock; shares $50.
25 Shares Ohio and Mississippi Railroad Stock; shares $59.
18 shares Eaton and Hamilton Railroad Stock; shares $25.
175 shares Cincinnati, Wilmington and Zanesville Railroad Stock; shares $50.
30 Shares Cincinnati and Indianapolis Railroad Stock; shares $50
50 shares Fort Wayne and Southern Railroad Stock; shares $50.
50 Shares New Albany and Salem Railroad Stock; shares $50.
40 shares Eaton and Hamilton Railroad Stock; shares $25
30 shares Southern Bank of Kentucky Stock; shares $100.
15 shares Kentucky Trust Co. Bank Stock; shares $100.

oct 12-tf ISAAC OSBORN DAVIS.

NUGENT'S COLLEGE
OF
ENGINEERS & MECHANICS,
PUBLIC SQUARE, CLEVELAND, OHIO;
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THE design of this Institution is to afford young men an opportunity of acquiring a knowledge of the profession of Civil Engineering, and to Mechanics and Tradesmen a sound theoretical and practical knowledge of Mathematics, Architectural and Mechanical Drafting, Plain and Ornamental Penmanship, &c. For further particulars address the Principal. au.10.

New Works on Civil Engineering.

THE Field Practice of Laying out Circular Curves for Railroads. By John C. Trautwine, Civil Engineer.—4th Thousand, in pocket-book form with tucks.

—ALSO—

A New Method of Calculating the Cubic Contents of Excavations and Embankments, by the aid of Tables and 10 Engraved Plates of Diagrams. By John C. Trautwine, C. E.; 2d edition.

Price, one dollar each. Postage on the Curves, five cents; on the Excavations and Embankments, eight cents. For sale by WILLIAM HAMILTON.
Hall of the Franklin Institute.
Sept. 21-3* Philadelphia, Pa.

ENGINEERING!!

The undersigned is prepared to furnish SPECIFICATIONS, ESTIMATES, AND PLANS, In general or detail of all kinds of

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Particular attention given to the superintending of LOCOMOTIVES, TENDERS, CARS, *And Railway Machinery of every Description,* While under construction.

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Consulting Engineer,
v5-tf 64 Broadway, N. Y

Notice.

THE copartnership heretofore existing between the undersigned, under the firm of Smith & Tyson, is this day dissolved by mutual consent. Either partner is authorized to settle the business of the concern.

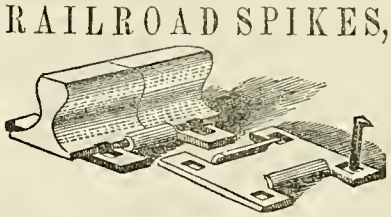
J. HOPKINSON SMITH,
RICHARD W. TYSON,
Baltimore, July 1, '54. No. 25 South Charles st.

Notice of Copartnership.

THE undersigned have this day formed a copartnership, under the firm of J. Hopkinson Smith, in which Richard W. Tyson is a special partner, and J. Hopkinson Smith is the general partner.

J. HOPKINSON SMITH,
RICHARD W. TYSON.
Baltimore, July 1, 1854. [aug. '54-3*

RAILROAD SPIKES,



WROUGHT IRON
Chairs and Fastenings.

THE undersigned will continue to manufacture with increased facilities, HOOK & PLATHEAD R. R. SPIKES, of all Patterns. WROUGHT and CAST CHAIRS, and FASTENINGS, BOILER RIVETS, BOLTS, SHIP and BOAT SPIKES, &c.. &c.

The best quality of refined iron is used, and all orders filled with despatch. J. HOPKINSON SMITH,
No. 25, South Charles st.

☞ Please direct the name in full.
Baltimore, August 31-†

ADRIAN H. MULLER & CO.
AUCTIONEERS
Of the City of New York.

Hold their regular Auction Sales of Stocks, Bonds and other Securities every Wednesday at 12½ o'clock, at the Merchants' Exchange. They would respectfully tender their services in the negotiation of the same, either at private or public sale.

Office, No. 2, Pine Street, corner of Broadway, Metropolitan Bank Building.

REFERENCES BY PERMISSION:

Moses Taylor, Esq.; W. W. DeForest, Esq.; Geo. S. Robins, Esq.; Dow D. Williamson, Esq., Pres. Farmers' Loan and Trust Co.; Wm. F. Hayemeyer, Esq., Pres. Bank North America; Edward Whitehouse, Esq.; Messrs. Camman & Co.; Messrs. Carpenter & Vermilye; Messrs. Fisher, Denny & Co.; Messrs. Wm. & Jno. O'Brien; Messrs. Week, & Co. mh9 6*

STEREOTYPE FOUNDRY,
AND AGENCY OF
L. JOHNSON & Co.'s TYPE FOUNDRY.

C. F. O'DRISCOLL, (Successor to A. C. JAMES,) is prepared to execute in the best manner all kinds of
STEREOTYPING,
including Books, Pamphlets, Music, and Jobs of every description. He will keep on hand an assortment of
Card and Job Type, Cuts, Rules, &c. &c.
from the foundry of L. JOHNSON & CO., of Philadelphia, and will furnish to order PRINTING MATERIALS OF EVERY KIND,
AT THE FOUNDRY PRICES.
C. F. O'DRISCOLL,
No. 167 Walnut Street,
Cincinnati, O

CHARLES FRODSHAM'S
IMPROVED WATCHES!
BEGGS & SMITH,
JEWELERS,
No. 6 West Fourth St.,
Adjoining the First Presbyterian Church,
CINCINNATI, O.,

HAVE received from Mr. Simon Willard, Boston, Agent for the United States, the sole and exclusive agency for the sale of **CHARLES FRODSHAM'S** NEW SERIES OF IMPROVED CHRONOMETER WATCHES, in the states of Ohio, Indiana, Illinois, Michigan, Iowa, Wisconsin, Missouri, Kentucky and Tennessee.

In the Watches of the New Series, Mr. FRODSHAM has succeeded by a more perfect method of compensation, a more correct adjustment in isochrouism, and an entirely new and peculiar construction of the train, by which more power is obtained without increase of size, in producing timekeepers of wonderful and unrivalled accuracy. The great importance of the improved watches is a perfect regularity of time under every variety of climate, motion and position. So perfect are the adjustments, that the most violent exercise, such as horseback riding, jumping, etc., produces on them no sensible effect They are therefore, particularly adapted to Railroad purposes.

Liberty is given to refer to the following gentlemen, who, among many others, have proved the excellence of Charles Frodsham's Watches as timekeepers:

Gen. John S. Tyler.....Massachusetts.
John E. Thayer, Esq..... "
Enoch Train " ..... "
E. C. Bates, " ..... "
F. W. Thayer, " ..... "
Wm. Whiting, " ..... "
Geo. M. Thacher, " ..... "
David Dyer, " ..... "
Alvin Adams, " ..... "
Billings Briggs, " ..... "
David Weld, " ..... "
Hon. Ebenezer Lane, } ..... Sandusky.
E. F. Osborne, Esq. } ..... Ohio.

The Prices of the New Series Gold Cases, are According to Size, viz:

SIZE 12.....
" 14.....$230
" 16.....
" 18..... 250
" 20..... 275
" 22..... 300

Recommendations:

Boston, Sept. 3, 1853.

The Compensated Lever Watch I purchased of you, made by Charles Frodsham, London, No. 7300, has varied but thirty seconds from mean time in six months, by actual daily comparison with your regulator.

Yours, &c., ALVIN ADAMS.
Mr. Simon Willard.

Boston, Feb. 4, 1854.

Mr. S. Willard Dear Sir—The Frodsham watch, No. 7557, I purchased of you last October, has performed wonderfully well. I have compared it almost daily by your Astronomical clock, and its variations for ninety days is but one second, or a loss of but one-hundredth of a second per day. I consider it better than any Marine Chronometer I ever used.

Yours truly,
FISHER A. NEWELL,
Late master of Sch., Honolulu.

Sandusky, Ohio. Jan. 1, 1854.

Mr. S. Willard, Dear Sir—More than six months ago I purchased of you two of Frodsham's best watches—up to this time, one of them, No. 7571, has altered from mean time but twenty-seven seconds, and the other, No. 7517, but twenty-three seconds in the same period.

Yours, respectfully.
E. F. OSBORNE.
To Mr. Simon Willard.

Gentlemen—On the 1st of April last I procured from Mr Willard, of Boston, one of Frodsham's improved series of watches. It was regulated and set to Cincinnati time. It has not, in that period, been suffered to run down, nor have the hands been moved, and to day it is 20 seconds only slow. Respectfully yours,

HENRY O. AMES,
Sup,t Cin. Ham. & Dayton Railroad.
August 18, 1854.

To Messrs. Beggs & Smith.

The following is an extract from a letter of William Brown, Esq., Springfield, Ohio, engineer on the M. R. & L. E. R. R., who has personally kept the rate of several of Frodsham's watches.

"Finally from what I have known of Frodsham's watches, I am very strongly impressed with the idea, that they are a decided improvement on all other timekeepers, and were they set in gimbalis and used with the same care, I think their performance would equal that of Mr. Frodsham's celebrated box chronometer, and would answer the same purpose for determining longitudes."

Sept. 21-6*

Railroad Car Findings.

BRIDGES & BROTHER,

64 Courtlandt Street, New York.

Wheels & Axles, Jaws, Boxes, and Castings Fitted

Wrought Nuts, Bolts, & Washers,

Engine and Car Screw Bolts, all sizes; Coach Lag and Telegraph Screws.

LOCOMOTIVE ENGINE LANTERNS,

From the best Manufacturers, and at their prices. Car Hand, and Signal Lanterns.

Cotton Duck for Car Covering,

Of any required width to 124 inches.

ENAMELLED HEAD LININGS,

Plush and Curled Hair.

Hand Cars and Baggage Barrows. Passenger, Freight-Car, and Switch Locks, Door Knobs and Butts. Brass and Iron Wood Screws. Brass and Silver Plated Trimmings for Windows and Seats. Varnish, Coach Japan, and Glue; Paints, Varnish and Glue Brushes.

Silver Plated and White Metal Letters. Engine and Signal Bells, anti-friction or Babbitt Metal.

Portable Forges and Jack Screws.

Hemp Packing, American, Russia, and Italian. Conductors' Badges and Baggage Checks. Iron, Bronzed and Brass Hat Hooks. Ventilators and White Metal Rings. And all other Articles pertaining to Cars.

ALBERT BRIDGES,
Late Davenport & Bridges, Car Manufacturers,
Cambridgeport, Mass.
ALFRED BRIDGES,
Late Davenport, Bridges & Co., Fitchburg, Mass.

†oc6

Locomotive Tires and Car Axles.

THE undersigned is prepared to supply Railroad Companies and Builders with Tires and Axles of superior quality and finish, made from faggotted charcoal iron, formed and finished entirely under the hammer. For the character of the manufacture he refers to builders and companies who have used them in the West.

A. S. WINSLOW
mr.24-†] 9 and 11 West Second St., Cincinnati.

G. ESCOL SELLERS.....C. D. DANA.

SELLERS & DANA,

AGENCY FOR THE SALE OF

Railroad Materials and Machinery,

THIRD STREET, (west of Burnet House.)

CINCINNATI, OHIO.

HAVING OPENED a depot for the sale of all articles used by Railroad Companies, we will fill orders promptly at manufacturers' prices, and are now prepared to furnish

Locomotives, Cars, Car-Wheels, and Axles. Ames' Tire and Crank Axles, Chairs and Spikes. Locomotive Head Lights, (of several makers) Car, Conductor's, Signal, Switch, Stoker and other Lanterns. Drawbridge and cross Road signal Lights; Gum Packing and Hose, assorted Car Trimmings, Enameled head and seat Linings, Plated and White Metal Letters.

—ALSO—

Machinists' Tools, particularly adapted to Railroad Work, Mill Work, Shafting and Shop outfits, Punching and Shearing Machines, for Boiler Work; Planers, Lathes, Drills, Portable Forges, etc., etc. Oak-Tanned Belting, of superior quality of all sizes. jy.1-†3.

JAMES W. HOOKER,

Commission Merchant,

AGRICULTURAL WAREHOUSE,

—AND—

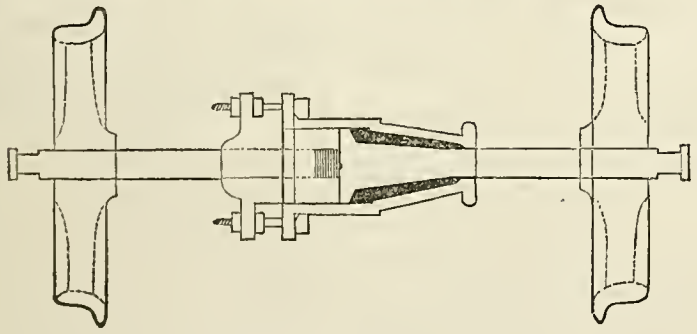
MACHINERY DEPOT,

35 Lloyd Street,

BUFFALO, N. Y.

Commission Dealer in Portable and Stationary Engines Iron Planers, Lathes, Universal Checks, Belting, Oils, Rubber Packing and Hose, Scales, Safes, Mill Stones and Machinery generally. Post Paid Letters will receive prompt attention je. 1-tf.

DENNEY'S DIVIDED CAR AXLE.



PATENTED JANUARY 31ST, 1854.

THE ATTENTION OF RAILROAD COMPANIES is respectfully invited to an examination of the merits of this valuable invention, which offers to add largely to the safety of life and property.

The valuable features of this arrangement of axle are, a saving of full fifty per cent. in motive power on crooked roads: the rails are protected from being destroyed by the flanges of the wheels coming in contact with them on the curves, as is the case with the stiff or rigid axle, which not only destroys the rail but puts a constant strain upon the wheel and axle, causing the wheel on the inner rail to trip or revolve upon the rail under the weight of the car and its load, while the opposite wheel is traversing its greater distance; the tendency of which, is to wear the wheel flat, and cause it, or the axle, to break sooner or later. There is less danger of the car leaving the track from its having become spread.

Axles fitted in this way do not require to be near so large, and yet contain more strength than the common axle, for the reason that the liberty given to the wheels, which allows them to accommodate themselves to the curvatures of the road, removes wholly the strain thrown upon the ordinary axle; and therefore, it requires no more strength of iron at any point between the wheels, than is contained in the bearings, which in the ordinary axle, is not more than one-third of the strength of the other portions of the axle.

The elongated bearing which forms the connection is so proportioned as not to wedge or become tight in the alloy, the wear being almost imperceptible, requiring to be set up not oftener than once in twelve months, by a slight tightning of the screw nuts. If, from long service, the alloy becomes worn out, it can be refitted, making it as perfect as when first fitted up, and the gauge of the wheels will never become changed so as to injure the running of the car.

It is after a series of the most careful experiments, conducted through a period of time sufficient to test in the most satisfactory manner, the real merits of divided car axles, and a thorough and practical test in real service of over two years, that we now offer to Railroad Companies one that we are assured will give universal satisfaction in its operations, and both simple and cheap in its construction.

We are now ready to dispose of rights to use the above axle on the following terms: We guarantee full and perfect satisfaction by giving ample time to thoroughly test its merits, and will require no payment to be made until such satisfaction has been given. All applications to be made to

SAMUEL L. DENNEY,
Christiana, Pa.
Or, to **CHRISTIAN UMBLE,**
Gap, Pa.

jy.10†

TYLER DAVIDSON & CO.,

Agents for the

BOSTON BELTING COMPANY

India Rubber Machine Belting in any quantity, from 2 to 20 inches.

India Rubber Steam Packing;

Mixed	do	do	1-32 to ¼ inch thick.
Plain	do	do	1-32 to 1 inch thick.
Pure	do	do	

Pipe and Manhole Rings, all sizes;

Square or Rope Packing, do.

HOSE.

India Rubber, Hydrant, Conducting, Fire Engine, and Locomotive, of all sizes, manufactured from the best of Vulcanized Rubber, and for sale only by the agents.

Car Springs, and all other kinds of Vulcanized India Rubber used for Mechanical and Manufacturing purposes.

The undersigned, having been appointed Agent of the Boston Belting Company, beg leave to advise Dealers and Consumers that they are now prepared to supply the above goods in any quantities, on the most favorable terms. On hand and for sale,

50,000 Feet Vulcanized India Rubber Machine Beltings, from 2 inch to 20 inches, 3 and 4 ply.

TO STEAMBOATS AND RAILROADS.

India Rubber Hose, for Pavements, Streets, Gardens, Locomotives, Engines, etc.

40,000 feet Hose, 3, 4, 5, 6, and 7 plys, suitable for pavements, streets, gardens, locomotives, fire engines, etc., 1 to 3 inch, warranted extra quality. Also,

THE vulcanized India Rubber Break Springs now in use by all the Eastern Railroads, and posessing decided advantage over the Steel Springs now in use, for the following reasons:

1st, They are much easier put on.

2d, They are a great deal cheaper.

3d, They are much more durable than steel, and no time lost in making them, the weather having no effect on them.

ALSO—Large 6 inch hose for water stations. This is a new and important invention. The coldest weather will have no effect on them whatever They are warranted to remain as pliable, in the COLDEST of weather, as they are in 150 Fahrenheit heat.

Armitage Anvils, -10 casks, assorted weights now in store.

Allen's Revolvers and Self-Cocking Pistols.—Now in store, a large assortment of the above, 3, 4, and 5 inch Revolvers; 3, 4, 5, and 6 inch Pocket Pistols. Also, Dueling Pistols.

Leland's Superior C. S. Car and Auger Bitts.—All sizes.

Brass Kettles, and Sheet Brass, &c.—Brass Kettles, assorted from 6 to 30; Sheet Brass assorted from No. 0 to 30; Brass Wire, do do do.

Star Breast Chains.—Four casks of those superior double-linked Chains, just received.

Walker's Trace Chains.—70 casks of those superior goods, warranted full length and sizes, 8 to 20 links, straight and twisted, now in store.

American Anvils.—Eagle brand, faced with with cast steel, and warranted by the manufacturers equal to Armitage's Mousehole.

Plated Spoons.—Plain, tipped, and threaded heavy plate, on best quality of German Silver.

Premium Gimlet Screws.—10,000 gross just received.

Mill Saws. Hoe & Co's C. S. Wm. Rowland's, and W. H. Rowland's 6, 6½, 7, 7½, and 8 ft

Cross Cut Saws.—Hoe & Co.'s C. S., Johnockerell's C. S. and G. S., Wm. Rowland's and W. & H. Rowland's 5, 5½, 6, 6½, 7, 7½, and 8 feet Also, 4 and 4½ feet Tennon Saws.

Axes—1000 doz. Axes, assorted Yankee and Kentucky patterns, first, second, and third quality

Nails.—4000 kegs Shoenberger's and Wheeling Nails, now in store.

For sale by TYLER DAVIDSON & CO.,
mr 3 140 and 142 Main street

The Shortest, Quickest and Best
ROUTE TO LOUISVILLE.

MADISON, INDIANAPOLIS, PERU, TERRE HAUTE, MICHIGAN CITY, CHICAGO, GALENA, ST. LOUIS, AND NEW ORLEANS.

OHIO & MISSISSIPPI RAILROAD,

ON MONDAY, SEPTEMBER 18, AND UNTIL FURther notice, the Passenger Trains will run as follows:

For Louisville and New Albany.

Leave Cincinnati at 7.15 A. M. and 3.15 P. M., connecting with the Jeffersonville Railroad at Seymour, and arrive at Jeffersonville, opposite Louisville, at 1 o'clock P. M., and at 9 P. M.

Returning—Leave Jeffersoneille at 8.30 A. M., and 3.15 P. M., arrive in Cincinnati at 2.30 P. M., and 9.30 P. M. No delays in connecting with any other Railroad,

Fare $2 50.

For Indianapolis..

Leave Cincinnati at 7.15 A. M., and 3.15 P. M., connecting with the Indianapolis and Cincinnati Railroad at Lawrenceburg, for Indianapolis, and all the principal cities and towns of the North and West.

Returning—These trains arrive in Cincinnati at 4.05 P. M., and 9.30 P. M.

Fare $3 00.

For Lawrenceburg and Aurora.

Leave Cincinnati at 7.15 A. M., 10 45 A. M., 1.27 P. M., and 5 P. M., stopping at all the regular statinns.

Returning—Leave Aurora at 6.50 A. M., 3.15 P. M., 2.55 P. M., and 8.23 P M., stopping at all the regular stations, and arrive in Cincinnati at 8.10 A. M. 2.30 P. M., 4.05 P. M., and 9 30 P. M..

FREIGHT TRAINS for Jeffersonville and all intermediate stations, leave Cincinnati at 9.30 A. M.

For further information see handbills, or apply at the Ticket Office, on Fourth street, north side, four doors from Vine street, oposite new Custom-house.

S. S. POST.
Chf. Eng'r and Supt.

Passengers, by leaving their address at the Ticket Office, will be called for by St. Louis and Cincinnati Omnibus Line.

Omnibuses call at all the principal Hotels, for each train. W. S. BABCOCK, Agent,
Sept 5. St. Louis and Cincinnati Omnibus Line.

Cincinnati to Indianapolis.

TO CHICAGO IN 15 HOURS.
TO ROCK ISLAND IN 25 HOURS.
TO ST. LOUIS IN 31 HOURS.

ALL THE WAY BY RAILROAD.

FOR Terre Haute, La Fayette, Michigan City, Chicago, Peru, Galena, Rock Island, and St. Louis.

Passengers will find this the most pleasant route of any to the West, as it passes through the richest and most thickly settled portion of the State of Indiana. In taking this route, passengers will reach Terre Haute, Lafayette, Peru, Michigan City, Chicago, Rock Island, Galena and St. Louis, as soon as by any other leaving Cincinnati, and with less fatigue, in consequence of several of the other roads not being fully ballasted.

TO TERRE HAUTE AND LAFAYETTE BY DAYLIGHT, by way of Hamilton, Eaton and Richmond.

CINCINNATI, LOGANSPORT AND CHICAGO RAILROAD.—Three daily trains, at 6.30 A. M., 8 A. M., and 4 P. M., from Cincinnati, Hamiltou and Daytnn Railroad Depot.

Passengers leaving Cincinnati on the 6.30 A. M. Lightning Express, reach Indianapolis at 11 A. M., resume at 1.15 P. M. for Terre Haute, and 12 M. for Lafayette, Michigan City, Chicago, Galena, Rock Island and St. Louis, reaching Chicago at 8.30 P. M., in time to connect with night trains for Galena, Rock Island and St. Louis.

Baggage checked to Indianapolis.

Passengers leaving Cincinnati at 8 A. M., Richmond Mail Passenger Train reach Richmond at 11.05 A. M., connecting with trains for Hagerstown and New Castle. Returning leave Richmond at 3.10 P. M., arriving in Cinninnati at 6 P. M. This train stops at all way and flag stations.

FARE:

From Cincinnati to	Richmond	$1 75
"	New Castle	2 50
"	Indianapolis	3 50
"	Terre Haute	5 75
"	La Fayette	5 50
"	Michigan City	7 75
"	Chicago	9 00
"	Rock Island	14 00
"	Galena	14 25
"	Saint Louis	15 50

Passengers leuving Cincinnati on 4 P. M. train, sleep at Indianapolis, resume at 6 A. M. for Lafayette, Chicago and Rnck Island, and 1.15 P. M. for Terre Haute.

For information and through tickets, please apply at the General Railroad Ticket Office, No. 169 Walnut st., next door below the Gibson House, or to W. A. Latham, at the Cincinnati, Hamilton and Dayton Railroad office, corner of Broadway and Front Streets, under the Spencer House, or at the Sixth street Depot.

JOHN W. SHIPLEY, Agent.

The Omnibus Line will call for passengers in any parl of the city, by leaving their orders at the offices.
oct. 19. W. H. SMITH Conductor.

Pittsburgh, Philadelphia,
BALTIMORE AND NEW YORK.

NEW ROUTE OPENED TO NEW YORK, ALL THE WAY BY RAILROAD, VIA **CINCINNATI, HAMILTON & DAYTON RAILROAD.**

The quickest, cheapest and most pleasant route to Pittsburgh, Philadelphia, Baltimore and New York.—Depot in the West end of the city.

Only route via Pittsburgh by which through tickets can be obtained from Cincinnati to New York.

One less change of cars than any other route.

Passengers leaving Cincinnati, on 6 o'clock morning train of Cincinnati, Hamilton & Dayton Railroad, go through to Crestline without change of cars, and, after 30 minutes for dinner, proceed by Ohio & Pennsylvania Railroad, arriving at Pittsburgh at 8 o'clock P. M.: leave Pittsburgh via Pennsylvania Central Railroad, at 9 o'clock, P. M., and arrive in Baltimore and Philadelphia at 12 o'clock and 30 minutes (noon) next day; and from thence via Kensington and Jersey City, or Camden and Amboy Railroads, arriving in New York at 4 P. M.

Second Train:

Leaves Cincinnati, Hamilton and Dayton Railroad at 8 o'clock and 20 minutes every morning; arrives at Crestline at 4:20 P. M., and Pittsburgh at 12 o'clock and 30 minutes, midnight; and after a comfortable night's rest, resume by 7 o'clock A. M. Train, arriving in Philadelphia and Baltimore at 12 o'clock and 30 minutes, midnight.

The only offices in Cincinnati at which Through Tickets can be purchased from Cincinnati to New York, via Pittsburgh and Philadelphia, are under the Spencer House, and one door below the Gibson House on Walnut street.

FARE:

From Cincinnati to Pittsburgh, first class		$ 7 00
"	" front car	5 00
"	" Philadelphia	14 00
"	" Baltimore	14 00
"	" New York, via Pittsburgh and Philadelphia, all the way by railroad	16 00

For through tickets and information, please apply at Cincinnati, Hamilton and Dayton Railroad Office, north west corner of Broadway and Front streets, under the Spencer House, or to J. W. SHIPLEY, at Railroad Office on Walnut street, between Fourth and Fifth streels, one door south of the Gibson House, or at Sixth street Depot.

H. O. AMES, Superintendent.
W. A. LATHAM, Agent.

The Omnibus Line will call for passengers by leaving their orders at the offices.
Sep. 7, tf. WM. H. SMITH, Conductor.

NOTICE TO CONTRACTORS
Mobile and Girard Railroad.

SEALED PROPOSALS will be received by the undersigned at this office, until the first day of December, for the Clearing, Graduation, Track-Laying, together with the building of all Bridges and Culverts of the Western Division of the Mobile and Girard Railroad, extending from Mobile to Greenvile, covering a distance of 130 miles.

The work will generally be divided into one mile sectlons, and bids may be made for one or more of these seclions. Separate proposals are desired for the Track-laying, building of Bridges and Culverts, likewise for the building of the Trestle-work, 5½ miles in length, across the Tensas and Mobile Rivers, with the intervening swamps. The trestle-work will be 12 feet high, built upon Black Cypress Piles, found in abundance and adjacent to the line; the two rivers will be crossed with the common Pile Bridging with Truss Pivot Draw in the center of each.

Specifications with the form of the contract and proposals can be had of the undersigned upon application.

Plans, profiles and estimates of that portion of the line are now ready for examination. Parties proposing will please designate it as such upon the envelope.

The country is healthy, with no swamps after leaving the Tensas River. From Mobile to the river, 18.5 miles the grading is light and country very healthy at all seasons of the year. After the line leaves the Tensas River, it passes through, and on the ridge that divides the Alabama and Conecuh waters, easy of access by the Alabama River, and through a section of country well stocked with provisions.

Payments will be made one-tbird (⅓) in current funds, one-third in the capital stock of the Company, boaring (.08) per cent. interest payable in stock, until the rnad is completed, then to cease and become common stock of the road, and relying upon the earnings of the same for dividends; the balance (⅓) one-third to be paid in the (.08) per cent. convertible bonds of the Company, maturing in (5) or more years, at the option of the contractors, coupons payable semi-annually either in Columbus, Ga., Mobile, Ala., or at New York, at the option of the holder.

To bidders personally unknown to the undersigned, bond and approved security will be required to an amount not exceeding (¼) the amonnt of the contract, for the timely and faithful completion of the same.

22½ miles of the road from Girard west, will be open for business the first of November, and 52 miles 9 months therefrom; it is the intention to have the entire line of 245 miles open for business early in 1858.

Sept. 28, 1854-9t. GEO. S. RUNEY.

Baltimore & Ohio Railroad.

380 MILES BETWEEN WHEELING AND BALTIMORE.

THIS Road was opened to the Ohio River in the spring of 1853, and has already established a high character with the business community of the West. Its facilities for the transportation of freights are already superior to those of any other great through line—while the attractions of the country through which it runs, and its many admirable provisions for the expedition, comfort and safety of travelers, it has received such favor as a passenger road, (with its present connections,) as to show that it will become the preferred route for all portions of the West and South-West as soon as its further connections are formed by the completion of the Central Ohio, North-Western Virginia and other Railroads now rapidly finishing.

FOR PASSENGERS BY THIS ROUTE,

Through Tickets from all Parts of the West,

ARE NOW SOLD IN

Cincinnati, Louisville, Madison, Indianapolis, St. Louis, Chicago, Toledo, Detroit, Cleveland, Columbus, Zanesville and other Cities.

AT ALL OF WHICH ARRANGEMENTS HAVE BEEN EFFECTED

For Sending Travelers Direct to
WASHINGTON, BALTIMORE, PHILADELPHIA, NEW YORK, and other ATLANTIC CITIES.

FOR FREIGHTS IN EITHER DIRECTION

The fullest accommodations are provided. In motive power and Cars, the company has abundant resources, which are being further extended to meet the demands of Western Trade. In the dispatch and regularity of transpart, and in the careful landing of property, this road challenges a comparison with its rivals. At Baltimore, the road connects directly in the streets and at the wharves with the

PHILADELPHIA AND NEW YORK RAILROADS,

The numerous Steamers of the Parker Vein Line to New York and Boston, the Ericsson Steamers by Canal to Philadelphia and New York,

And various other Lines of Steamers and Sailing Vessels to the Eastern Ports, and to Richmond, Norfolk, Charleston, Savannah, etc.

J. B. FORD is the Company's Receiving Agent at Wheeling.

WM. G. HARRISON, President. *JOHN H. DONE*, Mast. of Transportation, Baltimore.

je. 8†

COLUMBUS PIQUA, AND INDIANA RAILROAD.

New route from Columbus, West and from Urbana, East.

On and after Monday September 19, 1853, two trains per day, (Sunday excepted) each way, will run on this Road, between COLUMBUS and URBANA. Will leave Columbus at 4.50 a.m., and 3.30 p.m.—arriving at Urbana at 8.12 a.m., and 6.14 p.m. Returning—will leave Urbana, for Columbus, at 9.15 a.m., and 3.00 p.m.—arriving at 12.05 and 6.55 p.m.

The 4.50 a.m. train, from Columbus, will connect with the night Express train from Cleveland and arrive at Urbana in time for the morning train north for Sandusky and intermediate points. Persons arriving by the morning Cleveland and Zanesville trains can have a few hours at Columbus and leave by the 3.30 p.m. train—arriving at Urbana in time to get supper and take the 5.35 p.m. train for Dayton and Cincinnati.

The 9.15 a.m. train from Urbana connects with the morning train from Cincinnati and Dayton that arrives at Urbana 8.49 a.m.—arriving at Columbus at 12.05 p.m in time for the 1 p.m. train for Cleveland, connecting with the Buffalo and Dunkirk boats. The 3.00 p.m. train will leave Urbana on the arrival of the Sandusky train—reaching Urbana at 2.45 p.m.—and arrive in Columbus in time for the various night trains.

A line of Omnibuses will connect with the trains at Urbana for the conveyence of passengers to and from Piqua and Greenville over a good Macadamized road.

A. G CONOVER, Snp
Piq ua, Sept. 13, 1853. s29-tf.

Shortest Route to Indianapolis, Chicago, and St. Louis by Indianapolis & Cincinnati Railroad,

VIA LAWRENCEBURG,

IN connection with the **OHIO & MISSISSIPPI RAILROAD,** Passenger Trains leave Cincinnati at 7:15 A. M., and 3:15 P. M. Arrive at Indianapolis at 11.30 A. M., and 8:30 P. M.

By morning train passengers arrive at Chicago in 14 hours, and St St. Louis in 28 hours.

Freight shipped to Indianapolis and all other points West and North without delay at cheapest rates.

Cars run from Lawrenceburgh to Terre Haute, Lafayette, Peru and Chicago, without unloading.

Office, foot of Main street corner of Water street.

SIDNEY RICE,
Cincinnati, Sept. 28, 1854· Agent.

Railroad Line.

Cincinnati, Hamilton & Dayton Railroad.

Fall Arrangement.

COMMENCING MONDAY, OCTOBER 9th, 1854.

PASSENGER Trains will leave the Sixth-street Depot as follows:

First Train

At 6.30 A. M., Lightning Express for Hamilton, Richmond, Indianapolis, Terre Haute, Lafayette and Chicago, direct.

Second Train

At 8 A. M., for Hamilton, Eaton, Richmond, Dayton, Troy, Piqua, Sandusky, Toledo, Chicago, Clyde, Cleveland, Buffalo, New York, Boston, Pittsburgh, Philadelphia, Baltimore, Washington, etc.

Third Train

At 2.15 P. M., for Dayton, and intermediate stations, Troy, Piqua, etc.

Fourth Train

At 4 P. M., for Hamilton, Richmond, Indianapolis, Terre Haute, Lafayette Chicago, Dayton, Springfield, Urbana, Kenton, Carey, Crestline, Pittsburgh, Philadelphia, Baltimore, Washington, etc.

Fifth Train

At 5.20 P. M., for Hamilton and intermediate stations.

The 1st Train, Express,

Will stop at Cumminsville, Lockland and Glendale.

2d, 3d, and 4th, Trains,

Will stop at all regular stations.

Fifth Train

Will stop at all regular stations and at flag stations on signal or notice to the Conductor.

The 1st Train

Will connect at Richmond at 9 A. M., with Train of Indiana Central Road for Indianapolis; arrive at that place at 11.30 A.M., thence to Terre Haute, Lafayette, and Chicago without detention. Time as short as by any other route.

2d Train

Will connect at Dayton at 10.30 A. M., with Mad River Train for Sandusky and intermediate points; also at Crestline at 4.20 P. M., with the Ohio & Pennsylvania Train for Pittsburgh, Philadelphia, Baltimore, Washington, etc. The same train will connect at Clyde with Toledo and Cleveland Train to Toledo, Chicago, and intermediate points. Also, with Dayton and Michigan Railroad to Troy and Piqua, and at Piqua with Doyle & Co's Canal Packet Line to all points on Wabash and Miami Canals, and at Dayton with Dayton and Greenville Railroad to Greenville, Union, and all points on Bellefoutaine and Indianapolis Railroad at 2.30 P. M.

3d Train

Connects at Dayton with Train for Troy, Piqua, etc. Also, with train of Dayton and Western Road for Indianapolis

Fourth Train

Will connect at Richmond at 6.40 P. M., with Indiana Central Train for Indianapolis, Terre Haute, Lafayette, and at Dayton with Mad River and Lake Erie Railroad for Springfield, Urbana, Kenton, Carey, Crestline, Pittsburgh, Philadelphia, Baltimore and Washington.

FARE:

From Cincinnati	to	Hamilton	$ 60
Do	do	Eaton	1 35
Do	do	Richmond	1 75
Do	do	Indianapolis	3 50
Do	do	Terre Haute	5 75
Do	do	Lafayette	5 50
Do	do	Chicago	9 00
Do	do	Dayton	1 50
Do	do	Troy	2 10
Do	do	Piqua	2 35
Do	do	Springfield	2 10
Do	do	Toledo	5 75
Do	do	Cleveland	6 00
Do	do	Pittsburgh, first class	7 00
Do	do	do front car	5 00
Do	do	Philadelphia	14 00
Do	do	Baltimore	14 00
Do	do	New York, via Pittsburgh and Philadelphia, (Railroad all the way)	16 00

For further information or tickets apply to W. A. LATHAM, General Agent, at the office, corner Broadway and Front streets, under Spencer House, or at the Office on Walnut street, next door to the Gibson House, or at the Sixth street Depot.

HENRY O. AMES,
Sup't.

Cincinnati, Oct. 19, 1851.

Marietta & Cincinnati Railroad.

OPEN between CHILLICOTHE and GREENFIELD, Connected by Stage at Hillsborough, with Hillsborough and Cincinnati, and Little Miami Railroad Trains, forming a through daily line each way.

On and after Monday, the 8th of May, passenger trains will run as follows, viz:

Leave Chillicothe at 9 00 A. M.
Returning do Greenfield at 5 30 P. M.

Passengers from Cincinnati leave by Little Miami Railroad, at 7 40 A. M., dine at Hillsborough and reach Chillicothe the same Evening.

Fare from Cincinnati to Chillicothe, $3 45.

J. W. STOWELL,
Sup't.

Chillicothe, May 6th, '54—

Railroad Line.

Fall Arrangement.

To New York, via Railway, in	34	hours.
To Philadelphia in	31	"
To Baltimore in	31	"
To Boston in	36	"
To Buffalo in	16½	"
To Dunkirk in	15	"
To Cleveland in	9½	"
To Pittsburgh in	14	"
To Sandusky in	8½	"

BY THE

CINCIN'I, COLUMBUS & CLEVELAND ROUTE.

VIA LITTLE MIAMI RAILWAY.

THE ONLY ROUTE AUTHORIZED TO RECEIPT Passengers, via Lake Shore Railroad.

FIVE DAILY TRAINS—NEW ARRANGEMENT.

Passengers by 6 o'clock A. M., Train Little Miami Railroad, breakfast at Cincinnati, and dine the following day in New York, Philadelphia or Baltimore.

The 6 o'clock A. M. Train, Little Miami Railroad, is the only train leaving Cincinnati by which passengers have direct connection via Pittsburgh to Baltimore.

First Train—Railroad Lightning Express at 6 o'clock A. M., making direct connection to Crestline, Pittsburgh, Philadelphia, Baltimore and New York; at Cleveland, to Dunkirk, New York and Boston; at Buffalo, to Albany, New York, Boston, etc. Connects to Sandusky; also at Columbus to Zanesville, and at Springfield to Delaware.

Second Train—Accommodation Express, at 8 o'clock, A. M., connects at Cleveland with Lake Shore Railroad to Dunkirk, New York and Boston, and to Buffalo New York and Boston; also connects at Sandusky with steamer BAY CITY, to Detroit; at Crestline to Pittsburgh; at Columbus to Zanesville and Cambridge. Stages to Wheeling, and Railroad to Baltimore, etc.; at Morrow to Lancaster; at Loveland to Hillsboro'; and at Blanchester to Chillicothe.

Third Train—At 3.05 o'clock P. M., for Morrow, Lancaster and all the way stations.

Fourth Train—Accommodation, at 4.45 o'clock P. M. for Springfield, Xenia, and all way stations. Connects at Loveland to Hillsboro.

Fifth Train—Night Express, at 5 45 P. M., making direct connection at Crestline to Pittsburgh, Philadelphia and New York; at Cleveland to Dunkirk, New York and Boston; at Buffalo to Albany, New York and Boston, etc.

FARE.

From Cincinnati to New York via Lake Shore Railroad	$18 00
From Cincinnati to New York via Railroad and Hudson river steamer	17 00
From Cincinnati to Boston	19 00
From Cincinnati to Philadelphia or Baltimore	14 00
From Cincinnati to New York via Philadelphia,	16 00
From Cincinnati to Buffalo	9 50
From Cincinnati to Dunkirk	8 60
From Cincinnati Pittsburgh	7 00
From Cincinnati to Pittsburgh, (front car)	5 00
From Cincinnati to Cleveland	6 60
From Cincinnati to Sandusky	5 00
From Cincinnati to Detroit	7 00

FOR THROUGH TICKETS

And for all information, please apply at the old established General Railroad office, in the three-story yellow building, southeast corner of Broadway and Front-street, directly opposite the Spencer House, Railroad Hotel and Mailboat Landing, or at the Eastern (Little Miami) Depot, East Front-street.

P. W. STRADER, Gen'l Agent.

THE OMNIBUS LINE

Will call for passengers in any part of the city, by leaving their directions at the above office, southeast corner of Broadway and Front street, directly on river bank

J. H. HOWELL,
Conductor.

oct. 19.

Change of Time on Cincinnati, Hamilton, Eaton & Richmond Railroad.

ON and after TUESDAY, April 4th, 1854, the Morning Train for Richmond and Indianapolis, will leave Depot, foot of Sixth street, at 6.10 o'clock, A. M.

Passengers by this Train connect at Indianapolis with the 1 o'clock, P. M. Train on Lafayette and Indianapolis Railroad for Lafayette and Chicago; arriving at Chicago by 9 o'clock, P. M., of same day, being 9 hours less time than by any other railroad route leaving Cincinnati.

Also, connect at Indianapolis with 1.15 P. M. Train for Terre Haute.

Trains for St. Louis leave Chicago at 11 o'clock P. M., after the arrival of 1 P. M. Train from Indianapolis in the morning, making this the quickest route by far between Cincinnati and St. Louis.

Evening Train will leave as usual, at 3.30 P. M. connecting at Richmond with 7 P. M. Train for Indianapolis; arriving at Indianapolis at 10.30 P. M.

FARE—Cincinnati to Richmond	$1 75
Cincinnati to Indianapolis	3 00
Cincinnati to Chicago	9 00

D. M. MORROW, Sup't.

ap. 6

Covington and Lexington Railroad.

1854. 1854.

OPEN to Paris.—Direct Railroad connection with Lexington, Frankfort and Louisville.

Two Daily Passenger Trains.

On and after MONDAY Oct. 9th, 1854, and until further notice, Trains will run as follows:

Express Train leaves Covington at 7 o'clock, A. M. stopping at Grant's Bend New Philadelphia, Canton, Benton, Clarkson, Demossville, Butler, Irving, Falmouth, Callenville, Boyd's, Berry's, Robinson's Garnett's Cynthiana, Laird's and Kiser's and arriving at Paris at 11.20 A. M.

Returning, leave Paris at 12 o'clock M., stopping as above, and arriving at Covington at 4.35 P. M.

Through passengers by this train connect directly at Paris with Maysville and Lexington road, and arrive at Lexington at 1 o'clock P. M., connecting at Lexington with the stage lines for Danville, Winchester, etc., and with the afternoon train of the Lexington and Frankfort road, for Frankfort and Louisville.

Returning, leave Lexington at 10 o'clock, A. M., and arrive at Covington at 4.35 P. M., in time for the Evening Express Trains North and East.

The Accommodation Train leaves Paris at 5.30 A. M., stopping at all regular and flag stations and arriving at Covington at 10 25 A. M.

Returning, leave Covington at 2.40 P. M., stopping as above, and arriving at Paris at 7.25 P. M.

Through passengers by this train lie over night at Paris and arrive at Lexington at 8.30 next morning.

Freight Trains leave Covington daily, Sundays excepted, at 2.40 P. M.; freight received up to 12 M., for the train of same day.

RATES OF FARE.

Covington to Lexington	$3 00
Covington to Paris	2 40
Covington to Cynthiana	2 00

FOR THROUGH TICKETS,

Apply at the Cincinnati, Hamilton and Dayton Railroad Ticket Office, W. A. Latham, Agent; Little Miami Railroad Ticket Office, P. W. Strader, Agent; or at the Depot, Covington.

J. M. DOUGHERTY,
Superintendent.

☞ The Omnibus Line will call for Passengers in any part of the city, by leaving directions at the above offices.

CLAYTON & GRANT.

oct. 17.

Cincinnati, Wilmington and Zanesville Railroad.

OPEN TO LANCASTER.—Two daily Trains, (Sundays excepted) between Lancaster and Cincinnati. On and after Monday, June 26th, 1854, until further notice, trains will run as follows:

The morning Train leaves Lancaster at 5.10 A. M., and arrives at Cincinnati at 11.15. Returning leaves Cincinnati at 3.05 P. M. and arrives at Lancaster at 9.30 P. M

The downward accommodation train leaves Lancas- at 10.05 A. M., and arrives at Cincinnati at 5.40 P. M.

The upward accommodation train leaves Cincinnati at 7.30 A. M., and arrives at Lancaster at 4.00 P. M.

Trains will stop for passengers as follows: At Amanda, Stout's, Circleville, Williamsport, Four Corners, New Holland, Washington, Rattle Snake, Sabina, Cross Roads, Wilmington, Sligo, Clarksville and Morrow; and on the Little Miami Road at Deerfield, Butterworth's, Water Station, Loveland, Miamiville, Milford and Plainville, and on proper signal by flag, or to the Conductor, at Branch Hill and Linwood, at Turnpike.

The downward Trains connect at Morrow with the Trains on the Little Miami Road for Columbus.

Lines of Omnibusses and Packets will run between Circleville and Chillicothe, and Stages and Packets between Lancaster, Logan, Nelsonville, Athens and Pomery; and Stages between Lancaster, Somerset and Zanesville connecting with the morning train from, and evening train to, Cincinnati.

Fare from Cincinnati to Washington	$2 50
" " " " Circleville	3 00
" " " " Lancaster	3 60
" " " " Chillicothe	4 00

For other information and Tickets, apply at Ticket office, corner of Broadway and Front sts, and at the Little Miami Depot, or to the Station Agents on the line.

E. W. WOODWARD,
Engineer and Superintendent.

☞ The Omnibus Line will call for and deliver passengers to and from the trains to any part of the City.

J. HOWELL, Conductor.

☞ The Company will not be responsible for baggage exceeding $50 in value, unless the same be returned to the Conductor or Agent, and freight paid at the rate of a passage for every $500 in value above that amount.

je. 29

Locomotive for Sale.

ONE 8 wheel, 16 ton Engine, Cylinder 13 by 20, 4½ feet driving wheels, 2 pair drivers connected, and truck. Tender holding about 1400 gallons.

The Engine is in good condition; manufactured by Rogers, Ketchum & Grosvenor, Patterson, N. J.

Address ENOCH JOHNSON,
Sup't C., Z. & C. RR.
Akron, Ohio.

jy.20-tf.

WHEELBARROWS!



ON hand, Wheelbarrows, of my own manufacture suitable for Railroad, Turnpike, Canaling, etc., in ots to suit purchasers. Orders filled for any reasonable amount. HENRY RCCKEY,
jy. 20. No. 21 East Front st.

CAR MANUFACTORY,

Dayton, Ohio.

E. THRESHER & CO., having enlarged their shops, are prepared to contract on favorable terms, for building every variety of railroad Cars, in any quantity and on short notice, made of the best materials, and of the most approved workmanship.

They are prepared also to furnish jaws and boxes; the Washburn Wheel, 30 and 33 inch, adapted to inside or outside bearing; cast iron frogs, steel plated; and switches of the most approved patterns.

They also manufacture blacksmith tuyeres, Harris' Patent; portable bolt forges: bolt heading and bolt cutting machines; upright drills, wheel presses; wood planers; tenoning and mortising machines, etc.

They respectfully invite the attention of railroad directors and superintendents to their establishment.
Dayton, Jan. 24th, 1853. jan.25-†

S. C. THOMSON & CO.,

MANUFACTURERS OF

PATENT PAD LOCKS,

For Railroad Switches, Merchandise Cars, Stores, Cemeteries, Iron Safes, &c.,

Cor. Railroad Avenue and Market st.,

'an.12† NEWARK, N. J.

PROSSER'S PATENT

Lap-Welded Iron Boiler Tubes.

TUBES screwed together, flush on both sides, for Artesian wells, etc. Free-joint Tubes, for Core Bars, Awning Frames, Leaders, etc.

Brass Boiler Tubes.

Patent Wrought Iron Blacksmiths' Water Tuyeres, Water Backs, etc.

Agents for Krupp's celebrated Cast Steel for Shafts' Railway Axles, Tires, Platers' Rollers, etc.

P. S.—All Tools necessary for the construction or keeping in order of Tubular Boilers.
THOS. PROSSER & SON
an.17† 28 Platt street, New York.

Norris' Locomotive Works,

PHILADELPHIA.

ENGAGED for many years in manufacturing Locomotives, offer to Railroad Companies to construe of any plan or size,

LOCOMOTIVES OF SUPERIOR QUALITY.

Our facilities for doing work have been largely increased this year, and orders can be executed with dispatch
jy. 27. RICHARD NORRIS & SON.

ALBERT H. NICOLAY,

AUCTIONEER.

HOLDS his regular auction sales of Stocks, Bonds, and other securities, every Monday and Thursday, at 12½ o'clock, at the Merchants' Exchange. First class Stocks, and Bonds, at private sale.

Office No. 4 Broad street, New York.

KENTUCKY LOCOMOTIVE WORKS.

CORNER OF KENTUCKY AND TENTH STS.

LOUISVILLE, KY.

THE Proprietors of the Kentucky Locomotive Works would respectfully inform Railroad Companies and the public generally that, having completed their establishment, they are now prepared to receive and execute orders with fidelity and dispatch.

They will contract for

Locomotives, Passenger, Baggage, Freight, Gravel and Hand Cars,

Of every style and pattern, as well as all kinds of St and Machinery required for railroads.

Particular attention will be paid to repairing, which they have every facility.

They are also prepared to contract on favorable terms for building all kinds of Machine Tools, such as Turning Engines, Lathes, Planers, Drills, Slotting, Spliting, and Shaping Machines, of every variety of pattern.

Having also a large FOUNDRY connected with the establishment, orders for Castings are solicited, and will be filled with promptness.

Car Wheels of any pattern can he furnished on short notice. Double and single plate and Spoke Wheels of all sizes constantly on hand.

☞ Communications or orders must he addressed to
OLMSTED, TENNYS & PECK,
Je.8-tf Louisville, Ky.

Lightner's Patent Axle Boxes for Railroad Cars.

THE attention of Railroad Managers and others is called to this valuable improvement in

AXLE BOXES.

The first cost and "fitting up" of these boxes is 20 to 25 per cent below that of most boxes in use. They will save about 75 per cent in consumption of oil. The construction is simple; they are not liable to become loose. nor "heated" by severe service. The Resevoir is held close to the shaft, and the oil journals, are secure from dust yet easy of access; the brasses may be removed from the journals, while under the car, in a few minutes. Cars furnished with these boxes run from 4 to 5 weeks without replenishing the oil, and are not detained from the road for repairs ONE TENTH part of the time which is necessary when other boxes are used.

The business of a railroad can be done with a much less number of cars, with these boxes than if any other kind are used.

The first railroad men in the country have certified that Lightner's improvements in AXLE BOXES are among the first of the times.

Models and Testimony of the above Boxes, may he examined, and arrangements may be made for the right to use the same, with the subscriber.
WILLIAM SHERBURNE,
PRINCIPAL AGENT,
May 18.6* Office, No. 167 Broadway, New York.

GUNPOWDER,

MANUFACTURED BY

The Hazard Powder Company.

HAZARDVILLE, CONN.

H. G. HAZARD, President.

A. E. DOUGLASS, Secretary.

THE undersigned are always prepared to furnish Mining and Blasting Powder to any extent, delivered at any point on the lines of railroads, or any other places of public improvements in the West or South, at the very lowest rates. Also, SAFETY FUSE of the best Eastern manufacture.

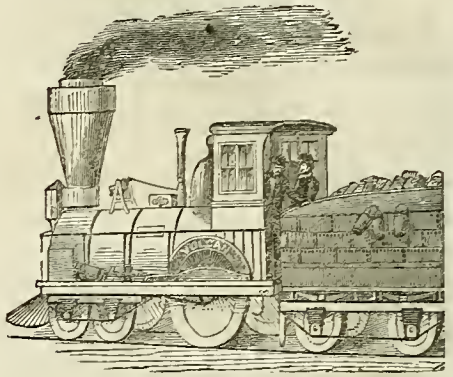
We would respectfully urge all contractors and consumers to call upon or correspond with either of us before arranging for their supplies elsewhere.

To the trade generally we would offer all the brands of Sporting and Rifle Powder manufactured by the above concern.
M. D. W. LOOMIS,
Southeast corner Main and Second Sts.
Cincinnati, Ohio.
S. H. LOOMIS,
Nashville, Tenn.
August 16, 1854. [au.18†

Myers' Patent Cylindrical Car.

NOTICE.—The Subscriber having become proprietor of MYERS' PATENT CYLINDER CAR, for a considerable portion of Western territory, including the State of Ohio, offers the same to Rail Road Companies on favorable terms. The public will be furnished within a short time with complete explanations of its operation, together with the results of actual experiments testing its applicability to all the uses for which it is recommended.
W. CLOUGH,
South-western Car Works.
Madison, Indiana, May 11.

Cincinnati Locomotive Works!



THE undersigned are prepared to furnish Locomotives equal in efficiency and durability to the best Eastern manufacture. Also, Shaping and Slotting Machines suitable for railroad shops. Also, all kinds of heavy forging and casting done at short notice. Also, bolts for bridges cut with dispatch.
ap. 20 MOORE & RICHARDSON.

ASHCROFT'S METALLIC STEAM GAUGE.

(BOURDEN'S PATENT,

THE subscribers offer for sale this valuable Gauge. It is adapted to Locomotive and other steam boilers, indicating with accuracy the continual variations of steam within the boiler, enabling the Engineer to maintain a uniform and safe pressure. Any of the Eastern Railroads may be referred to for proof of its importance and value. BRIDGES & BROTHER,
sep.15-tf 64 Courtlandt St., New York.

WASON'S CAR MANUFACTORY,

Near the Pittsburgh R. R. Shops,

CLEVELAND, OHIO.

Passenger, Baggage, Freight, Dumpers, Hand Cars, &c.,

Of the best quality in all respects, style, workmanship, and material, made to order with promptness.

Orders respectfully solicited, with the assurance that no pains will be spared to give entire satisfaction in all cases.
CHARLES WASON.
Late of the firm of T & F. Wason, Springfield,
†oc20 Massachusetts.

Notice of Copartnership.

MR. PETER MARIE, heretofore of the firm of Decoppet & Co., has this day formed a copartnership with Mr. Rudolph Kanz, (for many years with the banking house of Messrs. L. Von Hoffmon & Co.,) under the firm of MARIE & KANZ, at 27 William street. Their attention will be devoted to the purchase and sale on commission of Stocks, Bonds and Foreign Exchanges, and to the negotiation of business paper.
New York, Sept. 1, 1854. [sept. 7-1*

ENGINEERS' & SURVEYORS' INSTRUMENTS!

JAMES FOSTER, Jr.,

MATHEMATICAL AND PHILOSOPHICAL

INSTRUMENT MAKER!

HAVING removed from his old staud to south-west corner of Fifth and Race street, and increased his facilities for making instruments, is now ready to supply Levels, Transits, Theodolites, the Dumpy or Gravatt Level, Circular Protractors of Troughton & Simms model, Surveyors Compasses, Pocket Compasses with and without sights, in great variety. All kinds of Land Chains; Ivory and Box wood Scales of all kinds and graduation; Drawing instruments of all kinds, brass and German silver. Measuring tapes of all kinds, Magnets, Magnifyers, Barometers, Spy Glasses, &c., &c. Repairing promptly attended to. ap.6-6*.

ENGINEERS' MATERIALS.

EGGERS & CO.,

WHOLESALE DEALERS IN

PAPER & STATIONERY,

Since first January,

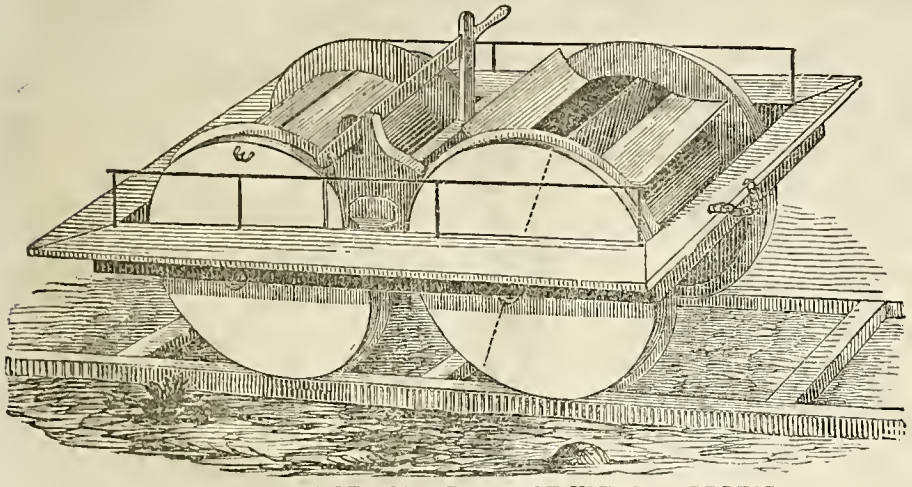
No. 127 Walnut St., bet. Third and Fourth.

CINCINNATI,

Keep the most complete stock in the West of every thing used by Engineers. On application, a catalogue with prices will be forwarded. [jy.21-†.

MYERS' PATENT CAR,

FOR COAL, GRAIN, &c., &c.



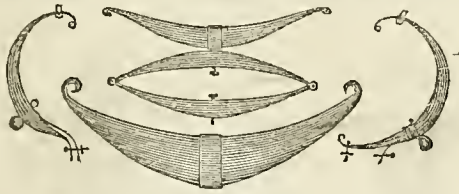
FOR PARTICULARS OF COST, RIGHT OF USE, &c., ADDRESS,

C. TIERS MYERS,

No. 33 WALNUT STREET,

dec15–3* PHILADELPHIA.

McDANEL & HORNER,

LOCO-MOTIVE  AND CAR SPRING

MANUFACTURERS, WILMINGTON, DEL.

Locomotive and Car Springs of all descriptions manufactured on the most reasonable terms, made of the best STEEL, which we have manufactured to order from the BEST SWEDE IRON. Orders from any part of the United States will be thankfully received and promptly attended to

McDANEL & HORNER.

All Springs ordered from a distance will be delivered on shipboard at *Philadelphia* free of charge

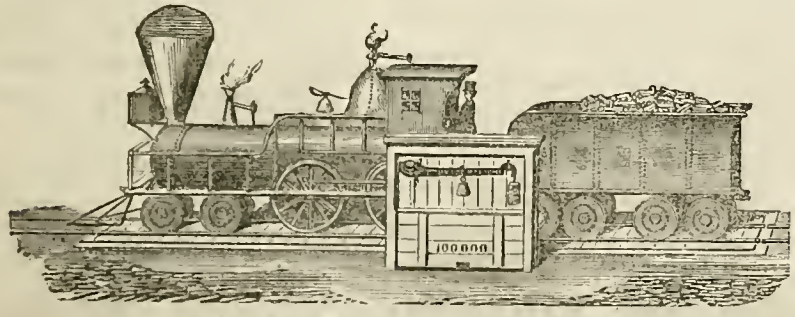
References.

NORRIS BROTHERS, Locomotive Builders, Philad.
A. C. GRAY, Pres't New Castle Manuf. Co.
U. WELLS, R. R. Car Manuf. Petersburg, Va.
I. R. TRIMBLE, Supt. Philad. R. R. Co.
M. B. MILLEN, Gen. Supt. C. R. R. Savannah, Ga.
EMERSON FOOTE, Supt. M. & W. R. R. Macon, Ga
THOMAS DOUGHERTY, Master Mach. do.
THOS. SHARP, Supt. R. F. & P. R. R. Richmond, Va

†May 19.

ISAAC RIGDON. EDWARD C. RYLAND. WM. HUDDART.

OHIO SCALE WORKS.



Rigdon, Ryland & Co.,

No. 39 Vine Street, between Front and Columbia streets,

CINCINNATI.

WE are now prepared to furnish **Railroad Track and Depot Scales** of all sizes, which we warrant in every respect equal to any manufactured in the United States.

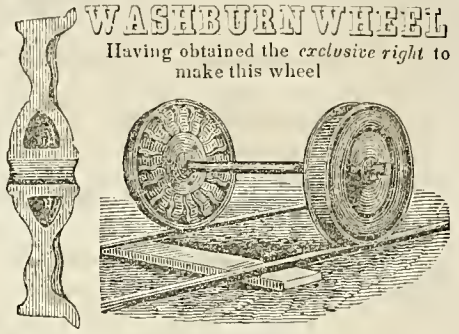
Being practical workmen ourselves, we feel confident that we can furnish the West and South with as good an article and cheaper than can be bought East.

Cincinnati, June 29, 1851.

FULTON CAR WORKS,

CINCINNATI, OHIO.

THE Proprietors of this establishment would respectfully call the attention of Railroad Companies in the West and South to their establishment at Cincinnati.—Their facilities for manufacturing are extensive, and the means of transportation to the different points speedy and economical, They are prepared to execute to order on short notice, eight-wheeled Passenger Cars of the most superior description. Four or eight-wheeled Baggage, Cattle, Freight and Gravel Cars. Also, Crank and Lever Hand Cars, Trucks, Wheels, and Axles fitted.



WASHBURN WHEEL

Having obtained the *exclusive right* to make this wheel

In Cincinnati, Covington and Newport, they are now prepared to furnish Railroad Companies with that Celebrated wheel, with or without Axles. Also, Journal Oil Boxes of any pattern, and Castings for cars fitted to order at the shortest notice.

Address KECK & HUBBARD,
Fulton Car Works Cincinnati, Ohio.
ap.12 Office 62 East Second Street.

MUSKINGUM WORKS,

ZANESVILLE, OHIO.



DOUGLASS, SMITH & CO.

WOULD respectfully call the attention of Railroad Companies to their establishment at Zanesville

They are prepared to execute orders, on short notice, for

Passenger Cars of the most superior description,

Second Class Passenger, Mail Express, and Baggage Cars; Freight, Cattle, four or eight wheeled Gravel Cars.

We manufacture a superior

CAR WHEEL,

Over 2500 of which are now running on the Central Ohio Railroad, and many of these have been in use on the road over two years, having in that time only three to crack, and two to be renewed in consequence of the wearing of the Chill. We have also commenced the manufacture of the celebrated

WASHBURN WHEEL,

And are prepared to furnish this wheel, with or without axles. Also, castings for Cars fitted to order at the shortest notice.

BOLLMAN'S PATENT IRON & WOOD BRIDGE.

We are also agents and builders of the above celebrated Bridge. Are now placing upon the piers an iron bridge on this plan over the Muskingum river at Zanesville. We are ready to contract with companies for the construction of this Bridge. All orders addressed

DOUGLASS, SMITH & CO.,
au4tf. Muskingum Works, Zanesville, O.

J. DAVENPORT. . . . M. D. WELLMAN. . . . C. M. RUSSELL

DAVENPORT, RUSSEL & CO.,

Railway Car Manufacturers,

MASSILON, OHIO.

THE subscriber, late of the firm of Davenport, Bridgen & Co., Fitchburgh, Mass., having associated himself with Messrs. Wellman and Russell, under the above name, would respectfully solicit calls for any kind of Passenger, Baggage, Post Office, Freight, Coal, Gravel or Hand Cars.

Having had fifteen years experience in the business and having secured the best of workmen from the Car Factory in Cambridge, Mass., I feel confident that perfect satisfaction can be given in all work entrusted to our care.

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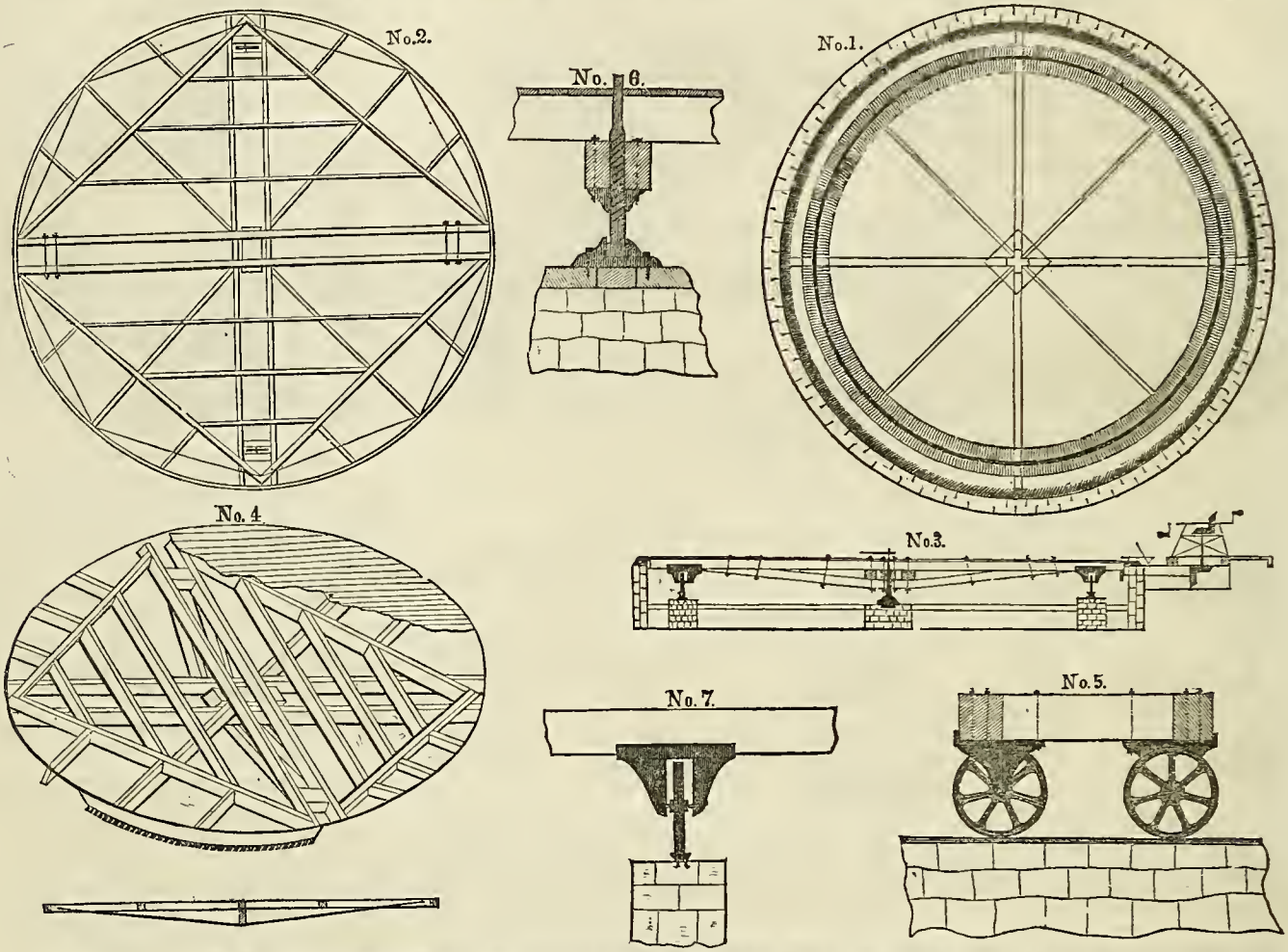
Feb. 16†* JOSEPH DAVENPORT.

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Now building for 13 of the Principal Roads in Ohio, Indiana, New York, New Jersey, and North Carolina.



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RAILROAD COMPANIES in want of *Turntables* of a permanent and durable character, at a low price, are respectfully referred to the annexed references. The undersigned being confident that the manner of turning engines by his Table is the most permanent, expeditious, and cheapest in the United States, solicits the attention of Engineers, and others, to his improvement. The undersigned being a practical mechanic, and having devoted his time, for the past five years, exclusively to the construction of Turn and Transfer Tables, Draw and other Bridges, is prepared with every facility for executing orders in that line with promptness and satisfaction.

The price, which is always based upon the use of the best materials and best workmanship which can be procured in the market where used, can be determined only by the locality.

REFERENCES:

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Hudson River Railroad Co.
Ohio & Pennsylvania Railroad, J. Edgar Thomson, President, S. W. Roberts, Sup't and Engineer, Pittsburgh, Pa.
Pennsylvania Central Railroad, O. W. Barnes, Resident Engineer, Pittsburgh.
Toledo & Cleveland Railroad, Wm. Ferguson, Chief Engineer, Cleveland Ohio.
Columbus, Piqua & Indiana Railroad, A. J. Conover, Chief Engineer, Piqua, Ohio.
Cleveland, Zanesville & Cincinnati Railroad, W. H. Grant, Chief Engineer, Akron, Ohio.
Cleveland, Columbus & Cincinnati, and Cleveland & Erie Railroads, L. Tilton, Sup't, Cleveland, Ohio.
Little Miami & Columbus & Xenia Railroads, William H. Clement, Sup't, Cincinnati, Ohio.
Cincinnati, Wilmington & Zanesville Railroad, E. W. Woodward, Engineer, Circleville, Ohio.
Central Ohio Railroad, G. W. Fulton, Sup't, and S. Medbury, Engineer, Zanesville, Ohio.
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Wilmington & Raleigh Railroad, North Carolina.
Central North Carolina Railroad.
Cincinnati & Indianapolis Railroad, Indiana.
New Albany & Salem Railroad, Indiana.
Michigan Central Railroad, Michigan.
Dayton, Xenia & Belpre Railroad, Ohio.
Pomeroy Railroad, Engineer at Cincinnati.
Springfield, Mount Vernon & Pittsburgh Railroad, Ohio, Charles Anthony, President.

DESCRIPTION OF PLAN.

Fig. 1, of the above cut, represents the foundations, consisting of *Bank* and *Track Walls*, the latter made of cut, the former of hammer-dressed stone, with cut stone coping. The Track is bent of the ordinary T rail, spiked and leaded to the stone track walls. The Center Pier is made of cut stone, with a step for screw and pivot bolted to the same.

Fig. 2, shows the framing.

Fig. 3, is a side view of Main Truss, with the mode of gearing, including the mitre-wheels, iron crank frame, rack and pinion, foundations, pivot wheels and pedestals.

Fig. 4, gives a perspective view of rim, segments, decking, etc.

Fig. 5, is an end view of the main trucks, with pedestals and wheels.

Fig. 6, is a screw for pivot, 6 inches in diameter, working in a steel step through a nut for adjustment.

Fig. 7, shows a cross section of track wall, well, and pedestal.

For further particulars please address,

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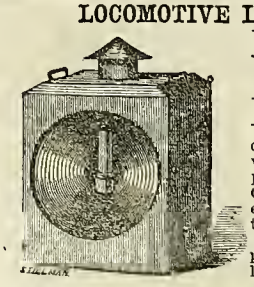
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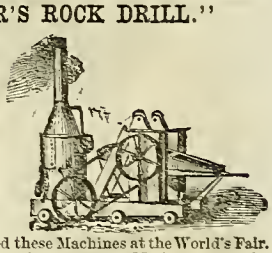
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Railroad Record.

E. D. MANSFIELD, - - - - - - Editor.
J. A. JAMES, W. WRIGHTSON, - - - Associate Editors.

CINCINNATI:
THURSDAY MORNING,.....NOV. 2, 1854.

E. D. MANSFIELD,

May be found at the office of the Railroad *Record*, 106 West Fourth-street, between Vine and Race, (north side) between the hours of 11 A. M. and 1 P. M.

REMOVAL.

The Office of the RAILROAD RECORD has been removed to No. **106** West Fourth St., north side, between Vine and Race streets, in the building occupied by the Cincinnati & Cleveland Short Line, the Cincinnati, Lebanon and Xenia, and the Cincinnati & Dayton Short Line Railroad Companies.

The location is in the very center of Railroad business, and but few steps from the Burnet House. Full files of railroad reports, maps, newspapers and other documents can always be found at this office, and it will afford us great pleasure to give any information, and answer any queries on railroad matters, when in our power. We cordially invite railroad men from the country, when visiting our city, to honor us with a call, and avail themselves of the facilities of our office.

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INFLUENCE OF RAILWAYS ON MONEY AND CURRENCY.

In the discussion relative to the construction of Railways, one point of great interest has been left out. This is the influence of railways on the *amount and kind of currency* required for general use. This is a very important point, and has much to do with the condition of the currency. This we shall endeavor to illustrate by some leading facts. To anticipate a little an objection which may be raised to our subsequent statements, that railways have only changed the *mode* of travelling it is sufficient to say, that not only the mode, but the amount is changed immensely When the entire travel between the East and the West was confined to the two stage routes, via. Pittsburgh and Wheeling, the number of passengers capable of being carried, by all the stage coaches in use, were not one-tenth the present number, carried by the great railway lines. The difference in wagon traffic is still greater. It is multiplied an hundred fold. The commercial exchanges are multiplied in a way they could not have been. In one word, it is perfectly established, that railways have *created* a new business, and enlarged, that which existed. The influence of this increase of commercial exchanges, on the exchauges of money, and the currency is very great. Let us look a little into the receipts and disbursements of money, on the lines connecting the Atlantic cities with the West. The receipts of money by these lines, are in 1854, about as follows;—

New York and Erie	$5,500,000
New York Central	5,000,000
Pennsylvania Railroad	3.500,000
Baltimore and Ohio	3,000,000
Aggregate	$17,000,000

Here are four lines of railways, comprising 1800 miles of road, receiving the enormous sum of *seventeen millions of dollars per annum!* Now, there are two inevitable consequences following from this fact. The first relates to the *amount* of money required for this operation. The second to the *kind*.

1. Of the *amount*. How much money is paid these railroads in a single day, and how much must be retained, by those engaged in this traffic, or, by the companies to complete this operation? Allowing for a small amount of business on Sundays, these companies receive $50,000 per day. To ascertain how much of this is retained on hand, we must consider the nature of railway disbursements. These are of three kinds;—first, to their employees,—of whom, some are paid, by the day, and others by salary; secondly, to the repairs, and machinery of the working department,—much of which is paid, at intervals of time; and thirdly, to Bond holders and Stock holders, at intervals of six months. To day laborers, there is of course no delay; but to salaried agents, there is at least, a delay of a month;—and to semi-annual payments, there must be allowed several months, for the purpose of accumulating funds. We shall be within bounds therefore, when we allow thirty days for the retention of railway receipts, before they are paid out. The four great railways above mentioned will, therefore, require a constant amount of *one million four hundred & sixty thousand dollars*, on hand, to carry on their daily business. An examination of the accounts of the three railways, exhibited in their annual reports, will show, that this has actually been the case. To extend this principle to the entire United States, there is a sum of, at least, *ten or twelve millions of dollars*, in some way actually employed, by railway companies, in carrying on their operations. But while the companies are thus employing this sum, travellers and trafficers are also holding up money to pay to the companies. This is, of course, much less, because, they have not to *prepare*, like the companies for distinct payments. Nevertheless, it is not too much to say, that on a given day, there are three or four millions of dollars, retained by travellers, and merchants, to pay the traffic on railways. We may, therefore, fix the *amount* which railway business requires, in the United States, (as a daily business) at something like fifteen millions of dollars. But, some one may say, is not this deposited in the Banks, and does it not go into commercial circulation? But little of it, for obvious reasons. In the first place, we have not included any part of the contraction, or surplus funds of the companies. It is the daily operation we have looked into. Next, to time, we have allowed, as an *average* for the retention of funds is *thirty days*, and it is plain. Banks cannot use much of deposits, which must be paidout on a very short period. Then, a large amount of money is in hands of railway agents; and finally, none of that held by travelers, is in Banks. It is fair to conclude that a sum not much less than that of fifteen millions is constantly retained for railway business. It is equally certain, that ten millions of this is additional to what would have been required under the old system of carriage. We then see, that railways have exercised a very great influence, on what may be called the consumption of currency, or rather has greatly increased the demand for it.

2. As to the *kind* of currency. This is the most important inquiry. It is perfectly obvious, that if the railways hold, on a minimum, ten millions of currency, that they exercise great influence on the kind of currency *in use*. In this respect, they are like the Banks, only their control has a much wider local extent, and is less within the range of mercantile usage.

In regard to the *kind* of currency which railways receive, the companies have obviously, two very plain points of interest: 1. To *receive* what the people have to pay; and 2nd,

To *reject* what is in the least doubtful. In receiving and discriminating between the different kinds of common currency, it is obvious, the railway companies have great power, and may exercise it for great good, or, evil. In common with the whole community, they have an interest in maintaining a sound currency; but certainly no interest in diminishing its supply. Two practical examples of railway influence on the currency have occurred, in this state, recently. At the Railway Convention, held at Columbus, it was resolved to *obey* the law forbidding the circulation of of foreign small notes. It was said among other things, that their charters might be forfeited if they did not. But there are higher grounds than that for such a course. Without at all admitting the wisdom of that law, we say unhesitatingly, that it is the general interest, and duty of railway companies to discourage a weak or doubtful circulation. Small notes, put forth by distant States, and corporations are of this character; and the difficulty of making *change*, in a country which has already so large an amount of coin on hand, is only a reason, for encouraging the introduction of coin, on the great highways, where it is necessary.

A second example occurs in the rejection of the Indiana Stock notes. This was undoubtedly a great inconvenience to many individuals; but was it not necessary, when it is seen, that Bankers, and merchants have been unable to sustain their circulation?

We point to these examples, only as an illustration of the general fact, that Railway companies can exercise great influence over the currency, and that they should exercise it for the general good. Had the railway companies chosen to receive the notes of any good Banks, we doubt whether its circulation could be checked, however little worthy of credit.

The control of railways over the currency, points to another idea, to which we may again allude,—their control over exchanges.

MINERALS OF WESTERN KENTUCKY.

The Eastern portion of Kentucky has been known to be rich in mineral productions, and portions of it have become important for the use that has been and is to be made of them, as the following extract from the Report of the Lexington and Big Sandy road, will show:

No contract for iron has yet been made, as it is contemplated that a large and extensive rolling mill will be erected on the line of the road in time to furnish the iron for the greater part of the road—that which will be wanted between Lexington and Mount Sterling, most probably will be required at an earlier period; it is the design of the Board to contract at an early day for the iron to lay the track between the two last designed points, indeed this would have been done a month ago, but for the belief then entertained, that railroad iron would fall in price, and which anticipation has already been realized to the extent of several dollars in the ton.

It has not generally been known, however, that the Western portion possessed much, if any, valuable mineral land. This region has lately been traversed by Dr. Owen, the State geologist, and is found to contain much that is valuable and important, hidden among its rocks.

The Doctor says that throughout the whole southwestern coal field of Kentucky, from the sources of the Tradewater in Hopkins county to Green river in Muhlenburg county, the whole region is full of geological interest. There is hardly a section of a stream or ravine but what discloses materials that must at some period be a source of wealth to the owners of the soil.

In the section laid bare from the lowest ground in Richland creek to the summit of Wright's Ridge in Hopkins county, which may be comprised in a vertical cut 300 to 350 feet high with its base about 200 feet above high-water in the Ohio, there are six workable beds of coal. The average thickness of these beds is nearly five feet, and their united thickness about 30 feet. Three of these beds lie within a vertical space of 30 feet toward the base of the section, as shown on the Hunting branch of Clear creek near the dividing ridge between the Tradewater and Pond river.

Around the uplift of the strata prevalent in the vicinity of Wright's Ridge, the whole of these six beds are accessible above the drainage of the country. It is also probable that the detailed survey may discover intermediate beds of coal now hidden by debris. These beds feather out toward the South, the lowest one having its southern limit in the northern portion of Christian county and the southern confines of Muhlenburg county.

These coal measures, dipping toward the North and Northwest, toward the great Illinois coal field, underlie the whole of Hendersou and McLean counties, modified probably in thickness, relative proximity and quality.

In reference to the quality of the foregoing coals, the chemical analysis of six varieties, obtained where there was the best opportunity of receiving fair samples, will show their value.

1. Specific gravity, 1.278.

Water and volatile gases	42.2
Fixed carbon in coke	54.8
Ashes (light gray)	3.0—100.0

2. Specific gravity, 1.218.

Water and volatile gases	41.48
Fixed carbon in coke	54.72
Ashes (white)	3.80—100.00

3. Specific gravity, 1.339.

Water and volatile gases	40.75
Fixed carbon	50.25
Ashes (white)	9.00—100.00

This coal underlies the black-band.

4. Specific gravity, 1.305.

Water and volatile gases	45.20
Fixed carbon	50.70
Ashes (gray)	4.10—100.00

5. Specific gravity, 1.294.

Water and volatile gases	43.75
Fixed carbon	50 75
Ashes (nearly white)	5.50—100.00

6. Specific gravity, 1.270.

Water and volatile gases	42.47
Fixed carbon	56.13
Ashes (pale flesh-colored)	1·40—100.00

Liverpool coal analyzed by Johnson.

Specific gravity, 1.260.

Water and volatile gases	40.48
Fixed carbon	54.90
Ashes	4.62—100.00

The comparison between some of these specimens and the Liverpool, is not unfavorable to the coal of Kentucky. The unusually small quantity of ashes found in No. 6 of Kentucky coal, renders it peculiarly suitable for manufacturing purposes.

The black-band iron ore mentioned as overlying No. 3. is found in the southern part of Muhlenburg county, in some places of a thickness of nineteen inches to two feet, occurring sometimes in compact, tabular ponderous layers, almost as black as coal; sometimes of a shaly structure or in immense segregated masses, composed of alternate layers of black and reddish-gray. In Hopkins county it varies from three inches to one foot, and usually presents the form of solid, heavy, dark-colored slabs, like flag-stones. This appears to be accompanied by one if not two beds of limestone not immediately overlying it, but in such a position that there is good reason to believe that one of these beds will be found within convenient distance.

The other varieties of ore which occur in these counties are of much greater thickness. The argillaceous shales which almost immediately overlie the black-band are often rich in argillaceous iron ore, and the ordinary varieties of carbonate of the protoxide of iron; similar ore occurs also in a higher geological position. The clay ironstone occurs mostly as kidney-shaped segregations disseminated through the shales, which scale up and exhibit the concentric laminæ of which they are formed.

On Batist creek an ore bank of this kind occurs from two and a half to three feet thick, which supplies much of the ore used at the Buckner Iron Works. In the same county the light-colored shales overlying the black-band are from four to five feet thick, one half of which may be considered good iron ore; also on a high ridge one and a half miles southeast of this furnace on the waters of Lick creek, a soft calcareous and fossilifferous ironstone occurs, which is ten feet thick or more, this ore has also been partially worked for the use of the same furnace. The ferruginous shales over coal No. 5, are often fifteen to twenty feet thick or more, but the quality and quantity of the disseminated iron ore is variable, and generally in greater force in Muhlenburg than in Hopkins county. There are often observed considerable bodies of hydrated brown oxide of iron associated with the sandstones overlying the higher beds of coal; this ore, however, is prone to be too silicious to be profitably worked; though in the absence of better ores, this species of iron ore might be worthy the attention of the iron-masters.

This vast amount of mineral wealth distributed through this portion of Kentucky, may be said to be almost dormant; even the coal banks which have been in some instances partially opened, afford as yet but a very paltry revenue to the owners.

What this country requires, to realize the intrinsic value of its great natural, mineral, as well as agricultural resources, is an outlet, with enterprise, skill and capital, to work the mines in an economical and systematic plan. A direct line of railroad communication to the markets for its iron and coal, is undoubtedly the first and principal step toward the accomplishment of the ulterior improvements, since wherever the raw material exists in abundance and of easy access, with the necessary facilities for carrying the manufactured produce to market, the certainty of success in a very profitable business, immediately attracts the attention of men of business and capital and those skilled in the arts.

THE CROPS OF 1854.

The inaccuracy of personal observation in most persons, and the exaggeration of the newspaper press lead to continual misapprehension on the state of the crops. Then we have had in the present season most extraordinary misstatements, on both sides of the case. We shall here briefly notice them, by way of arriving at correct conclusions.

1. It has been persisted in by nearly all the newspapers of the country, that the *wheat* crop of 1854 was a full average one. Now this was *not* the case. To make a full crop, there must be *weight*, as well as number. This was one source of the errors. It was only necessary to observe the *thrashing out* of some of the best appearing fields to know in what the crop failed. The fact is, when the wheat was thrashed out, it very generally fell short of the quantity estimated; so that there is in the aggregate a deficiency. In ordinary years, however, there is a large stock, on hands; but, now the old stock is exhausted, by last year's exportation.

2. The corn crop is largely short There again there have been great exaggerations. In some parts of the country, it has been said, there is a total failure. In others, no failure at all. Neither of these accounts can be taken, as a true picture of the corn crop. The truth is, there is a falling off of at least 30 per cent, in the aggregate corn crop; and this is equivalent to a loss of *eighty millions of bushels* in the valley of the Ohio. As this must be taken out of the *surplus* it is quite obvious, that the *fatted* animals of 1854-5 must fall short, largely, of the general amount.

3. The potato crop is generally a very great one in this country. But this year, probably it is not over one third the usual quantity; and this makes a far greater difference in the quantity of food, than is generally supposed. The crop of potatoes in Ohio should be this year 6,000,000 bushels. But there is not one fourth this amount. There is therefore, a loss of 4,500,000 bushels, 270,000 000 lbs; equivalent to a supply of vegetable food for eight hundred thousand people. Such losses in vegetable products, tells heavily on the aggregate supply of a people; and will tell more heavily on its reports.

The other crops of 1854 have been very good. But the loss in those are so great, that the price of most of the food for 1854-5 must be very high. Nor will the scarcity of money make any material difference.

The proof of this may be found in the present state of the Cincinnati markets, where in spite of great complaints for money, prices of all agricultural products are very high. Flour is $8,00 per barrel; corn 65 cents per bushel; butter (fresh) 30 cents per pound. If these are the prices of October, how can they be less during the winter?

THE Report of the Mississippi Central and Tennessee Railroad is received, but not in time for notice this week; so that of the Nashville and North Western Railroad Company.

We have received some beautiful lithographs of locomotives, from Danforth, Cooke & Co, Patterson, N. J, and from the Boston Locomotive Works.

CAIRO AND FULTON RAILROAD.

In our issue of Oct. 12, there was copied into the Record an article from the Memphis Eagle and Enquirer of a similar caption, severely commenting on Roswell Beebe, Esq., President of this road; and a few general remarks were made on the influences of such things. Being satisfied of the injustice of the position assumed in the article of the Eagle and Enquirer, we deem it right to explain how it got in our paper. Mr. Mansfield and Mr. James having other duties, are not expected to watch local items and clippings, and the illness of the other associate Editor prevented him from doing it, or we think we should not have been led by an acrimonious article in a distant journal to lend our countenance toward impeaching a gentleman of Mr. Beebe's reputation. The Arkansas True Democrat thus replies to the Eagle and Enquirer:

Though our paper is one of the *journals* alluded to, the startling developments of the Eagle and Enquirer are news to us. The "*discussion going on*" has brought out no such facts, and warrants no such conclusions, as those affirmed by that paper. In all the acts of Mr. Beebe, as President, he has been, so far as our information extends, fully sustained and endorsed by the voice of the people; and in a particular act alluded to, the subscription of the internal improvement fund to the Cairo and Fulton Railroad Company, he has the unqualified approval of the Gazette, the paper now denouncing him, made at the time the fund was so subscribed. Such are the facts elicited in the "discussion." If the editor of the Eagle and Enquirer has found others, he has drawn them from the store-house of his own perverted imagination. No fact has been disclosed which casts the slightest stigma upon Mr. Beebe in the application of the funds entrusted to his care.

We have access to the books and papers of the Cairo and Fulton Company. We have admired the perspicuity and simplicity with which they have been kept, and above all, the correctness with which every thing has been recorded. There is a full and accurate account and duplicate receipt, as given, filed, of every cent received into the treasury; and also a voucher, explaining the manner and object of every cent paid out.

Nor has the president ever acted in any matter of importance, particularly in the disbursement of the funds of the company, without the *advice and consent* of the executive committee appointed by the company and associated with him.

These facts the books and records of the company will show, and they are now, and always have been, open to the inspection of any and every stockholder. There is no secrecy about them—nothing to be concealed in the operations of the president and directory.

The destruction of the bright prospects of the Cairo and Fulton railroad is the leading object of the assailants of the company and its president.

We have no doubt that all Mr. B.'s official acts admit of ample justification; it is stated that even the local papers opposed to Mr. B. have not assailed his motives. From an extra of the "True Democrat," we find that at a meeting of the Board of Directors, held to act on the report of the chief engineer, a committee was appointed to examine the books and accounts of the president and treasurer, and the action of the executive committee. The following is a part of their report:

"This embraces the internal improvement fund of Pulaski county, as well as that of all the other counties that have taken stock in the road. These subscriptions, as appears from the records of the company, have been made by order of the respective county courts, which are uniform, while the several amounts paid upon these county subscriptions have been turned over to the treasurer of the company in the same manner as those arising from individual subscriptions, thus constituting a general fund, disbursed by order of the company, and not by authority of the president, treasurer, or other member of the company.—Signed H. C. Dye, H. K. Hardy, James Russel. Oct. 9, 1854."

We hope to see this road maintain its bright prospects, and carried through to early completion.

Errata in Prof. Mather's Article on Manufacture of Iron.

We publish the following list of errata in Prof. Mather's article, as it is a subject which, on account of its importance, needs the strictest accuracy. The article was very closely written, and as it was impracticable to send the proof away very far, it is not surprising that there are some errors; although we could have wished that there should not be any:

Page 582, 3d column, 5th line from bottom, for limonitu, read limonitic.

Page 583, 1st column, change references, * to †.
" " " † " ‡.
" " " ‡ " *.
" 2d " for 140,000 tons, read 160,000 tons
" " for 300,000 " " 340,000 "
" 3d " 13th line from the top, for hundred read thousand.

Page 583, 3d column, 2d line of the 1st note, for 5 cents, read 3 cents.

Page 584, 1st column, 20th line from top, after ore, insert to.

Page 584, 2d column, 2d line from top, after for, insert much.

Page 584; 3d column, 33d line from top, after buy, insert (.)
" " " " for what, read What.

LAKE SHORE RAILWAY.

The following communication, addressed to the City Council of Milwaukie, in reference to the Lake Shore railway, is from the *Daily Wisconsin*, Milwaukie. It will be seen that strenuous efforts are being made to complete the road to the state line:

Office G. B. Mil. & Chicago R. R. Co.
Milwaukie, Oct. 4, 1854.

To the Honorable Common Council of the City of Milwaukie:

The Green Bay, Milwaukie, and Chicago Railroad Company apply to your Honorable body for the issue to them of the remaining $50,000 City Bonds of the entire loan of $200,000, and also the return to said Company of its first mortgage Bonds pledged as collateral for the issue of the first issue of City Bonds.

The Company proposes to substitute other securities, and would ask the appointment of a committee to whom they can present the matter in detail, and who can report thereon to you.

The Company have now purchased and paid for 3600 tons of iron rails, sufficient for the completion of their road to the State Line—all the spikes and chairs, nearly all the ties, with the grading so far advanced as not to require more than three months to complete it. Have purchased and paid for a large portion of their equipment, and have negociations nearly completed for the balance, and require all the means that they can command to pay duties and freights on their iron rails, now on their way from New York, to pay for grading and track, and all the other expenses incident to the construction of the road. With the facilities asked of your Honorable body, and which can be granted without prejudice to the city, this important avenue can be completed by the 1st of January, 1855.

By order of the Board of Directors,
THOS. P. WILLIAMS, President.

GREAT WESTERN R. R., CANADA.

Railways in the United States have in some, we may say, many instances, exceeded the estimated cost. This is pointed at significantly as a proof of incompetency on the part of our engineers, and of weakness on the part of our directors. This we believe an unjust charge. Our civil engineers, taken as a body, are as competent and enterprising men as will be found anywhere. The difficulty generally is that the estimates are made only to the first running of the road, whereas after the first train of cars has passed there is much to do; and it is this which makes the cost exceed the estimate. That we are not the only ones who cannot *guess* exactly, the recent petition of the Great Western railway, Canada, to the Legislative Assembly of the province, will show:

(COPY.)

To the Honorable the Legislative Assembly of the Province of Canada, in Parliament assembled.

THE HUMBLE PETITION OF THE PRESIDENT AND DIRECTORS OF THE GREAT WESTERN RAILWAY COMPANY RESPECTFULLY SHOWETH:—

That the Great Western Railway, (independently of its branches,) is now open for traffic for the distance of two hundred and twenty-nine miles; but the Company have as yet only laid down a single track; and the road in other respects is not completed in so efficient and satisfactory a manner as is desired.

That believing it would prove a great public convenience, as well as increase the traffic on their road, to connect the same with the town of Brantford by a Branch Railway, they have caused the usual notice to be given of their intention to apply for an Act of Parliament to enable them to effect such connection.

Your Petitioners beg further to state, that the cost of the main line of road has already exceeded the amount originally contemplated; and the Company have become considerably in arrear in bringing it to its present state of advancement; and to enable them to liquidate such arrears, and to be in a position to effect such connection, they are desirous of obtaining an increase to their Capital Stock of One Million of Pounds Currency.

Your Petitioners would further respectfully state, that with the like view of augmenting the traffic on their road, and affording additional public accommodation, the Company have contracted for the building of two steam vessels to ply on Lake Ontario, and one on the Detroit River, to run in connection with their railway, upon which contracts they have made large payments.

That the Company entered into these contracts in good faith, and under the belief that they had sufficient warrant in law for so doing. That doubts have nevertheless been since expressed, whether they are legally entitled to build or own such property:—And conceiving that full authority on the part of the Company to own and control boats running in connection with their railway, would enable them to extend additional accommodation to the public, and also increase the business of their road, (and more especially as this is a privilege already conceded to other railway companies,) your Petitioners humbly pray that all doubts on the subject may be removed, and the privilege fully conceded to the Company.

Your Petitioners further respectfully state, that since the opening of the road, accidents have occasionally occurred, happening for the most part from cattle and animals getting upon the track; in some instances through the unavoidable insecurity of level crossings; and in others, it is believed, through the culpable carelessness or indifference of parties not fully aware of the great danger arising therefrom, both to the lives of travellers and to the property of the Company; and in order to enable the Company more effectually to provide against such casualties, and to remedy some minor inconveniences, and facilitate the harmonious working of the road, the Company are desirous of obtaining certain amendments to their Charter

Your Petitioners therefore humbly pray that your Honorable House will be pleased to concur in a Bill to effect the several objects above referred to; and, as in duty bound, your Petitioners will ever pray.

ROBERT W. HARRIS,
President Great Western Railway Company.
Hamilton, 9th Oct., 1854.

Iron Foundries in Texas.

We are glad to see the attention of our people nearly all around us awaking to the importance of manufacturing for themselves and of keeping at home for the benefit of all classes the money which must necessarily be expended. From a pertinent article on the above head, in the "*Meridian,*" Marshall, Texas, we make the following extracts:

Texas, during the last three sessions of her Legislature, has granted charters, we should say, for at least five thousand miles of railroad, and has allowed ten years as the limit for construction, in order to secure the land bonus.

One mile of railroad requires 225,280 pounds, or say one hundred tons of iron. The cost of this at the nearest station will be, we should think, not less than $75 a ton. At this rate, the iron for twenty-five hundred miles of road will involve an expenditure of nearly nineteen ($19,000,000) millions of dollars, and nearly two millions a year for a period of ten years.

What, then, is the policy of Texas? Where shall this iron come from? To what part of the globe shall this, twenty or thirty, or forty millions of dollars be sent? Shall we stretch our railroads to Tennessee, Missouri, Pennsylvania, or stretch out gold and silver rails to span the ocean, and seek a supply in Europe? In other words, shall the railroads of Texas stretch from four hundred to four thousand miles to reach the foundry, or shall the Iron Foundry come to Texas, and take up its abode hard beside the railroad track.

We are told, and do not doubt the fact, that Texas has the raw material, the ore, the wood, and the coal, in abundance? What, then, is her policy? Why, surely, to use all legitimate means to establish and encourage iron foundries in the state; feed the operatives, and save as much of the money, both at present and in the future, at home, as possible. The state is compelled to go in debt for the iron, and tax her resources to pay. This payment must be in money, and so far away from home, that it can never hope to return. We have post oak and cedar a plenty for cross ties. Is it wise to let these stand idle, or encumber the ground, while we tax the resources of the state, and send its earnings abroad to pay for them. Yet these cross-ties, at the rate now offering, will not cost one-seventh as much per mile as the iron. Why? Clearly because the cross-ties are growing along beside the railroad track. The ties for ten miles are needed, and, *presto*, a thousand men, and two hundred teams are in the woods, and to-morrow the timbers are on the track. But when it comes to the iron, Texas will have to wait for every one to fill his own order first, then wait for the wind, wait for the tide, wait for rains, and wait for the rivers; pay double in money and a hundred fold in delay, and then wont get half as much as she needs in time.

When the Legislature was offering sixteen and twenty sections to the mile for building roads, and three hundred and twenty acres for every steamboat or sea-going vessel of fifty tons, and as much more for each additional twenty-five tons, built in the next five years within the state of Texas. When they were on the point of loaning some two millions of money to the railroad companies, it seems a pity that this subject, so intimately connected with the other, should have been overlooked. Nothing was done, nothing seems to have been thought of; not so much as a geological survey.

It is true there was introduced by Mr. Marverick, of San Antonio, early in the season, a bill providing for a geological survey of the state; but of its facts we know nothing, except that it never became a law. This is to be regretted, since it will delay action for several years, when authentic information on the subject of our mineral resources is wanted now, and cannot be had too soon.

PROCESS OF WHITENING PINS AND NEEDLES MADE OF IRON AND STEEL.

It is well known that pins made of brass wire are deficient of strength and elasticity, and accordingly they have been replaced by pins made of iron or steel; but it is necessary to tin them over. This operation, however, can not be performed equally well with iron as with brass; the pins have a rough, uneven surface, which renders them inconvenient to use, as they are liable to tear the cloth.

Messrs. Vautillard and Leblond, wishing to avoid this defect, formed the idea of first covering the iron with a thin coating of copper or other metal having a greater affinity for tin than iron has; but in order that this result should be satisfactorily attained, it is necessary to polish and pickle the pins before coppering them.

The above-named manufacturers have most ingeniously effected the polishing, the pickling, and the coppering, by one single operation. To treat for example, 2 kilogrammes (a little more than 4 lbs. 6 1-2 oz.) 4 litres (about 7 pints) of water, 300 grammes (10 ounces 9 drachms, avoirdupois, by weight) of oil of vitriol, 30 grammes (15 ounces, 13 grains, avoirdupois) of salt of tin, 40 grammes (1 ounce 4 drachms 17 grains) of crystalized sulphate of zinc (white copperas) and seven grammes (about 108 grains avoirdupois) of sulphate of copper, are mixed together; this mixture is allowed to dissolve during twenty-four hours. The bath being thus prepared, it is to be introduced into a barrel of wood, made pitcher-like, and mounted upon an axis. Into this barrel, which has a capacity of about thirty-five pints, the pins are now to be put; it is then turned rapidly during half an hour, when the pins will be found to have received a pickling, a polishing, and a slight coppering. After the lapse of this time, 20 grammes (about 10 drachms 8 grains, avoirdupois) of sulphate of copper, in crystals, (blue stone) are to be added, and the barrel again turned during 10 minutes, when a solid coppering will be effected, with a finely-polished surface. This done the liquid in the barrel is to be decanted off, and may be used repeatedly for the same purpose; the pins are washed in cold water, then put in a tray containing a hot solution of soap, and agitated for about two minutes. The soap-lye is decanted off, and the pins put into a bag with some fine sawdust and shaken, by which means the coppered surface assumes a brilliant appearance. The pins thus prepared may be tinned in the ordinary way. The articles made in this way are far more beautiful and useful than those made in the ordinary way.

This process is the more deserving of attention at present, quite independent of the superior quality of the pins, in consequence of the exceedingly high price of brass wire.—*Bulletin de la Societie D'Encouragement.*

NORTHERN CENTRAL RAILROAD.

The Stockholders of the Baltimore and Susquehanna Railroad Company on the 19th, by a unanimous and hearty acceptance of the Report of the Committee of Arbitration, virtually consummated the consolidation of the several roads leading from Baltimore to Sunbury, Pa., in accordance with the terms prescribed by the legislation of the states of Maryland and Pennsylvania, and of the city of Baltimore. All that now remains to be done to give vitality and energy to this important movement is the carrying out of the legal formalities necessary to the surrender of the property and privileges of the several Companies, and their transfer to the new consolidated organization.

Real and Personal Property in Chicago in 1854.

Each succeeding year shows a steady increase in the valuation of the real and personal property in Chicago. The figures on the Assessors' books are one means by which we may guage our prosperity, when one year is compared with another, but it must be remembered that these valuations are much below what the property would bring in the market We present from the Assessor's books the following:

General Summary of Taxes for 1854.

City Divisions.	Valuation of Real Estate.	Valuation of Personal Estate.	General Taxes.
South	8,657,840		56,275.96
"		4,467,546	29,039.04
West	7,442,799		66,985.20
"		647,906	5,831.15
North	2,890,105		26,010.94
"		286,043	2,574.39
	18,990,744	5,401,496	186,716.39

The value of the real estate as assessed in 1853, was $18,479,007; for the present year it is $18,990,744, showing an increase of $511,737. The valuation of the personal property in 1853, was $4,450,630; for 1854 it is $5,401,495, showing an increase of $950,865. The total valuation of real and personal property for 1853 was $22,929,637; giving an increase of $1,462,602.

Had not the business of the city been nearly suspended for several weeks by the fright produced by cholera, the valuation, especially of personal property would doubtless have been very materially increased.—The amount of personal property in the city has advanced more than the real, by $449,128. The enlargement is owing to the increased number of stores and the extending of the business of the city in all the departments of trade. The most striking contrast is shown by comparing the statistics of 1844 with those of the present year. At that time the amount of personal and real property was $3,166,945; this year it is $24,392,239; giving us an increase in the short space of only ten years of $22,225,29.

A few days since we commented upon, and quoted portions of an article from Hunt's Merchant's Magazine upon "Our American Lake Cities." In that article, the population of Chicago was shown from facts and figures, that could not be questioned, to have doubled once in three and a half years, and about the same ratio is shown to be maintained in the increase of the property of the city. We did not then, and we shall not now pretend to estimate how long that ratio of increase can be continned; but the fact that our railroads are now penetrating the Mississippi valley in all directions, that we are at the head of the finest chain of lakes in the world, and hold the key to their commerce, that our manufacturing facilities are unrivalled—all these indicate an increased ratio rather than lessening in our onward progress. We add simply that the same ratio, viz: a duplication in three and a half years would give us over a million of people in 1869, only fifteen years hence. Even half that number would place Chicago far in advance of any interior city, a position which her most jealous rivals will soon be forced to accord to the "Garden City."—*Daily Democratic Press.*

To Clean Brass.—If brass is corroded with oxyd—green or black—it can be removed by rubbing it with some diluted acid, such as sulphuric. This is rubbed on the brass with a cloth or sponge, and the brass then washed in hot water. After this the brass must be well rubbed with rottenstone and sweet oil, and finished with whiting or tripoli. Some persons use oxalic acid dissolved in water, instead of sulphuric acid, for the above-named purpose, and it is indeed more convenient, but it is very poisonous, and is therefore dangerous to keep in houses where there are children.

☞Earnings of the Cleveland and Toledo Railroad for the

Third week of Oct.	1854 -	$20,277
" " "	1853 - -	12,278

Spartanburg and Union Railroad.

We extract the following circular from the Unionville Journal:

Office S. & U. R. R. C.
Jonesville, Oct. 10, 1854.

Under the action of the convention of stockholders in this company, convened at Unionville, on the 9th of August last, I deemed it my duty to appoint, and do hereby nominate and appoint, the following gentlemen to attend the approaching session of the Legislature of North Carolina, "to secure, if possible, a charter to extend the Spartanburg and Union Railroad, as so to connect with the North Carolina Railroads," viz: Hon. Gabriel Cannon, Major H. J. Dean, Shimpson Bobo, Esq, Colonel G W. H. Legg, Doctor J. Winsmith, Col S. N. Evans, Colonel J. H. Carson, Thomas B. Jeter, Esq, Major J. S. Sims, Rev. James T. Jeter, Colonel R. J. Gage, Doctor Joseph H. Dogan, A. W. Thomson, Esq., Colonel F. Scaife, Colonel David Johnson, Major William S. Lyles, Major Thomas M Lyles, Major J. Y. Mills, Rev. James Saye, Major John Stroble, Doctor James McK. Gage, Major Rboert Boyce, Captain Thomas Bowker, Dr. Wm. K Sims, Colonel James Scaife, General B B. Foster, Joseph W. Tucker, esq, James Y. Trimmer. esq., General B. F. Bates, Major Govan Mills, Major J. B. Davis.

Considering the very great importance of the enterprise which our convention had in view, and upon which this action is predicated, a punctual attendance is respectfully and earnestly solicited.

D. WALLACE.

Railroad Convention at the American.

At the meeting of the numerous Roads in our city, which adjourned last evening, numerous important measures were adopted. Chief of these so far as the public is concerned, was the adoption of a Memorial to the Legislature, praying for the abolition of all laws to license runners for Emigrant Passengers to the West, and asking for a statute making it a penal offense to sell tickets for passage by railroad lines at rates higher than those charged by the roads. This will, measurably, end the scandalous cheating and robbery of the poor Germans, and Swedes, and Norwegians, who come so eagerly to our shores.

The charge for emigrant passengers from New York to Chicago, is to be $15.00.
From N. York to Cincinnati 10,00.
Luggage to the extent of 50 lbs. free. Over 50 lbs. $2,25 to Cincinnati, $2,50 to Chicago. The New York Central, and New York and Erie, are to have *ten per cent,* on the whole amount collected at New York from Emigrants, as compensation for the trouble and cost of taking care of them and starting them.

There will be an increase of freight from New York to Chicago, amounting to 7 per cent advance upon the present rates.

After the first of December there will be a slight advance of fare from New York to Buffalo, amounting on the Central, we believe to 50 cents.

The through trains will soon be changed starting from Buffalo at 6 A. M, 5 P. M., 11 A. M.—and leaving New York at 7 A. M. and 5 P. M., and getting to Buffalo respectively at 10.30 P. M. and 10.30 A. M.—*Democracy,* Buffalo.

Limestone Furnace.—The Jackson *Standard* says: "We observe that another "New Furnace Company" has been organized in Bloomfield Township in this county, under the firm of "Evans, Walterhouse & Co.," and known by the name of 'Limestone Furnace.' It is said that this company is stronghanded, and will spare no means to accomplish their undertaking at as early a day as possible."

The enterprising farmers of Sullivan are to have a county Fair on the 9th of November, ta Blountville.—*Knoxville Reg. Oct. 18th.*

Improvements in the Manufacture of Steel—Electricity.—The importance of carrying out the steel manufacture of this country to as great a degree of perfection as possible, and thus render us independent of other countries, is a subject which has long occupied the earnest attention of metallurgists & manufacturers. That there are ores of iron within our reach which give every facility, for such result has long been proved by lahoratory experiment, and we have no doubt will eventually be successfully effected on a large scale. Many unsuccessful attempts have been made to reduce the ores, and effect the carbonisation of pure iron by means of electricity, but we are happy in now being able to state that at the present moment much interest is shown in a process by which an electric current is employed in producing a superior quality steel, direct from the ore. This process is the discovery of Mr. Adrian Chenot, of France, whose perseverance has at length given practical proof of the advantages of the employment of this subtle agent in commercial manufacture. Mr. Chenot, we understand, has by this process made considerable portions of steel, of superior quality, 30 per cent under the present cost, besides performing in 10 days what required 40 on the old system—a vast economy in time and, labor. The principal features have nothing in common with processes at present in use but consist in the first place, of an electro-sorting machine, to separate the crushed ore, and to bring it to its maximum standard of pureness, according to which is the resulting steel. A system of cementation, or addition of carbon and other matters, by a *cold process,* by which this delicate part of the manipulation can be effected in well-determined and exact proportions; and in a peculiar method of producing a sponge from the ore. The whole metallic process, is accomplished with an economy of 50 per cent. in fuel and manual labor, welding, melting, &c. Mr. Chenot asserts that he can manufacture steel for $160 per ton, on his premises at Clichy la Garrenne where fuel and labor are both dear, superior in quality to steel sold in Paris at $500 per ton. We understand that a meeting of some of the principal English ironmasters has been proposed to take place in London, with a view of appointment of a commission to test the value of the new process. We shall watch the process of the affair with much interest, and record all facts connected with the subject.

Montreal and Bytown Railway.—We learn with pleasure, that the thirteen miles of this road between Carrilon and Greenville, will be opened for travel in the beginning of the ensuing week. The croakers who have all along stated that the corporations would have no security for the money it has advanced, will be doubtless be agreeably disappointed. Our contemporary, can probably tell us what security the Grand Trunk contractors have given for the £1,000,000 said to have been paid to them —*Montreal Com* Oct. 21.

We regret to learn that the cars have been taken off the Railroad between Springfield and Delaware, and all business on it is entirely suspended. Whether this is caused by want of business to do, or by the embarrassments of the company, we are not advised. Gen. Anthony has resigned the Presidency of the road. There are many roads in the State suffering severely from the general stagnation of business, and we should not be surprised to hear of others suspending operations during the winter.—*Xenia Torch Light,* Oct. 25.

From the Cleveland Herald.

SPONTANEOUS COMBUSTION OF BITUMINOUS COAL.

Messrs. Editors:—Many of your readers will probably remember the consecutive destruction by fire of several vessels loaded with coal, on their way from Baltimore to California, some months since. These accidents excited much speculation at the time as to the origin of the fire, which was, however, generally referred by scientific men to the *cargo;* knowing as they did that some varieties of bituminous coal, under certain circumstances, were liable to spontaneous ignition.

Of this truth, doubtless, Baltimore coal-shippers and insurance companies have made practical application, by increasing their rates of transport and insurance on cargoes of this substance—but perhaps no parallel instance has heretofore elsewhere occurred rendering it necessary for shippers or consumers of bituminous coal, to provide against the possibility of spontaneous combustion. I have, however, through the kindness of M. C. Younglove, Esq., been permitted to witness an instance of the spontaneous combustion of bituminous coal which has interested me much, and which, from its bearing on the interests of all who deal in coal or use it in considerable quantities, may be worth reporting.

Messrs. Younglove and Hoyt have used for years in the furnaces of their extensive steam paper-mill in this city, our bituminous coal. Of late years they have found it most economical to employ the "slack" or small coal, which differs in nothing but in the size of the lumps from ordinary marketable coal. Of this coal they have usually obtained their winter's supply during the summer months, taking it directly from the boats and piling it on their dock—plank resting directly on the earth—in heaps of from 25,000 to 35,000 bushels. These heaps are exposed to the weather without protection, and have been so deposited and used for a succession of years without accident, and without apparent deterioration. This year their coal has been received as usual, and forms a heap of an oblong form—at its base some 40 feet long by 20 wide, and from 8 to 10 feet high—containing some 25,000 bushels or more. A few days since the proprietors of the establishment received intimation from their engineer that "their coal heap was on fire, as it was hot all over, and steam was rising from it." On examination they found it even so. The heap was sensibly hot on all sides, and a plank lying on the top so hot as to be painful to the hand applied to it, and on digging to the bottom they found a portion of the coal fully ignited, and which blazed up brightly on the admission of air. They immediately turned a copious stream of water on the top of the heap to extinguish the fire. I examined the coal heap the next day with Mr. Younglove. We found the fire partially extinguished by the water, but apparently through all the interior, a stratum of coal from 1 to 2 feet thick, lying next the planking, was perfectly coked, and some of it still ignited. The planking was completely charred.

The coal used by Messrs. Younglove & Hoyt is the "Chippeway," one of the best and purest varieties to be found in our market. The fire was in this case unquestionably due to spontaneous combustion, as the exterior of the heap on all sides was composed of coal which had suffered no change, but was found as fresh and bright as when mined; only the interior and most inaccessible portion of the pile was ignited. The combustion was without doubt excited by the decomposition of the bi-sulpburet of iron—that is, the change of the sulpburet into the sulphate (copperas) by the absorption of oxygen.

This instance of spontaneous combustion in our bituminous coal, will suggest to those in the coal trade, and to consumers, the propriety of at least keeping in mind the fact that coal *may* spontaneously ignite, and that large heaps of small coal should not be permitted to be for months undisturbed, nor be placed in combustible receptacles, or in such relations to combustible matter that spontaneous combustion, if it should happen to occur, would be productive of disastrous consequences. It must be confessed, however, that the danger is not great, that the peculiar circumstances necessary to spontaneous combustion will co-exist in any considerable number of cases—according to the law of chances, the probability is exceedingly small that such will be the case—and yet the bare possibility of the thing should put us on our guard, and lead us to protect ourselves against it.

Yours respectfully, J. S. Newberry.

CROSSING THE BLUE RIDGE.

From Charlottsville the Virginia Central Railroad crosses the Blue Ridge and terminates for the present at Staunton, the chief town of Augusta county. The passage over the Blue Ridge in the cars is an interesting adventure. The grade is at the rate of two hundred and fifty feet to the mile. You approach the mountains for some time without realizing an ascent, until you appear to have reached them and to be at their very feet. Their lofty barrier blocks your path, and it seems impossible to surmount them. But the track slants up their steep sides, curves through their indentation, and winds round their projecting points until the summit is reached. Before encountering the highest grades of ascent—the real "tug of war"—the train stops, separates all superfluous cars, throws off every unnecessary weight, and takes a locomotive of the greatest power, with a working apparatus adapted to the occasion.—From that moment there is an evident struggle. The motion is slow, at the worst points scarcely perceptible, and doubt seems to hang over the struggle; but the laboring locomotive conquers at last, through the o'ermastering power of steam, and you still go up the steep ascent. The mountain-sides are nearly perpendicular, and frightful is the abyss below as you look out of the windows of the car. Sometimes the hollowing indentations of the mountains are so deep and rough that instead of pursuing them, the track crosses to an opposite projection on a frame of timber work, fifty, or sixty, or seventy feet in height, only wide enough at the top to receive the rails. The sight is fearful indeed as you move over this apparently frail pipe-stem structure. At some curves you can see the cut made by the track ahead so far above that it seems absolutely impossible for a train to rise to it. But the iron horse snorts and pulls and climbs on victoriously.

In the mean time nearly a thousand feet, almost literally, below you is the county of Nelson and the contiguous tracts of Virginia, presenting panorama of varied beauty such as no imagination can depict. The whole scene of plantations, forests, roads and streams, is spread out like a carpet of flowery figures as far as the eye can stretch. A tunnel is already in process of construction thro' the Blue Ridge; when it is completed the traveler will no longer experience the romantic sense of peril or of beauty which the present mountain-track affords. He who loves to pass through such adventures or to behold such landscapes, had better cross the Blue Ridge by the Virginia Central Railroad before the tunnel destroys the romance of danger and substitutes Egyptian gloom for the glorious scenery now displayed to the admiring tourist.

EXPANSION OF CAST-IRON BY SUCCESSIVE HEATINGS.

In the memoirs of the Industrial Society of Hanover for last year, there are some interesting remarks on this question. The remarkable phenomenon that cast iron presents on being heated, of not returning back to its original volume, but of continually showing an increase of that volume, and of permanently acquiring an enlarged volume by successive heatings and coolings, had been first observed by Rinsep, in 1829. That chemist found that a cast-iron retort, whose capacity was exactly measured by the quantity of mercury which it could contain, held at first, 9·13 cubic inches; after the first heating and cooling, 9·64 inches; and after three heatings, up to the melting point of silver, 10·16 cubic inches. The cubical expansion ought, therefore, to be 11.28 per cent., which gives 3·76 per cent. nearly of linear expansion.

At subsequent periods different phenomena were observed, more or less confirmatory of this law. The cast-iron bars of grates, where powerful fires were made, were frequently observed to elongate, so as to become jammed tight in their frames, and when these obstructed all further enlargement, the bars became curved or twisted. M. Brix in his work on the calorific power of the fuels of Prussia, has detailed a few experiments on this subject. By the aid of several measurements, he has shown that the entire permanent elongation increases after each successive heating. but that the amount produced by each heating diminishes the more frequently the bar is heated, until it finally becomes insensible. Thus, a furnace bar 3 1-2 feet long, after being three days exposed to moderate fire, had already acquired a permanent elongation of 3-16 of an inch, or ·446 per cent., at the end of seventeen days, 1·042 per cent.; and after thirty days, 2 per cent., but had not yet reached its maximum. Another bar of the same kind, after a long service, had a permanent elongation of 3 per cent.

If it be remembered that bars, while exposed to the fire, undergo another temporary elongation, we must agree with M. Brix, that an allowance of 4 per cent. of its length should be made in a bar which has not as yet been used, for this cause of elongation. The bars must, of course, be sufficiently long to stand between their supports when cool, but it seems that hitherto sufficient room has not been given for this permanent expansion in laying down new bars.

Discovery of Anthracite Coal in Ireland.—In the geological section of the British Association, on Tuesday last, the 26th ult., Dr. John Irwine Whitty, LL. D. Civil Engineer, 4 Trafalgar-square, London, read the report on the discovery of a large bed of authracite coal, four feet in thickness, in the county of Cavan, which he was appointed to examine; in a locality where fuel can with difficulty be obtained for the burning of lime, so requisite in all slate countries, and moreover, in the Grauwacke or Silurian rock formation, where the appearance of coal has been hitherto an anomaly almost unknown to geologists, with the exception of that described by Prof. Harkness in Scotland, which Dr. Whitty supposes, from the strike of the rocks, may be a continuation of the same vein throughout the counties of Down, Armagh, and Monaghan. A specimen of the coal analyzed, presents the following constituents:

Carbon	77.65
Water	4.35
Ash	18.01
Total	100.00

It contains no bitumen, but a far greater proportion of carbon (as Professor Harkness subsequently observed) than any fuel of the same class hitherto known, even the celebrated Boghead coal, and is therefore invaluable for furnaces, steam engines, etc.

The mode which Dr. Whitty proposed for working the mines was entered into, and in conclusion he remarked that owing to the convolutions of the system in which this coal exists, the lowest, and consequently the most contorted, of all the stratified rocks, it most probably re-appears at the surface in other localities which he suggested, and that the discovery of this valuable substance in a formation where it was supposed least likely to exist, ought to stimulate to increased exertions in the examination of the country, as many minerals undoubtedly exist unknown to the proprietors of the soil which might be otherwise rendered a fruitful source of commerce.

Professor Harkness expressed his concurrence in the opinion that the coal discovered by Dr. Whitty is a continuation of that described by him in Scotland, and Dr. Griffith corroborated the statements generally put forward. It should be observed that since the discovery of this coal, several tons have been raised and sold in the neighboring towns; but the death of the Bishop of Kilmore has, for the present, put a stop to the formation of a company to carry out operations effectively.

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

CORRECTED TO WEDNESDAY OF EACH WEEK.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'D.	ASK'D.
Alabama and Tennessee	1st mortgage, convertible till 1872	7	1872		93
Baltimore and Ohio	Transferable. Taxed	6	1885	81	78¾
Do do	Coupons. Not Taxed	6	1875	82	85
Do do	" "	6	1880		82
Do do	"	7	1860		87
Do do		6	1885		92
Bellefontaine and Indiana	1st mortgage, convertible	6	1866	100	101
Buffalo and Penn. State Line	1st mortgage, not convertible	7	1866	97½	101
Chicago and Rock Island	1st mortgage, convertible	7	1870	88	88½
Chicago and Mississippi	1st " "	7	1862	88	90
Do do	2d " "	7	1874	68	72½
Chicago and Aurora	1st " "	7	1866	90	92½
Cincinnati and Fort Wayne					
Cleveland, Columbus, and Cincinnati	1st mortgage, convertible	7	1859		
Do do do	No mortgage, convertible	7	1855		
Cleveland and Mahoning					
Cleveland, Painesville and Ashtabula	1st mortgage	7	1861	90	95
Do do	2d " not convertible	7	1861	99	100
Cleveland and Pittsburgh	1st " convertible	7	1860	93	95
do do	1st " 2d sec. convertible	7	1873	75	76
Cleveland and Toledo,	1st mort. not conv. '73	7	1863	85	87
Cleveland, Zanesville, and Cincinnati				86	90
Cincinnati, Hamilton and Dayton	1st mortgage " till 1855	7	1867		95
do do do	2d mortgage	7	1868		87½
Cincinnati, New Castle and Michigan	1st mortgage, real estate, convertible	10	5 & 10 y's	96	100
Cincinnati Western	1st " " " "	10	5 & 10 y's	90	98
Cincinnati, Wilmington and Zanesville	1st "	7	1862	92	94
Cincinnati, Indianapolis and Chicago					
Columbus and Lake Erie					
Columbus, Piqua and Indiana	1st mortgage, convertible	7	1862	84	86
Do do do	2d "		1852	80	83
Columbus and Xenia	1st mortgage, convertible	7	1859	118	120
Covington and Lexington	2d " " till 1862	7	1863		85
Do do	1st " not "	6	1862	80	85
Dayton and Michigan	1st " "	7	1867	94	97
Dayton and Western	1st " "	7	1862	90	95
Dayton, Xenia and Belpro	1st "	10	1864	85	95
Eaton and Hamilton	1st mortgage	7	1862	84	87
Erie and Kalamazoo	1st notc, guaranty Mich. So. R. R.	7	1862	93	96
Evansville and Illinois	1st Mortgage, convertible 1857	7	1862	85	87
Frankfort and Lexington	1st " "	6			
Franklin and Warren					
Galena and Chicago Union	Pledge of 2d section, convertible	10	1853-6	125	130
Do do do	1st mort., 2d " not convertible	7	1862	89¼	90
Illinois Central	1st mortgage, not convertible	6	1875	70½	71
Illinois and Wisconsin		10			
Indiana Central	1st mortgage, convertible	7	1866	85	89
Do do	" "	10	1857	99	100
Indianapolis and Bellefontaine	1st " "	7	1860-1	94½	96
Indianapolis and Lafayette	" "	7	1861		95
Jeffersonville	1st " not "	7	1861	87	94
Junction (Ohio)	1st " "	7	1867	85	90
Do do	2d " "	7		95	90
Lawrenceburg and Upper Mississippi	1st mortgage, convertible	7	1866		95
Lexington and Big Sandy					
Little Miami	1st mortgage, not convertible	6	1863	85¼	87
Do	" " till 1855	7	1861		
Louisville and Nashville					
Lyons', Iowa, Central	1st mortgage, convertible	7	1873		
Mad River and Lake Erie	1st mortgage, convertible till 1853	7	1853-6	97½	100
Do do	2d " "	7	1866	66	75
Do do	Dividend	7	1860	78	83
Madison and Indianapolis	1st mortgage, convertible after 1853	6	1861		
Marietta and Cincinnati }	1st "	7	1868	92	95
Do Do. } united	2d "			86	87½
Hillsborough and Cincinnati }	1st "			92	95
Maysville and Big Sandy					
Maysville and Lexington	1st mortgage, convertible	6	1873	10	
Memphis and Charleston					
Michigan Central	No mortgage, convertible	8	1860	100	103
Do do	"	8	1855-6	97	100
Do do	" not "	8	1857-8	95	100
Michigan Southern	1st " " "	7	1860	95	96
Milwaukie and Mississippi	1st " " 1857	8	1862	98	100
Mobile and Ohio	1st mortgage 6s. 1884				
Nashville and Chattanooga				83	93
New Albany and Salem	mortgage on 1st section	10	1858-62	100	102
Do do	1st " on other sections, convert.	8	1864-75	87	88
New Castle and Richmond	1st " convertible	6	1873	87	90
New Orleans and Ohio, Ky	Guar. of McCracken Co			86	93
New York and Erie	1st mortgage, not convertible	7	1867		
Do do	2d " convertible	7	1859	94	
Do do	Income, not convertible	7	1855	77	90
Northern Cross, Ill	1st mort. conv	8	1873	90	93
Northern Indiana	1st mortgage, not convertible	7	1861	94	95
Do do	1st mortgage Goshen line				87½
Do do	Construction Bonds			79	
Ohio Central	1st mortgage, convertible	7	1861-69	75	
Do	2d " not convertible	7	1865	78½	80
Ohio and Indiana	1st " "	7	1867	95	100
Ohio and Pennsylvania	" "	7	1865-6	102	102½
Do do	Income. No mortgage, convertible	7	1872	84	86
Pacific, Mo					
Panama	1st mortgage, convertible	7	1866	89	90
Parkersburgh (or Northwestern Va.)	" Guar. City of Baltimore	7	1873	94	96
Pennsylvania	1st mortgage, convertible till 1860	6	1880	96	97
Peru and Indianapolis	1st " convertible	7		78	83
Rock River Valley Union	1st " convertible	7	1872	98	100
Sandusky and Mansfield	1st "	7	1860	71	75
Do do	2d "	10	1853-7	102	104
Scioto and Hocking Valley	1st " conv. coupons	7	1861	87	90
Southwestern, Tennessee					
Springfield and Columbus					
Steubenville and Indiana	1st mortgage, convertible	7	1865	83	85
Terre Haute and Alton	1st " convertible		1862-72		82½
Do do	2d " do	8	1865		87
Terre Haute and Richmond	1st mortgage, convertible	6	1866	100	103
Toledo, Norwalk and Cleveland	1st "	7	1863	80	90
Do do do	2d "			90	95
Do do do	" Guar of C. C. & C.		1883	90	95

TABLES OF RAILROAD SHARES.

☞ The following quotations are not PER SHARE, but upon the HUNDRED DOLLARS.

	shares.	off'd.	ask'd.
Baltimore and Ohio	100	53	55
Bellefontaine and Delaware	50	40	50
Bellefontaine and Indiana	50	60	65
Belleville and Illinoistown			
Buffalo and Pennsylvania State Line		120	125
Central Military Tract			
Central Ohio	50	80	90
Chicago and Rock Island		79	80
Chicago & Miss., (Alton & Springf'd,)			
Cincinnati, Cambridge and Chicago		15	20
Cincinnati and Fort Wayne			
Cincinnati Hamilton and Dayton	100	75	90
Cincinnati, Indianapolis and Chicago			
Cincinnati, Logansport and Chicago	50		90
Cincinnati Western	50	15	35
Cin. Wilmington and Zanesville	50	50	60
Cleveland, Columbus and Cin	100	104	105
Cleveland, Medina and Tuscarawas			
Cleveland, Painesville and Ashtabula	100	100	105
Cleveland and Pittsburgh	50	52	65
Cleveland and Mahoning			
Cleveland and Toledo	50	68½	70
Cleveland, Zanesville, and Cincinnati			
Clinton Line			
Columbus and Lake Erie	50	50	70
Columbus, Piqua and Indiana	50	50	65
Columbus and Xenia	50	92	95
Covington and Lexington	50	59	60
Covington and Ohio, Va			
Dayton and Michigan	50	30	50
Dayton and Western	50	26	50
Dayton Short Line	50		
Dayton, Xenia and Belpre			
Detroit and Pontiac			
Eaton and Hamilton	25	35	55
Eaton and Piqua			
Erie and Northeast		110	112
Erie and Kalamazoo		90	100
Evansville and Crawfordsville			
Fort Wayne and Mississippi	50		
Fort Wayne and Southern	25	45	50
Franklin and Warren			
Galena and Chicago Union	100	99	100
Greenville and Miami	50	50	60
Hannibal and St. Joseph			
Hudson River		45	46
Henderson and Nashville			
Hillsboro' and Cincinnati	50	40	55
Illinois Central 10 per cent	100	99	10
Illinois and Wisconsin			
Indiana Central	50	50	65
Do do 10 per cent	50	55	70
Indianapolis and Bellefontaine	25	60	65
Indianapolis and Cincinnati	50	45	60
Indianapolis and Lafayette	50	76	80
Jeffersonville and Indianapolis	50	72	78
Junction (Ohio)	50	90	95
La Crosse and Milwaukie	100		
Lake Erie, Wabash and St. Louis			
Lawrenceburg and Upper Mississippi	50	45	60
Lexington and Frankfort			
Lexington and Danville			
Little Miami	50	98	100
Logansport and Pacific			
Logansport and Marion			
Louisville and Frankfort	50	62	70
Louisville and Nashville	100		
Macon, Georgia	10	98	100
Mad River and Lake Erie	50	60	70
Madison and Indianapolis	50	20	—
Madison, Indianapolis and Peru	50		
Marietta and Cincinnati	50	37½	50
Marion and Mississinewa Valley			
Maysville and Lexington	50		
Maysville and Big Sandy			
Memphis and Charleston			
Michigan Central		88	100
Michigan Southern		97	90
Milwaukie and Mississippi		77	82
Mobile and Ohio			
Nashville and Chattanooga			
New Albany and Salem	50	37	50
New Orleans and Ohio			
New York Central		92	100
New York and Erie	100	45	50
Northern Indiana		93	95
Ohio and Indiana		76	80
Ohio and Mississippi	50	50	70
Ohio and Pennsylvania	50	84	85
Ohio River and Wabash			
Owl Creek Valley			
Pacific, Mo			
Panama		90	92
Parkersburg, or Northwestern Va			
Pennsylvania	50	90	91
Peru and Indianapolis	25	38	50
Saudusky and Mansfield	50	50	60
Sandusky, Mansfield, and Newark	50		
Sangamon & Morgan, or Great West'n,			
Scioto and Hocking Valley	50	40	60
Southwestern Indiana			
Southwestern, Tenn			
Springfiled Mt. Vernon and Pittsb'gh.	50	40	60
Springfield and Columbus			
Steubenville and Indiana			
Terre Haute and Alton			
Terre Haute and Richmond		100	102
Toledo and Illinois			
Toledo, Norwalk and Cleveland	50	70	90

STOCK TABLE.

CORRECTED WEEKLY.

Government Securities.

	INT.	DUE.	OFF'D.	ASK'D.
U. S. Loan	6	1850	104½	105
Do	6	1862	112¼	114
Do	6	1867	117¼	118
Do	6	1868	117¼	118
Do (int. ceased July 1).	5	1853	101½	102
Do Coupons		1862	117½	118
Do "	6	1868	117¾	118
Do "		1853	100	101

State.

Alabama	5	....	90	95
Do	6	....	102	104
Arkansas	6	....	05	100
Georgia	6	....	107	108
Do	7	....		
Illinois Canal Bonds		1860	96	98
Do do registered		1860	110	110½
Do do		1847	92	95
Do do registered		1847	90	96
Do do Internal Impt.	6	1847	85	90
Do Interest do	6	....	58	62
Indiana	5	....	88	90
Do	2½	....		60
Do Canal Loan	6	....	93	94
Do do preferred	5	....	54	55
Do do deferred	5	....	30	32
Do special preferred	5	....	24	25
Do do deferred.	5	....	10	11
Kentucky, 30 years	6	1871	101	102
Do 15 years	6	....	107	108
Do large bonds	6	1860-72	103	105
Do	5	....	92½	93½
Michigan	6	....	94½	95
Ohio	6	1856	102¾	103
Do	6	1860	106¼	108
Do	6	1870	110	112
Do	6	1875	109	110
Do	5	1855	102	105
Do	5	1864	104	106
Pennsylvania	6	....	103	105
Do	5	1870	84	87
Tennessee, new loan	6	1890	100	101
Do Coupons	5	....	80	85
Virginia Coupons	6	1886	95	100

City Securities.

Albany	6	1867-9	106	107
Allegheny	6	1873	75	76
Baltimore	6	1870-90	100½	101
Do	5	1865	87	89
Boston Bonds	4½	1860	101	102
Chicago	6	1876-7	92	95
Covington	6	1881	93	95
Cincinnati	6	1860	94	100
Do	6	1897	94	100
Do	5	1884	86	87
Do W. W	6	1865	102	103
Joffersonville, Indiana	7	1872-82	85	88
Lawrenceburgh, Ia	7	....	80	90
Louisville	6	1880	82	85
Memphis	6	1882	90	92
New York	7	1857	101	103
Do	5	1858-60	99¼	100
Do	5	1870-5	100¾	103
Do	5	1890	101	
Philadelphia	6	1876-90	90	91
Pittsburgh	6	1869-71	82	83
Do coupons	6	1883		83
Richmond	6	1882	93	94
St. Louis	6	1870	85	90
Wheeling	6	1872	105	106

County Bonds.

Bourbon, Ky	6	1881	78	80
Darke, O	7	....	92	95
Fairfield, O	7	1862	90	92
Fayette, Ky	6	1881-2	75	80
Guernsey, O	7	1862	97	99
Mason, Ky	6	1881		78
McCraken co. Ky., endorsed by New Orleans and Ohio R.R.			75	80
St. Louis	6	1866	83	85
Do	7	1871	107	108

Banks.

OHIO.

Ohio Life Insurance and Trust Co	93	95
Lafayette, Cincinnati, (closing)	113	115
Franklin do		
Commercial do		
Mech. & Traders do		
State Branches		

KENTUCKY.

Bank of Kentucky and Branches	101	103
Northern, and Branches	108	110
Southern, and Branches	103	106
Bank of Louisville	111	112
Kentucky Trust Co	99	100
Farmers' Bank of Kentucky	107	110
Newport Safety Fund Bank	98	100
Commercial Bank of Kentucky		

INDIANA.

State Bank and Branches		

TENNESSEE.

State Bank and Branches		
Union	94	100
Planters'	97½	100

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g.
On New York	Sight	¾	1 prem.
Boston	Sight	¼	1 prem.
Philadelphia	Sight	⅜	1 prem.
Baltimore	Sight	⅝	1 prem
New Orleans	Sight		prem.
England		110½	112½.

SPECIE.

GOLD.

California, ℘ oz	$17 50	@	$17 65
Spanish Doubloons	16 50	@	16 60
Patriot Doubloons	15 60	@	15 80
Sovereigns	4 85	@	4 88
Guineas	5 00	@	5 00
American, new	1 00½	@	1 01
American, old	1 04	@	1 06
Portuguese	1 00	@	1 01

SILVER.

American Dollars	1 02	@	1 04
American, halves	1 02	@	1 04
Spanish Dollars	1 05	@	1 07
Spanish Quarters	1 02	@	1 03
Mexican Dollars	1 03	@	1 04
Five Franc pieces	95	@	96

LAND WARRANTS.

	Off'd.	Ask'd
160 acre warrants	$180	$189
80 acre warrants	90	94
40 acrew arrants	45¼	47

Reported for the Railroad Record.

CINCINNATI STOCK SALES.

AT THE STOCK BOARD,

MERCHANTS' EXCHANGE

And at Private Sale.

BY HEWSON & HOLMES.

For the week ending Wednesday, Nov. 1, 1854.

90	Shares Cin., Wil. & Zanesville (and int.) R. R. Stock		40 00
100	" Ohio & Mississippi (int.) " "		47 00
20	" " " " "		47 00
100	" Cin. Wil. & Zanes. (int.) "		40 00
47	" Cov. & Lexington (int.) "		47 00
80	" Ind. Cen. R.R. "		55 00
25	" Columbus & Xenia "		93 00
50	" Indianapolis & Cincinnati "		45 00
100	" New Albany & Salem "		30 00
20	" Cov. & Lex. "		46 60
325	" Cin. Ham. & Dayton Scrip "		77 00
25	" Farmers' Bank of Ky. Stock "		103 00
25	" " " " " "		103 00

BY ISAAC OSBORN DAVIS.

22	Shares Columbus & Xenia R. R. Stock, at		93 00
60	" Little Miami "		97 50
92	" Cov. & Lexington (int.) "		47 50
68	" Ohio & Miss (& int) "		47 50
20	" Mari'ta & Cin. "		33 00
130	" Cin. & Chicago (hyp.) "		15 00
32	" Cin. & Indianapolis (hyp.) "		43 00
36	" New Albany and Salem "		33 50
15	" Eaton & Hamilton "		33 50
80	" O. & Miss. (and int.) "		47 00
70	" Cin. Wil. & Zanes. (hyp.) "		40 00
25	" Cin. Ham. & Dayton "		79 00
50	" Cov. & Lexington (hyp.) "		48 00
27	" Eaton & Hamilton (hyp.) "		33 50
40	" Indiana Central (hyp.) "		54 00
35	" Cin. & Chicago. (hyp.) "		14 50
28	" Cin. Wil. & Zanes. (hyp.) "		40 00
74	" Ohio & Miss. "		47 50

—*Thursday, Nov.* 2

MONETARY AND COMMERCIAL.

During the week we cannot quote any change for the better in our monetary affairs. Currency is exceedingly scare, and the Ohio and Kentucky Banks are contracting rather than increasing their circulation. In this state of affairs, we may not look for a good supply in business circles, even though it were in the hands of Banks, until exchange is lower. Loans are difficult of negociation, those granted by the Banks are confined almost entirely to parties whose paper they already hold. Some parties who have surplus capital, are granting temporary loans to first class houses at 12 per cent per annum. But lenders find no difficulty in obtaining from 1½ to 3 per cent.

A proposition has for sometime been talked of in our Commercial circles, of a Merchants Bank with capital of large amount. This has assumed a definite shape, and will probably be carried through, some $200,000 having been subscribed. The Bank will issue notes, discount local paper at legal rates, pay no interest on deposites, and do in all respects a legitimate banking business.

As to Indiana money, there is more confidence felt in monied circles. The result of the Lonisville mission was of a satisfactory nature. Dr. White who was dispatched from Lonisville to examine into the state of the Free Banks, submitted a verbal report to a meeting of the citizens of that city held on Thursday, in which he expressed the belief that the State Stock Banks are all perfectly able to redeem every dollar.

The new statement published by the Auditor a few days ago has tended to thus increase the confidence, the withdrawal of the money and substitution of eastern exchange is continually going on, to the amount of from $30,000 to 50,000 a day.

Eastern exchange had advanced to 1¼ @ 1½ per cent., it is however, not very brisk at that rate.

At the East the stringency in the money market is not yet over. Shipments of specie still continue larger than the receipts, creating a heavy drain; in consequence of which the city banks are curtailing and contracting as far as they can.

The stock of specie at present in the Banks is a little more than $10,000,000. The arrival of the California steamers, one of which was past due, added $1,972,000 to the stock of specie, and relieved the anxiety in regard to the reserve in the Banks.

Immediately upon the announcement of the George Law, stocks went up ¾ to 1 per cent, the reaction being quite general. Rates for money continue high, and loans for any length of time are difficult to obtain. The Journal of Commerce of Saturday, says that "there is an active demand at the note brokers for business paper, and prime signatures sell very readily at 10 per cent."

We quote first class business paper 10@12 per cent. Demand loans on Stock collaterals are made at 12 per cent.

We select the following sales from those at the New York Stock Board oo the 23d:

3000	Virginia 6's	94 75
2000	Harlem 1st Mortgage Bonds	88 00
2000	Erie Income Bonds	93 00
1000	Hud. River 1st Mortgage Bonds	101 00
2000	Ill. Cen. R. R. Bonds	89 87½
500	New York Cen. R. R. Bonds	87 50
25	Galeoa & Chicago R. R.	97 00
50	Chicago and Rock Island R. R.	78 00
23	Northern Indiana R. R.	86 00
20	Cleveland and Toledo R. R.	61 50
400	Erie Railroad	44 49
500	" "	44 00
250	Norwich & Worcester R. R.	43 75
100	Reading Railroad	72 00
5	Cleveland, Col. & Cin. R. R.	101 00
20	Mich. Southern Construction	80 00

Sales by A. H. NICOLAY, Oct. 26—

$8000	Virginia 6's, payable 1887	(and int.)	95 50
1500	Milwaukie 7's, " 1874		87 75
1500	" " " "	(and int.)	86 00
60	Shares Northern Ia. R. R. Construction		79 25
20	" Marine Bank		100 60
90	" Central Bank, New York		87 50
50	" Empire City Bank		78 50
50	" Ocean Bank		74 50
16	" Knickerhocker Bank		37 50

STATEMENT OF TIMBER laid up and wintering this season in the Ottawa and its tributaries, in consequence of want of water to bring it to market:

	R. Pine. feet.	W. Pine. feet.	Spars. pieces.
Gilmour & Co. Pitawawa	200,000		
C. Brigham do	200,000		200
Peter White do	20,000	30,000	
Hlex. McDonald do	140,000		
wm. Morris do	150,000		
John Supple do	20,000	45,000	
D. McLachan, do	60,000		
Elias Moor R., Madawaska	300,000		
James Skead, do	150,000		200
Gilmour and Co. do	50,000	160,000	
R. Conroy do		75,000	
J. Supple, Portage du Fort, Ottawa		75,000	
Total above Bytown	1,200,000	385,000	400

NOTE.—The timber on the Madawaska and Pittawawa Rivers cannot reach market before the end of June, and much of it not before the middle of July.—*Quebec Colonist.*

NASHVILLE AND NORTH WESTERN R. R. Co.—From a letter of the Secretary of this Company we learn they are making as good progress as anticipated, and expect soon to put the whole road under contract.

Memphis and Grenada Railraad — Meeting of Stockholders.

The annual meeting of the Stockholders of the Mississippi and Tennessee Railroad, was held at Hernando, Mississippi, on the 11th inst., and the following named gentlemen elected Directors for the ensuing year—viz: H. C. Walker, J. M. Patrick, Memphis, Tennessee; H. Dockery, and J. C. N. Robertson, DeSoto county, Mississippi; F. M. White, Daniel S. White, and Thomas Bradford, Panola county; N. Howard, Samuel Gardner, Yallaboosha county.

The new Board was organized by the election of Col. F. M. White, President, Calvin F. Vance, Secretary and Treasurer, and Minor Merriwether, Chief Engineer. Reports were read from these officers, exhibiting the affairs of the Company in a highly favorable condition, from which we learn that contracts for the graduation, bridging, masonry, crossties, and laying track from Memphis to the south bank of the Yallaboosha river, a distance of fifty-five miles, have been made with responsible men; the work to be completed to that point by January, 1856, one-fourth payable in stock.

The authority asked for hy the Directors to issue the bonds of the Company to the amount of $700,000, was voted by a large majority—nearly two to one; but we are informed that no bonds will be issued till the first fifty-five miles are completed and equiped, the resources of the Company enabling them to put this much in operation without the aid of the bonds. This policy will certainly afford a solid basis of credit, and if the same prudent counsels prevail which have thus far characterised the management of the Road, its success is certain. We understand the President will start North in a short time to make arrangements for the iron, as some portion of the grading will be ready for reception of the rails early in the spring.—*Weekly Eagle and Enquirer, Memphis.*

C. C. & C. RAILROAD COMPANY.

To the Directors of the Cleveland, Columbus & Cincinnati Railroad Company—

Gentlemen:—As I can not devote my undivided attention to the business of the Company, I deem it a duty to lay before you my resignation of the office of President—to take effect if agreeable to you, on the first day of November next.

For the generous confidence and support extended to me while acting as the executive officer of the Board, I beg leave to tender you my sincere and grateful acknowledgments.

I am, gentlemen, with great respect and esteem,
Your Obedient Servant, H. B. Payne.

At a meeting of the Directors, Alfred Kelley, Esq, offered the following resolution, which was unanimously adopted:

Resolved, That the manner in which Henry B. Payne, Esq., has presided over the affairs meets the unqualified approbation of this Board, and that the thanks of the Board be tendered to Mr. Payne for his able and efficient services as President.

Cleveland, Oct. 17, 1854. [*Clev. Her.*

A RUSH FOR LAND.

It is stated that on the opening of the Land Office at Palmyra under the Graduation Law, there were three thousand persons present, and Monday and Tuesday, the 9th and 10th, were occupied in drawing lots for their turn by the parties desiring to make entries.

At Fayette, there was also an immense throng and the number who drew lots was sufficient to give, at least, a months constant employment to the Register.—*Journal, Col. Mo.*, Oct. 19.

HIGHEST MOUNTAIN IN THE U. STATES.

The California papers by the last steamer, give an account of the ascent of one of the Oregon Peaks, known as Mount Hood, which has been ascertained by measurement to be 18,361 feet. This is the highest peak on the North American continent, and one of the highest in the world. The mountain was ascertained to be volcanic, smoke being seen to issue from the summit. The peak of Mount Hood is thus described:

"We found the top similar to that of Mount Helens—extremely narrow, laying in a crescent shape. Mount St. Helens facing the northwest by a crescent, while Mount Hood faces the southwest. The sharp ridge on top runs from the southwest to the north, making a sharp turn to the west at the north end. The main ridge is formed of decomposed volcanic substances, of a light reddish color, which comes from 20 to 50 feet high at intervals of a few rods.

"These cones or rocks are full of cracks or fissures, as if they had been rent by some convuision of nature at a remote period.—Between these cones there are numerous holes, varying from the size of a common water bucket down to two or three inches in diameter. Through these *breathing-holes*—as we shall call them—and through the crevices in the rocks, there is continually escaping hot smoke or gas, of a strong sulphuric odor. In passing over the ridge for near half a mile, we discovered a large number of these breathing-holes; through some the heat was more intense than in others.

"We did not carry up a thermometer, therefore we could not get the exact degree of the heat; but from holding our hands over several of them, we have no doubt that the themometer would have shown "boiling heat" in some of them."

RAILROAD EARNINGS.

The carnings of the Eaton & Hamilton Railroad for 8 months of the Fiscal Year 1854, compared with those of the corresponding period in 1853, are as follows:

	1853	1854
February	$6,826 47	$11,624 44
March	6,065 36	10,721 62
April	5,097 56	7,922 93
May	6,741 76	8,075 66
June	6,033 85	7,461 64
July	4,879 21	6,188 54
August	6,064 18	8,068 79
September	6,453 76	9,025 50
Mail Service	770 94	1,300 00
Total	$48,953 09	$70,308 52
		$48,923 09
Increase		$21,465 43

In 1853 the receipts were on 39 miles of road; in 1854 the receipts are on 36 miles; the latter being the actual length of the Eaton and Hamilton Road.—*Register*, Eaton, Oct. 26.

Earnings of the Cleveland and Toledo Railroad for the first two weeks in October:

1854	$36,169
1853	24,927
Gain	$11,242

—*Com. Republican*, Toledo.

The work on the depot buildings for the East Tennessee and Georgia railroad at this place, is being rapidly prosecuted. The Tennesso and Virginia road are also erecting various shops and buildings on their grounds intended for the use of that road. In fact, quite a town is springing up at the junction of these two roads, in anticipation of their early completion to this point.

☞ The carnings of the Chicago & Rock Island Railroad for the month of September, 1854, were:

From passengers	$76,303 24
From freight and mails	56,459 00
Total	$132,762 24

[*Chicago Tribune.*

GAS.

Aubin's Patent.—We are agents for this new and improved furnace, and having had one in operation at our office for several months past, can confidently recommend it as being simple in its operation, occupying little room and furnishing a pure and beautiful burning gas. From the peculiar arrangement of the retort it is not liable to *burn out*, thus saving a great part of the expensive repairs of other furnaces. We are prepared to erect these furnaces at our own risk and warrant them to produce good gas.

T. WRIGHTSON & CO.,
167 Walnut-st., Cin'ti.

TO RAILROADS AND CONTRACTORS.

Horse Powers.—The undersigned being agents for the sale of R. H. Pease formerly Emery & Co.'s Horse Powers, are prepared to furnish them to order. They occupy little room and do their work effectually. T. WRIGHTSON & CO.

RAILROAD MAP.

WE have now ready A Railroad Map of the West, containing all the railroads constructing, completed, or proposed in the States of Ohio, Indiana, Illinois, and Kentucky, and portions of Wisconsin, Michigan Pennsylvania, Virginia, Tennessee and Canada, showing the termini, points upon the lines, connections, &c. of each line, all laid down accurately, by a compete t hand.

The size of the sheet is 24 by 38 inches, and can be sent by mail.

Price—plain..... 40 cents.
Colored in outlines..... 50 cents.
Full colored..... 75 cents.

Liberal discounts will be paid to those wishing them in quantities.

Railroad companies desiring a map to illustrate their road cannot find one offering greater inducements as to correctness, &c., or on better terms; as any line can be made prominent, with its connections, &c.

All orders addressed to J. A. James will secure prompt attention.

NOTICE TO CONTRACTORS.

PROPOSALS are requested until the fifteenth November next, for the graduation and masonry of twenty miles of the Third Division of the Pacific Railroad of Missouri, extending from Gray's creek, near Jefferson City, to the summit of the country westward. The work is divided into sections. Payments will be ninety per cent. in cash and ten per cent. in bonds.

A profile of the work and the quantities can be seen at the Resident Engineer's office, Jefferson City, or at the office of Kirkwood, Porter & Co., at the same place, where further information can be obtained of Mr. Porter. The line is ready for examination and the work can be commenced forthwith.

Proposals will also be taken, any time during the next six weeks, for fifty miles or more of the work beyond the above-mentioned twenty miles, subject, however, to the directions of the Railroad Company as to the time of commencement of this last-mentioned work.

Information as to the general character of the work can be obtained at the Engineer's office of the Pacific Railroad Company, St. Louis.

KIRKWOOD PORTER & CO.

Jefferson City, 24th Oct. 1854.

The Cleveland Herald and the Chicago Tribune, will please copy the above until the 12th November, and send their bills to Marvin Porter, Esq., Jefferson City, Missouri. nov. 2-2w

RAILROAD HOTEL.

CINCINNATI, O.

THE GIBSON HOUSE, Cincinnati, is situated on Walnut-street, between Fourth and Fifth, in the immediate neighborhood of all the Railroad Offices. For comfort and convenience it is believed that this hotel is unsurpassed. It is heated with steam from the first floor to the fifth, thus making it the most desirable winter house in the West. The proprietor hopes to enjoy a share of the patronage of Railroad men.

A. WETHERBEE, Proprietor.

THOS. M CASH,

PHILADELPHIA RAILWAY AGENCY.

For the purchase of all articles required by Railway Companies, On Commission.

Office, No. 80, South Fourth-street, near Walnut,

PHILADELPHIA.

REFERENCES

Richard Norris & Son, Locomotive Builders, Philad'a.
Wm. D. Lewis, Esq. Pres't Catawissa R. R. Co. "
Charles H. Fisher, Esq., "
Jno. Caldwell, Esq., Pres't S.C. R.R.Co. Charleston, S.C.
J. Pinckney Huger, Esq., Pres't. N. E. R.R.Co. "

Oct. 13-tf.

ISAAC OSBORN DAVIS,

AUCTIONEER.

No. 38 West Third Street,

CINCINNATI, OHIO.

THE subscriber is prepared to make contracts to sell at auction any class of property that may offer on reasonable terms. ISAAC OSBORN DAVIS.

FOR SALE,—At the financial Agency and Stock Exchange, No. 38 Third street, the following Stocks and Bonds, viz.

$6,000 2d mortgage 7 per cent. Bonds Ohio and Mississippi Railroad Company
$6,000 1st murtgage 6 per cent. Bonds Covington and Lexington Railroad Company
$17,000 convertible 6 per cent. Bonds Covington and Lexington Railroad Company, redeemable Sept. 1st. 1873. guaranteed by the city of Covington
$5,000 first mortgage Bonds Little Miami Railroad Company
$10,000 1st mortgage 7 per cent. Bonds Columbus, Piqua and Indiana Railroad Company
$5,000 1st mortgage Bonds Cincinnati, Wilmington and Zanesville Railroad Company
$12,000 Bonds Springfield, Mt. Vernon and Pittsburgh Railroad Company
$20,000 second mortgage Bonds Maysville and Lexington Railroad Company
$10,000 1st mortgage 7 per cent. Bonds Scioto and Hocking Valley Railroad Company
$12,000 1st mortgage 10 per cent. Bonds Dayton, Xenia and Belpre Railroad Company.

RAILROAD STOCKS-

100 Shares Little Miami Railroad Stock; shares $50.
85 Shares Cincinnati, Hamilton and Dayton Railroad Stock; shares $100.
70 Shares Covington and Lexington Railroad Stock. shares $50.
80 Shares Ohio and Mississippi Railroad Stock; shares $50
17 shares Little Miami Railroad Stock, Shares $50.
150 Shares Cincinnati and Chicago Railroad Stock; shares $50.
25 Shares Ohio and Mississippi Railroad Stock; shares $59.
18 shares Eaton and Hamilton Railroad Stock; shares $25.
175 shares Cincinnati, Wilmington and Zanesville Railroad Stock; shares $50.
30 Shares Cincinnati and Indianapolis Railroad Stock; shares $50
50 shares Fort Wayne and Southern Railroad Stock; shares $50.
50 Shares New Albany and Salem Railroad Stock; shares $50.
40 shares Eaton and Hamilton Railroad Stock; shares $25
30 shares Southern Bank of Kentucky Stock; shares $100.
15 shares Kentucky Trust Co. Bank Stock; shares $100.

oct 12-tf ISAAC OSBORN DAVIS.

NUGENT'S COLLEGE
OF
ENGINEERS & MECHANICS,

PUBLIC SQUARE, CLEVELAND, OHIO;

C. NUGENT, C. E., Principal.

THE design of this Institution is to afford young men an opportunity of acquiring a knowledge of the profession of Civil Engineering, and to Mechanics and Tradesmen a sound theoretical and practical knowledge of Mathematics, Architectural and Mechanical Drafting, Plain and Ornamental Penmanship, &c. For further particulars address the Principal. au.10.

New Works on Civil Engineering.

THE Field Practice of Laying out Circular Curves for Railroads. By John C. Trautwine, Civil Engineer.—4th Thousand, in pocket-book form with tucks.

—ALSO—

A New Method of Calculating the Cubic Contents of Excavations and Embankments, by the aid of Tables and 10 Engraved Plates of Diagrams. By John C. Trautwine, C. E.; 2d edition.

Price, one dollar each. Postage on the Curves, five cents; on the Excavations and Embankments, eight cents. For sale by WILLIAM HAMILTON.
Hall of the Franklin Institute.
Sept. 21-3* Philadelphia, Pa.

ENGINEERING!!

The undersigned is prepared to furnish SPECIFICATIONS, ESTIMATES, AND PLANS, In general or detail of all kinds of

Steam Vessels, Engines, Boilers, Mill Work, &c

Particular attention given to the superintending of

LOCOMOTIVES, TENDERS, CARS,
And Railway Machinery of every Description,
While under construction.

AGENT FOR THE PURCHASE of, on commission, all articles required for Railroads, Steam Vessels, Locomotives. Engines, Boilers, Machinery, &c.

General Agent for
ASHCROFT'S STEAM GAUGE, ALLEN AND NOYES' METALIC SELF ADJUSTING CONICAL PACKING, DUDGEON'S HYDRAULIC JACK.

Also, for Water Gauges, Indicators, Steam Whistles, &c., &c. CHAS. W. COPELAND,
Consulting Engineer,
c5-tf 64 Broadway, N. Y.

Notice.

THE copartnership heretofore existing between the undersigned, under the firm of Smith & Tyson, is this day dissolved by mutual consent. Either partner is authorized to settle the business of the concern.

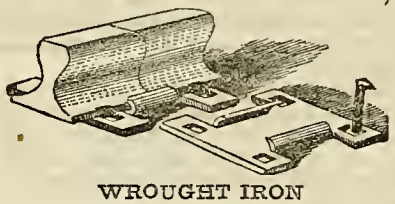
J. HOPKINSON SMITH,
RICHARD W. TYSON,
Baltimore, July 1, '54. No. 25 South Charles st.

Notice of Copartnership.

THE undersigned have this day formed a copartnership, under the firm of J Hopkinson Smith, in which Richard W. Tyson is a special partner, and J. Hopkinson Smith is the general partner.

J. HOPKINSON SMITH,
RICHARD W. TYSON.
Baltimore, July 1, 1854. [aug. '54-3*

RAILROAD SPIKES,



WROUGHT IRON

Chairs and Fastenings.

THE undersigned will continue to manufacture with increased facilities, HOOK & FLATHEAD R. R. SPIKES, of all Patterns, WROUGHT and CAST CHAIRS, and FASTENINGS, BOILER RIVETS, BOLTS, SHIP and BOAT SPIKES, &c.. &c.

The best quality of refined iron is used. and all ordors filled with despatch. J. HOPKINSON SMITH,
No. 25, South Charles st.

☞ Please direct the name in full.
Baltimore. August 31-†

ADRIAN H. MULLER & CO.

AUCTIONEERS

Of the City of New York.

Hold their regular Auction Sales of Stocks, Bonds and other Securities every Wednesday at 12½ o'clock, at the Merchants' Exchange. They would respectfully tender their services in the negotiation of the same, either at private or public sale.

Office, No. 2, Pine Street, corner of Broadway, Metropolitan Bank Building.

REFERENCES BY PERMISSION:

Moses Taylor, Esq.; W. W. DeForest, Esq.; Geo. S. Robins, Esq.; Dow D. Williamson, Esq., Pres. Farmers' Loan and Trust Co.; Wm. F. Hayemeyer, Esq., Pres. Bank North America; Edward Whitehouse, Esq.; Messrs. Cauman & Co.; Messrs. Carpenter & Vermilye; Messrs. Fisher, Denny & Co.; Messrs. Wm. & Jno. O'Brien; Messrs. Weck, & Co. mh9 6*

STEREOTYPE FOUNDRY,

AND AGENCY OF

L. JOHNSON & Co.'s TYPE FOUNDRY.

C. F. O'DRISCOLL, (Successor to A. C. JAMES,) is prepared to execute in the best manner all kinds of

STEREOTYPING,

including Books, Pamphlets, Music, and Jobs of every description. He will keep on hand an assortment of

Card and Job Type, Cuts, Rules, &c. &c.

from the foundry of L. JOHNSON & CO., of Philadelphia, and will furnish to order PRINTING MATERIALS OF EVERY KIND,

AT THE FOUNDRY PRICES.

C. F. O'DRISCOLL,
No. 167 Walnut Street,
Cincinnati, O

CHARLES FRODSHAM'S

IMPROVED WATCHES!

BEGGS & SMITH,

JEWELERS,

No. 6 West Fourth St.,

Adjoining the First Presbyterian Church,

CINCINNATI, O.,

HAVE received from Mr. Simon Willard, Boston, Agent for the United States, the sole and exclusive agency for the sale of **CHARLES FRODSHAM'S** NEW SERIES OF IMPROVED CHRONOMETER WATCHES, in the states of Ohio, Indiana, Illinois, Michigan, Iowa, Wisconsin, Missouri, Kentucky and Tennessee.

In the Watches of the New Series, Mr. FRODSHAM has succeeded by a more perfect method of compensation, a more correct adjustment in isochronism, and an entirely new and peculiar construction of the train, by which more power is obtained without increase of size, in producing timekeepers of wunderful and unrivalled accuracy. The great importance of the improved watches is a perfect regularity of time under every variety of climate, motion and position. So perfect are the adjustments, that the most violent exercise, such as horseback riding, jumping, etc., produces on them no sensible effect They are therefore, particularly adapted to Railroad purposes.

Liberty is given to refer to the following gentlemen, who, among many others, have proved the excellence of Charles Frodsham's Watches as timekeepers:

Gen. John S. Tyler		Massachusetts.
John E. Thayer, Esq.		"
Enoch Train	"	"
E. C. Bates,	"	"
F. W. Thayer,	"	"
Wm. Whiting,	"	"
Geo. M. Thacher,	"	"
David Dyer,	"	"
Alvin Adams,	"	"
Billings Briggs,	"	"
D vid Weld,	"	"
Hon. Ebenezer Lane,		Sandusky.
E. F. Osborne, Esq.		Ohio.

The Prices of the New Series Gold Cases, are According to Size, viz:

SIZE 12	
" 14	$230
" 16	
" 18	250
" 20	275
" 22	300

Recommendations:

Boston, Sept. 3, 1853.

The Compensated Lever Watch I purchased of you, made by Charles Frodsham, London, No. 7300, has varied but thirty seconds from mean time in six months, by actual daily comparison with your regulator.

Yours, &c., ALVIN ADAMS.
Mr. Simon Willard.

Boston, Feb. 4, 1854.

Mr. S. Willard Dear Sir—The Frodsham watch, No. 7557, I purchased of you last October, has performed wonderfully well. I have compared it almost daily by your Astronomical clock, and its variations for ninety days is but one second, or a loss of but one-hundredth of a second per day. I consider it better than any Marine Chronometer I ever used.

Yours truly,
FISHER A. NEWELL,
Late master of Sch., Honolulu.

Sandusky, Ohio. Jan. I, 1854.

Mr. S. Willard, Dear Sir—More than six months ago I purchased of you two of Frodsham's best watches—up to this time, one of them, No. 7573, has altered from mean time but twenty-seven seconds. and the other, No. 7517, but twenty-three seconds in the same period.

Yours, respectfully.
E. F. OSBORNE.
To Mr. Simon Willard.

Gentlemen—On the 1st of April last I procured from Mr Willard, of Boston, one of Frodsham's improved series of watches. It was regulated and set to Cincinnati time. It has not, in that period, been suffered to run down, nor have the hands been moved, and to day it is 20 seconds only slow. Respectfully yours,

HENRY O. AMES,
Sup,t Cin. Ham. & Dayton Railroad,
August 18, 1854.

To Messrs. Beggs & Smith.

The following is an extract from a letter of William Brown, Esq., Springfield, Ohio, engineer on the M. R. & L. E. R. R., who has personally kept the rate of several of Frodsham's watches.

"Finally from what I have known of Frodsham's watches, I am very strongly impressed with the idea, that they are a decided improvement on all other timekeepers, and were they set in gimballs and used with the same care, I think their performance would equal that of Mr. Frodsham's celebrated box chronometer, and would answer the same purpose for determining longitudes."

Sept. 21-6*

Railroad Car Findings.

BRIDGES & BROTHER,

64 Courtlandt Street, New York.

Wheels & Axles, Jaws, Boxes, and Castings Fitted

Wrought Nuts, Bolts, & Washers,

Engine and Car Screw Bolts, all sizes; Coach Lag and Telegraph Screws,

LOCOMOTIVE ENGINE LANTERNS,

From the best Manufacturers, and at their prices. Car Hand, and Signal Lanterns.

Cotton Duck for Car Covering,

Of any required width to 124 inches.

ENAMELLED HEAD LININGS, Plush and Curled Hair.

Hand Cars and Baggage Barrows. Passengor, Freight-Car, and Switch Locks, Door Knobs and Butts. Brass and Iron Wood Screws. Brass and Silver Plated Trimmings for Windows and Seats. Varnish, Coach Japan, and Glue; Paints, Varnish and Glue Brushes.

Silver Plated and White Metal Letters. Engine and Signal Bells, anti-friction or Babbitt Metal.

Portable Forges and Jack Screws.

Hemp Packing,, American, Russin, and Italian. Conductors' Badges and Baggage Checks. Iron, Bronzed and Brass Hat Hooks. Ventilators and White Metal Rings. And all other Articles pertaining to Cars.

ALBERT BRIDGES,
Late Davenport & Bridges, Car Manufacturers, Cambridgeport, Mass.
ALFRED BRIDGES,
Late Davenport, Bridges & Co., Fitchburg, Mass.

†oc6

Locomotive Tires and Car Axles.

THE undersigned is prepared to supply Railroad Companies and Builders with Tires and Axles of superior quality and finish, made from faggotted charcoal iron, formed and finished entirely under the hammer. For the character of the manufacture he refers to builders and companies who have used them in the West.

A. S. WINSLOW
mr.24-†] 9 and 11 West Second St., Cincinnati.

O. ESCOL SELLERS.....C. D. DANA.

SELLERS & DANA,

AGENCY FOR THE SALE OF

Railroad Materials and Machinery,

THIRD STREET, (west of Burnet House.)

CINCINNATI, OHIO.

HAVING OPENED a depot for the sale of all articles used by Railroad Companies, we will fill orders promptly at manufacturers' prices, and are now prepared to furnish

Locomotives, Cars, Car-Wheels, and Axles. Ames' Tire and Crank Axles, Chairs and Spikes. Locomotive Head Lights, (of several makers) Car, Conductor's, Signal, Switch, Stoker and other Lanterns. Drawbridge and cross Road signal Lights; Gum Packing and Hose, assorted Car Trimmings, Enameled head and seat Linings, Plated and White Metal Letters.

—ALSO—

Machinists' Tools, particularly adapted to Railroad Work, Mill Work, Shafting and Shop outfits, Punching and Shearing Machines, for Boiler Work; Planers, Lathes, Drills, Portable Forges, etc., etc. Oak-Tanned Belting, of superior quality of all sizes. jy.1†3.

JAMES W. HOOKER,

Commission Merchant,

AGRICULTURAL WAREHOUSE,

—AND—

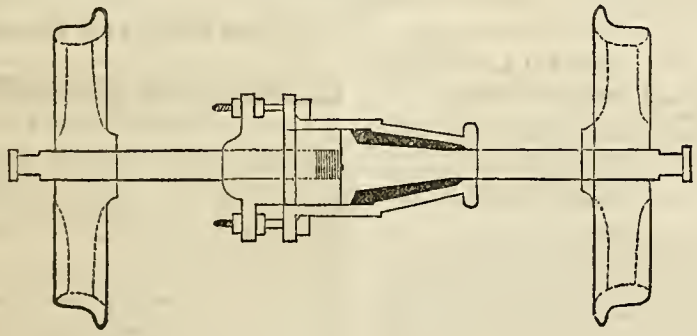
MACHINERY DEPOT,

35 Lloyd Street,

BUFFALO, N. Y.

Commission Dealer in Portable and Stationary Engines Iron Planers, Lathes, Universal Checks, Belting, Oils, Rubber Packing and Hose, Scales, Safes, Mill Stones and Machinery generally. Post Paid Letters will receive prompt attention je. 1-tf.

DENNEY'S DIVIDED CAR AXLE,



PATENTED JANUARY 31ST, 1854.

THE ATTENTION OF RAILROAD COMPANIES is respectfully invited to an examination of the merits of this valuable invention, which offers to add largely to the safety of life and property.

The valuable features of this arrangement of axle are, a saving of full fifty per cent. in motive power on crooked roads: the rails are protected from being destroyed by the flanges of the wheels coming in contact with them on the curves, as is the case with the stiff or rigid axle, which not only destroys the rail but puts a constant strain upon the wheel and axle, causing the wheel on the inner rail to trip or revolve upon the rail under the weight of the car and its load, while the opposite wheel is traversing its greater distance; the tendency of which, is to wear the wheel flat, and cause it, or the axle, to break sooner or later. There is less danger of the car leaving the track from its having become spread.

Axles fitted in this way do not require to be near so large, and yet contain more strength than the common axle, for the reason that the liberty given to the wheels, which allows them to accommodate themselves to the curvatures of the road, removes wholly the strain thrown upon the ordinary axle; and therefore, it requires no more strength of iron at any point between the wheels, than is contained in the bearings, which in the ordinary axle, is not more than one-third of the strength of the other portions of the axle.

The elongated bearing which forms the connection is so proportioned as not to wedge or become tight in the alloy, the wear being almost imperceptible, requiring to be set up not oftener than once in twelve months, by a slight tightning of the screw nuts. If, from long service, the alloy becomes worn out, it can be refilled, making it as perfect as when first filled up, and the gauge of the wheels will never become changed so as to injure the running of the car.

It is after a series of the most careful experiments, conducted through a period of time sufficient to test in the most satisfactory manner, the real merits of divided car axles, and a thorough and practical test in real service of over two years, that we now offer to Railroad Companies one that we are assured will give universal satisfaction in its operations, and both simple and cheap in its construction.

We are now ready to dispose of rights to use the above axle on the following terms: We guarantee full and perfect satisfaction by giving ample time to thoroughly test its merits, and will require no payment to be made until such satisfaction has been given. All applications to be made to

SAMUEL L. DENNEY,
Christiana, Pa.
Or, to **CHRISTIAN UMBLE,**
Gap, Pa.

jy.10†

TYLER DAVIDSON & CO.,

Agents for the

BOSTON BELTING COMPANY

India Rubber Machine Belting in any quantity, from 2 to 20 inches.

India Rubber Steam Packing;

Mixed	do	do	1-32 to ¼ inch thick.
Plain	do	do	1-32 to 1 inch thick.
Pure	do	do	

Pipe and Manhole Rings, all sizes;

Square or Rope Packing, do.

HOSE.

India Rubber, Hydrant, Conducting, Fire Engine, and Locomotive, of all sizes, manufactured from the best of Vulcanized Rubber, and for sale only by the agents.

Car Springs, and all other kinds of Vulcanized India Rubber used for Mechanical and Manufacturing purposes.

The undersigned, having been appointed Agen of the Boston Belting Company, beg leave to advise Dealers and Consumers that they are now prepared to supply the above goods in any quantities, on the most favorable terms. On hand and for sale,

50,000 Feet Vulcanized India Rubber Machine Beltings, from 2 inch to 20 inches, 3 and 4 ply.

TO STEAMBOATS AND RAILROADS.

India Rubber Hose, for Pavements, Streets, Gardens, Locomotives, Engines, etc.

40,000 feet Hose, 3, 4, 5, 6, and 7 plys, suitable for pavements, streets, gardens, locomotives, fire engines, etc., 1 to 3 inch, warranted extra quality. Also,

THE vulcanized India Rubber Break Springs now in use by all the Eastern Railroads, and posessing decided advantage over the Steel Springs now in use, for the following reasons:

1st, They are much easier put on.

2d, They are a great deal cheaper.

3d, They are much more durable than steel, and no time lost in making them, the weather having no effect on them.

ALSO—Large 6 inch hose for water stations. This is a new and important invention. The coldest weather will have no effect on them whatever They are warranted to remain as pliable, in the COLDEST of weather, as they are in 150 Fahrenheit heat.

Armitage Anvils,-10 casks, assorted weights now in store.

Allen's Revolvers and Self-Cocking Pistols.—Now in store, a large assortment of the above, 3, 4, and 5 inch Revolvers; 3, 4, 5, and 6 inch Pocket Pistols. Also, Dueling Pistols.

Leland's Superior C. S. Car and Auger Bitts.—All sizes.

Brass Kettles, and Sheet Brass, &c.—Brass Kettles, assorted from 6 to 30; Sheet Brass assorted from No. 0 to 30; Brass Wire, do do do.

Star Breast Chains.—Four casks of those superior double-linked Chains, just received.

Walker's Trace Chains.—70 casks of those superior goods, warranted full length and sizes, 8 to 20 links, straight and twisted, now in store.

American Anvils.—Eagle brand, faced with with cast steel, and warranted by the manufacturers equal to Armitage's Mousehole.

Plated Spoons.—Plain, tipped, and threaded heavy plate, on best quality of German Silver.

Premium Gimlet Screws.—10,000 gross just received.

Mill Saws. Hoe & Co.'s C. S. Wm. Rowland's, and W. H. Rowland's 6, 6½, 7, 7½, and 8 ft

Cross Cut Saws.—Hoe & Co.'s C. S., Johnockerell's C. S. and G. S., Wm. Rowland's and W. & H. Rowland's 5, 5½, 6, 6½, 7, 7½, and 8 feet Also, 4 and 4½ feet Tennon Saws.

Axes.—1000 doz. Axes, assorted Yankee and Kentucky patterns, first, second, and third quality

Nails.—4000 kegs Shoenberger's and Wheeling Nails, now in store.

For sale by TYLER DAVIDSON & CO.,
mr 3 140 and 142 Main street

The Shortest, Quickest and Best
ROUTE TO LOUISVILLE.

MADISON, INDIANAPOLIS, PERU, TERRE HAUTE, MICHIGAN CITY, CHICAGO, GALENA, ST. LOUIS, AND NEW ORLEANS.

OHIO & MISSISSIPPI RAILROAD,

ON MONDAY, SEPTEMBER 18, AND UNTIL FURther notice, the Passenger Trains will run as follows:

For Louisville and New Albany.

Leave Cincinnati at 7.15 A. M. and 3.15 P. M., connecting with the Jeffersonville Railroad at Seymour, and arrive at Jeffersonville, opposite Louisville, at 1 o'clock P. M., and at 9 P. M.

Returning—Leavo Jeffersoncillo at 8.30 A. M., and 3.15 P. M., arrive in Cincinnati at 2.30 P. M., and 9.30 P. M. No delays in connecting with any other Railroad,

Fare $2 50.

For Indianapolis.

Leavo Cincinnati at 7.15 A. M., and 3.15 P. M., connecting with the Indianapolis and Cincinnati Railroad at Lawrenceburg, for Indianapolis, and all the principal cities and towns of the North and West.

Returning—These trains arrivo in Cincinnati at 4.05 P. M., and 9.30 P. M.

Fare $3 00.

For Lawrenceburg and Aurora.

Leavo Cincinnati at 7.15 A. M., 10 45 A. M., 1.27 P. M., and 5 P. M., stopping at all the regular stations.

Returning—leave Aurora at 6.50 A. M., 3.15 P. M., 2.55 P. M., and 8.23 P M., stopping at all the regular stations, and arrive in Cincinnati at 8.10 A. M. 2.30 P. M., 4.05 P. M., and 9.30 P. M..

FREIGHT TRAINS for Jeffersonville and all intermediate stations, leavo Cincinnati at 9.30 A. M.

For further information see handbills, or apply at the Ticket Office. on Fourth street, north side, four doors from Vine stroet, oposite now Custom-house.

S. S. POST.
Chf. Eng'r and Supt.

Passengers, by leaving their address at the Ticket Office, will he called for by St. Louis and Cincinnati Omnibus Line.

Omnibuses call at all the principal Hntels, for each train. W. S. BABCOCK, Agent,

Sept 5. St. Louis and Cincinnati Omnibus Line.

Cincinnati to Indianapolis.

TO CHICAGO IN 15 HOURS.
TO ROCK ISLAND IN 25 HOURS.
TO ST. LOUIS IN 31 HOURS.

ALL THE WAY BY RAILROAD.

FOR Terre Haute, La Fayette, Michigan City, Chicago, Peru, Galena, Rock Island, and St. Louis.

Passengers will find this the most pleasant route of any to the West, as it passes through the richest and most thickly settled portion of the State of Indiana. In taking this route, passengers will reach Terre Hante, Lafayette, Peru, Michigan City, Chicago, Rock Island, Galena and St. Louis, as soon as by any other leaving Cincinnati, and with less fatigue, in consequence of several of the other roads not heing fully ballasted.

TO TERRE HAUTE AND LAFAYETTE BY DAYLIGHT, by way of Hamilton, Eaton and Richmond.

CINCINNATI, LOGANSPORT AND CHICAGO RAILROAD.—Three daily trains, at 6.30 A. M., 8 A. M., and 4 P. M., from Cincinnati, Hamilton and Dayton Railroad Depot.

Passengers leaving Cincinnati on the 6.30 A. M. Lightning Express, reach Indianapolis at 11 A. M., resume at 1.15 P. M. for Terre Haute, and 12 M. for Lafayette, Michigan City, Chicago, Galena, Rock Island and St. Louis, reaching Chicago at 8.30 P. M., in time to connect with night trains for Galena, Rock Island and St. Louis.

Baggage checked to Indianapolis.

Passengers leaving Cincinnati at 8 A. M., Richmond Mail Passenger Train reach Richmond at 11.05 A. M., connecting with trains for Hagerstown and New Castle. Returning leavo Richmond at 3.10 P. M., arriving in Cinninnati at 6 P. M. This train stops at all way and flag stations.

FARE:

From Cincinnati	to	Richmond	$1 75
"	"	New Castle	2 50
"	"	Indianapolis	3 50
"	"	Terre Haute	5 75
"	"	La Fayette	5 50
"	"	Michigan City	7 75
"	"	Chicago	9 00
"	"	Rock Island	14 00
"	"	Galena	14 25
"	"	Saint Louis	15 50

Passengers leaving Cincinnati on 4 P. M. train, sleop at Indianapolis, resume at 6 A. M. for Lafayette, Chicago and Rock Island, and 1.15 P. M. for Terre Haute.

For information and through tickets, please apply at the General Railroad Ticket Office, No. 169 Walnut st, next door below the Gibson House, or to W. A. Latham, at the Cincinnati, Hamilton and Dayton Railroad office, corner of Broadway and Front Streets, under the Spencer House, or at the Sixth street Depot.

JOHN W. SHIPLEY, Agent.

The Omnibus Line will call for passengers in any part of the city, by leaving their orders at the offices.

oct. 19. W. H. SMITH Conductor.

Pittsburgh, Philadelphia,
BALTIMORE AND NEW YORK.

NEW ROUTE OPENED TO NEW YORK, ALL THE WAY BY RAILROAD, VIA **CINCINNATI, HAMILTON & DAYTON RAILROAD.**

The quickest, cheapest and most pleasant route to Pittsburgh, Philadelphia, Baltimore and New York.—Depot in the West end of the city.

Only route via Pittsburgh by which through tickets can he obtained from Cincinnati to New York.

One less change of cars than any other route.

Passengers leaving Cincinnati, on 6 o'clock morning train of Cincinnati, Hamilton & Dayton Railroad, go through to Crestline without change of cars, and, after 30 minutes for dinner, proceed by Ohio & Pennsylvania Railroad, arriving at Pittsburgh at 8 o'clock P. M.: leave Pittsburgh via Pennsylvania Central Railroad, at 9 o'clock, P. M., and arrive in Baltimore and Philadelphia at 12 o'clock and 30 minutes (noon) next day; and from thence via Kensington and Jersey City, or Camden and Amboy Railroads, arriving in New York at 4 P. M.

Second Train:

Leaves Cincinnati, Hamilton and Dayton Railroad at 8 o'clock and 20 minutes every morning; arrives at Crestline at 4:20 P. M., and Pittsburgh at 12 o'clock and 30 minutes, midnight; and after a comfortable night's rest, resume by 7 o'clock A. M. Train, arriving in Philadelphia and Baltimore at 12 o'clock and 30 minutes, midnight.

The only offices in Cincinnati at which Through Tickets can be purchased from Cincinnati to New York, via Pittsburgh and Philadelphia, are under the Spencer House, and one door below the Gibson House on Walnut street.

FARE:

From Cincinnati to Pittsburgh,	first class		$ 7 00
"	"	front car	5 00
"	"	Philadelphia	14 00
"	"	Baltimore	14 00
"	"	New York, via Pittsburgh and Philadelphia, all the way by railroad	16 00

For through tickets and information, please apply at Cincinnati, Hamilton and Dayton Railroad Office, north west cornor of Broadway and Front streets, under the Spencer House, or to J. W. SHIPLEY, at Railroad Office on Walnut street, between Fourth and Fifth streets, one door south of the Gibson House, or at Sixth street Depot.

H. O. AMES, Superintendent.
W. A. LATHAM, Agent.

The Omnibus Line will call for passengers by leaving their orders at the offices.

Sep. 7, tf. WM. H. SMITH, Conductor.

NOTICE TO CONTRACTORS
Mobile and Girard Railroad.

SEALED PROPOSALS will he received by the undersigned at this office, until the first day of December, for the Clearing, Graduation, Track-Laying, together with the building of all Bridges and Culverts, of the Western Division of the Mobile and Girard Railroad, extending from Mobile to Greenvile, covering a distance of 130 miles.

The work will generally be divided into one mile sections, and bids may be made for one or more of these sections. Separate proposals are desired for the Track-laying, building of Bridges and Culverts, likewise for the building of the Trestle-work, 5½ miles in length, across the Tensas and Mobile Rivers, with the intervening swamps. The trestle-work will be 12 feet high, built upon Black Cypress Piles, found in abundance and adjacent to the line; the two rivers will be crossed with the common Pile Bridging with Truss Pivot Draw in the center of each.

Specifications with the form of the contract and proposals can be had of the undersigned upon application.

Plans, profiles and estimates of that portion of the line are now ready for examination. Parties proposing will please desiguate it as such upon the envelope.

The country is healthy, with no swamps after leaving the Tensas River. From Mobile to the river, 18.5 miles the grading is light and country very healthy at all seasons of the year. After the line leaves the Tensas River, it passes through, and on the ridge that divides the Alabama and Conecuh waters, easy of access by the Alabama River, and through a section of country well stocked with provisions.

Payments will be made one-third (⅓) in current funds, one-third in the capital stock of the Company, hearing (.08) per cent. interest payable in stock, until the road is completed, then to cease and become common stock of the road, and relying upon the earnings of the same for dividends; the balance (⅓) one-third to be paid in the (.08) per cent. convertible bonds of the Company, maturing in (5) or more years, at the option of the contractors, coupons payable semi-annually either in Columbus, Ga., Mobile, Ala., or at New York, at the option of the holder.

To bidders personally unknown to the undersigned, bond and approved security will be required to an amount not exceeding (¼) the amount of the contract, for the timely and faithful completion of the same.

22½ miles of the road from Girard west, will be open for business the first of November, and 52 miles 9 months therefrom; it is the intention to have the entire line of 245 miles open for business early in 1858.

Sept. 28, 1854-9t. GEO. S. RUNEY.

Baltimore & Ohio Railroad.

380 MILES BETWEEN WHEELING AND BALTIMORE.

THIS Road was opened to the Ohio River in the spring of 1853, and has already established a high character with the business community of the West. Its facilities for the transportation of freights are already superior to those of any other great through line—while the attractions of the country through which it runs, and its many admirable provisions for the expedition, comfort and safety of travelers, it has received such favor as a passenger road, (with its present connections,) as to show that it will become the preferred route for all portions of the West and South-West as soon as its further connections are formed by the completion of the Central Ohio, North-Western Virginia and other Railroads now rapidly finishing.

FOR PASSENGERS BY THIS ROUTE,

Through Tickets from all Parts of the West,

ARE NOW SOLD IN

Cincinnati, Louisville, Madison, Indianapolis, St. Louis, Chicago, Toledo, Detroit, Cleveland, Columbus, Zanesville and other Cities.

AT ALL OF WHICH ARRANGEMENTS HAVE BEEN EFFECTED

For Sending Travelers Direct to
WASHINGTON, BALTIMORE, PHILADELPHIA, NEW YORK, and other ATLANTIC CITIES.

FOR FREIGHTS IN EITHER DIRECTION

The fullest accommodations are provided. In motive power and Cars, the company has abundant resources, which are being further extended to meet the demands of Western Trade. In the dispatch and regularity of transpart, and in the careful landing of property, this road challenges a comparison with its rivals. At Baltimore, the road connects directly in the streets and at the wharves with the

PHILADELPHIA AND NEW YORK RAILROADS,

The numerous Steamers of the Parker Vein Line to New York and Boston, the Ericsson Steamers by Canal to Philadelphia and New York, And various other Lines of Steamers and Sailing Vessels to the Eastern Ports, and to Richmond, Norfolk, Charleston, Savannah, etc.

J. B. FORD is the Company's Receiving Agent at Wheeling.

WM. G. HARRISON, President. *JOHN H. DONE*, Mast. of Transportation, Baltimore.

je. 8f

COLUMBUS PIQUA, AND INDIANA RAILROAD.

New route from Columbus, West and from Urbana, East.

On and after Monday September 19, 1853, two trains per day, (Sunday excepted) each way, will run on this Road, between COLUMBUS and URBANA. Will leave Columbus at 4.50 a.m. and 3.30 p.m.—arriving at Urbana at 8.12 a.m., and 6.14 p.m. Returning—will leave Urbana, for Columbus, at 9.15 a.m., and 3.00 p.m.—arriving at 12.05 and 6.55 p.m.

The 4.50 a.m. train, from Columbus, will connect with the night Express train from Cleveland and arrive at Urbana in time for the morning train north for Sandusky and intermediate points. Persons arriving by the morning Cleveland and Zanesville trains can have a few hours at Columbus and leave by the 3.30 p.m. train—arriving at Urbana in time to get supper and take the 5.35 p.m. train for Dayton and Cincinnati.

The 9.15 a.m. train from Urbana connects with the morning train from Cincinnati and Dayton that arrives at Urbana 8.40 a.m.—arriving at Columbus at 12.05 p.m in time for the 1 p.m. train for Cleveland, connecting with the Buffalo and Dunkirk boats. The 3.00 p.m. train will leave Urbana on the arrival of the Sandusky train—reaching Urbana at 2.45 p.m.—and arrive in Columbus in time for the various night trains.

A line of Omnibuses will connect with the trains at Urbana for the conveyence of passengers to and from Piqua and Greenville over a good Macadamized road.

A. G CONOVER, Sup

Piqua, Sept. 13, 1853. s29-tf.

Shortest Route to Indianapolis, Chicago, and St. Louis by Indianapolis & Cincinnati Railroad,

VIA LAWRENCEBURG,

IN connection with the **OHIO & MISSISSIPPI RAILROAD.** Passenger Trains leave Cincinnati at 7:15 A. M., and 3:15 P. M. Arrive at Indianapolis at 11.30 A. M., and 8:30 P. M.

By morning train passengers arrive at Chicago in 14 hours, and at St. Louis in 28 hours.

Freight shipped to Indianapolis and all other points West and North without delay at cheapest rates.

Cars run from Lawrenceburgh to Terre Haute, Lafayette, Peru and Chicago, without unloading.

Office, foot of Main street corner of Water street.

SIDNEY RICE,
Cincinnati, Sept. 28, 1854. Agent.

Railroad Line.

Cincinnati, Hamilton & Dayton Railroad.

Fall Arrangement.

COMMENCING MONDAY, OCTOBER 9th, 1854.

PASSENGER Trains will leave the Sixth-street Depot as follows:

First Train

At 6.30 A. M., Lightning Express for Hamilton, Richmond, Indianapolis, Terre Haute, Lafayette and Chicago, direct.

Second Train

At 8 A. M., for Hamilton, Eaton, Richmond, Dayton, Troy, Piqua, Sandusky, Toledo, Chicago, Clyde, Cleveland, Buffalo, New York, Boston, Pittsburgh, Philadelphia, Baltimore, Washington, etc.

Third Train

At 2.15 P. M., for Dayton, and intermediate stations, Troy, Piqua, etc.

Fourth Train

At 4 P. M., for Hamilton, Richmond, Indianapolis, Terre Haute, Lafayette Chicago, Dayton, Springfield, Urbana, Kenton, Carey, Crestline, Pittsburgh, Philadelphia, Baltimore, Washington, etc.

Fifth Train

At 5.20 P. M., for Hamilton and intermediate stations.

The 1st Train, Express,

Will stop at Cumminsville, Lockland and Glendale.

2d, 3d, and 4th, Trains,

Will stop at all regular stations.

Fifth Train

Will stop at all regular stations and at flag stations on signal or notice to the Conductor.

The 1st Train

Will connect at Richmond at 9 A. M., with Train of Indiana Central Road for Indianapolis; arrive at that place at 11.30 A.M., thence to Terre Haute, Lafayette, and Chicago without detention. Time as short as by any other route.

2d Train

Will connect at Dayton at 10.30 A. M., with Mad River Train for Sandusky and intermediate points; also at Crestline at 4.20 P. M., with the Ohio & Pennsylvania Train for Pittsburgh, Philadelphia, Baltimore, Washington, etc. The same train will connect at Clyde with Toledo and Cleveland Train to Toledo, Chicago, and intermediate points. Also, with Dayton and Michigan Railroad to Troy and Piqua, and at Piqua with Doyle & Co's Canal Packet Line to all points on Wabash and Miami Canals, and at Dayton with Dayton and Greenville Railroad to Greenville, Union, and all points on Bellefontaine and Indianapolis Railroad at 2.30 P. M.

3d Train

Connects at Dayton with Train for Troy, Piqua, etc. Also, with train of Dayton and Western Road for Indianapolis

Fourth Train

Will connect at Richmond at 6.40 P. M., with Indiana Central Train for Indianapolis, Terre Haute, Lafayette, and at Dayton with Mad River and Lake Erie Railroad for Springfield, Urbana, Kenton, Carey, Crestline, Pittsburgh, Philadelphia, Baltimore and Washington.

FARE:

From Cincinnati	to	Hamilton	$ 60
Do	do	Eaton	1 35
Do	do	Richmond	1 75
Do	do	Indianapolis	3 50
Do	do	Terre Haute	5 75
Do	do	Lafayette	5 50
Do	do	Chicago	9 00
Do	do	Dayton	1 50
Do	do	Troy	2 10
Do	do	Piqua	2 35
Do	do	Springfield	2 10
Do	do	Toledo	5 75
Do	do	Cleveland	6 00
Do	do	Pittsburgh, first class	7 00
Do	do	do front car	5 00
Do	do	Philadelphia	14 00
Do	do	Baltimore	14 00
Do	do	New York, via Pittsburgh and Philadelphia, (Railroad all the way)	16 00

For further information or tickets apply to W. A. LATHAM, General Agent, at the office, corner Broadway and Front streets, under Spencer House, or at the Office on Walnut street, next door to the Gibson House, or at the Sixth street Depot.

HENRY O. AMES,
Cincinnati, Oct. 19, 1854. Sup't.

Marietta & Cincinnati Railroad.

OPEN between CHILLICOTHE and GREENFIELD, Connected by Stage at Hillsborough, with Hillsborough and Cincinnati, and Little Miami Railroad Trains, forming a through daily line each way.

On and after Monday, the 8th of May, passenger trains will run as follows, viz:

Leave Chillicothe at 9 00 A. M.
Returning, do Greenfield at 5 30 P. M.

Passengers from Cincinnati leave by Little Miami Railroad, at 7 40 A. M., dine at Hillsborough and reach Chillicothe the same Evening.

Fare from Cincinnati to Chillicothe, $3 45.

J. W. STOWELL,
Chillicothe, May 6th, '54— Sup't.

Railroad Line.

Fall Arrangement.

To New York, via Railway, in	34	hours.
To Philadelphia in	31	"
To Baltimore in	31	"
To Boston in	36	"
To Buffalo in	10¾	"
To Dunkirk in	15	"
To Cleveland in	9½	"
To Pittsburgh in	14	"
To Sandusky in	8¼	"

BY THE

CINCIN'I, COLUMBUS & CLEVELAND ROUTE.

VIA LITTLE MIAMI RAILWAY.

THE ONLY ROUTE AUTHORIZED TO RECEIPT Passengers, via Lake Shore Railroad.

FIVE DAILY TRAINS—NEW ARRANGEMENT.

Passengers by 6 o'clock A. M., Train Little Miami Railroad, breakfast at Cincinnati, and dine the following day in New York, Philadelphia or Baltimore.

The 6 o'clock A. M. Train, Little Miami Railroad, is the only train leaving Cincinnati by which passengers have direct connection via Pittsburgh to Baltimore.

First Train—Railroad Lightning Express at 6 o'clock A. M., making direct connection to Crestline. Pittsburgh, Philadelphia, Baltimore and New York; at Cleveland, to Dunkirk, New York and Boston; at Buffalo, to Albany, New York, Boston, etc. Connects to Sandusky; also at Columbus to Zanesville, and at Springfield to Delaware.

Second Train—Accommodation Express, at 8 o'clock, A. M., connects at Cleveland with Lake Shore Railroad to Dunkirk, New York and Boston, and to Buffalo New York and Boston; also connects at Sandusky with steamer BAY CITY, to Detroit; at Crestline to Pittsburgh; at Columbus to Zanesville and Cambridge. Stages to Wheeling, and Railroad to Baltimore, etc.; at Morrow to Lancaster; at Loveland to Hillsboro'; and at Blanchester to Chilicothe.

Third Train—At 3.05 o'clock P. M., for Morrow, Lancaster and all the way stations.

Fourth Train—Accommodation, at 4.45 o'clock P. M. for Springfield, Xenia, and all way stations. Connects at Loveland to Hillshoro.

Fifth Train—Night Express, at 5.45 P. M., making direct connection at Crestline to Pittsburgh, Philadelphia and New York; at Cleveland to Dunkirk, New York and Boston; at Buffalo to Albany, New York and Boston, etc.

FARE.

From Cincinnati to New York via Lake Shore Railroad	$18 00
From Cincinnati to New York via Railroad and Hudson river steamer	17 00
From Cincinnati to Boston	19 00
From Cincinnati to Philadelphia or Baltimore	14 00
From Cincinnati to New York via Philadelphia,	16 00
From Cincinnati to Buffalo	9 50
From Cincinnati to Dunkirk	8 60
From Cincinnati Pittsburgh	7 00
From Cincinnati to Pittsburgh, (front car)	5 00
From Cincinnati to Cleveland	6 60
From Cincinnati to Sandusky	5 00
From Cincinnati to Detroit	7 00

FOR THROUGH TICKETS

And for all information, please apply at the old established General Railroad office, in the three-story yellow building, southeast corner of Broadway and Front-street, directly opposite the Spencer House, Railroad Hotel and Mailboat Landing, or at the Eastern (Little Miami) Depot, East Front-street.

P. W. STRADER, Gen'l Agent.

THE OMNIBUS LINE

Will call for passengers in any part of the city, by leaving their directions at the above office, southeast corner of Broadway and Front street, directly on river bank

J. H. HOWELL,
oct. 19. Conductor.

Change of Time on Cincinnati, Hamilton, Eaton & Richmond Railroad.

ON and after TUESDAY, April 4th, 1854, the Morning Train for Richmond and Indianapolis, will leave Depot, foot of Sixth street, at 6.10 o'clock, A. M.

Passengers by this Train connect at Indianapolis with the 1 o'clock, P. M. Train on Lafayette and Indianapolis Railroad for Lafayette and Chicago; arriving at Chicago by 9 o'clock, P. M., of same day, being 9 hours less time than by any other railroad route leaving Cincinnati.

Also, connect at Indianapolis with 1.15 P. M. Train for Terre Haute.

Trains for St. Louis leave Chicago at 11 o'clock P. M., after the arrival of 1 P. M. Train from Indianapolis in the morning, making this the quickest route by far between Cincinnati and St. Louis.

Evening Train will leave as usual, at 3.30 P. M. connecting at Richmond with 7 P. M. Train for Indianapolis; arriving at Indianapolis at 10.30 P. M.

FARE—Cincinnati to Richmond	$1 75
Cincinnati to Indianapolis	3 00
Cincinnati to Chicago	9 00

ap. 6 D. M. MORROW, Sup't.

Covington and Lexington Railroad.

1854. 1854.

OPEN to Paris.—Direct Railroad connection with Lexington, Frankfort and Louisville.

Two Daily Passenger Trains.

On and after MONDAY Oct. 9th, 1854, and until further notice, Trains will run as follows:

Express Train leaves Covington at 7 o'clock, A. M. stopping at Grant's Bend New Philadelphia, Canton, Benton, Clarkson, Demossville, Butler, Irving, Falmouth, Callenville, Boyd's, Berry's, Robinson's Garnett's Cynthiana, Laird's and Kiser's and arriving at Paris at 11.30 A. M.

Returning, leave Paris at 12 o'clock M., stopping as above, and arriving at Covington at 4.35 P. M.

Through passengers by this train connect directly at Paris with Maysville and Lexington road, and arrive at Lexington at 1 o'clock P. M., connecting at Lexington with the stage lines for Danville, Winchester, etc., and with the afternoon train of the Lexington and Frankfort road, for Frankfort and Louisville.

Returning, leave Lexington at 10 o'clock, A. M., and arrive at Covington at 4.35 P. M., in time for the Evening Express Trains North and East.

The Accommodation Train leaves Paris at 5.30 A. M., stopping at all regular and flag stations and arriving at Covington at 10 25 A. M.

Returning, leave Covington at 2.40 P. M., stopping as above, and arriving at Paris at 7.25 P. M.

Through passengers by this train lie over night at Paris and arrive at Lexington at 8.30 next morning.

Freight Trains leave Covington daily, Sundays excepted, at 2.40 P. M.; freight received up to 12 M., for the train of same day.

RATES OF FARE.

Covington to Lexington	$3 00
Covington to Paris	2 40
Covington to Cynthiana	2 00

FOR THROUGH TICKETS,

Apply at the Cincinnati, Hamilton and Dayton Railroad Ticket Office, W. A. Latham, Agent; Little Miami Railroad Ticket Office, P. W. Strader, Agent; or at the Depot, Covington.

J. M. DOUGHERTY,
Superintendent.

☞ The Omnibus Line will call for Passengers in any part of the city, by leaving directions at the above offices.

CLAYTON & GRANT.
oct. 17.

Cincinnati, Wilmington and Zanesville Railroad.

OPEN TO LANCASTER.—Two daily Trains, (Sundays excepted) between Lancaster and Cincinnati. On and after Monday, June 26th, 1854, until further notice, trains will run as follows:

The morning Train leaves Lancaster at 5.40 A. M., and arrives at Cincinnati at 11 15. Returning leaves Cincinnati at 3.05 P. M. and arrives at Lancaster at 9.50 P. M

The downward accommodation train leaves Lancaster at 10.05 A. M., and arrives at Cincinnati at 5.40 P. M.

The upward accommodation train leaves Cincinnati at 7.30 A. M., and arrives at Lancaster at 4.00 P. M.

Trains will stop for passengers as follows: At Amanda, Stont's, Circleville, Williamsport, Four Corners, New Holland, Washington, Rattle Snake, Sabina, Cross Roads, Wilmington, Sligo, Clarksville and Morrow; and on the Little Miami Road at Deerfield, Butterworth's, Water Station, Loveland, Miamiville, Milford and Plainville, and on proper signal by flag, or to the Conductor, at Branch Hill and Linwood, at Turnpike.

The downward Trains connect at Morrow with the Trains on the Little Miami Road for Columbus.

Lines of Omnibusses and Packets will run between Circleville and Chillicothe, and Stages and Packets between Lancaster, Logan, Nelsonville, Athens and Pomery; and Stages between Lancaster, Somerset and Zanesville connecting with the morning train from, and evening train to, Cincinnati.

Fare from Cincinnati to Washington	$2 50
" " " " Circleville	3 00
" " " " Lancaster	3 60
" " " " Chillicothe	4 00

For other information and Tickets, apply at Ticket office, corner of Broadway and Front sts, and at the Little Miami Depot, or to the Station Agents on the line.

E. W. WOODWARD,
Engineer and Superintendent.

☞ The Omnibus Line will call for and deliver passengers to and from the trains to any part of the City.

J. HOWELL, Conductor.

☞ The Company will not be responsible for baggage exceeding $50 in value, unless the same be returned to the Conductor or Agent, and freight paid at the rate of a passage for every $500 in value above that amount.

je. 29

Locomotive for Sale.

ONE 8 wheel, 16 ton Engine. Cylinder 13 by 20, 4½ feet driving wheels, 2 pair drivers connected, and truck. Tender holding about 1400 gallons.

The Engine is in good condition; manufactured by Rogers, Ketchum & Grosvenor, Patterson, N. J.

Address ENOCH JOHNSON,
Sup't C., Z. & C. RR.
jy.20-tf. Akron, Ohio.

WHEELBARROWS!



ON hand, Wheelbarrows, of my own manufacture suitable for Railroad, Turnpike, Canaling, etc., in ots to suit purchasers. Orders illled for any reasonable amount. HENRY RCCKEY,
jy. 20. No. 21 East Front st.

CAR MANUFACTORY,
Dayton, Ohio.

E. THRESHER & CO., having enlarged their shops, are prepared to contract on favorable terms, for building every variety of railroad Cars, in any quantity and on short notice, made of the best materials, and of the most approved workmanship.

They are prepared also to furnish jaws and boxes; the Washburn Wheel, 30 and 33 inch, adapted to inside or outside bearing; cast iron frogs, steel plated; and switches of the most approved patterns.

They also manufacture blacksmith tuyeres, Harris' Patent; portable bolt forges: bolt heading and bolt cutting machines; upright drills, wheel presses; wood planers; tenoning and mortising machines, etc.

They respectfully invite the attention of railroad directors and superintendents to their establishment.
Dayton, Jan. 24th, 1853. jan.25-†

S. C. THOMSON & CO.,
MANUFACTURERS OF
PATENT PAD LOCKS,
For Railroad Switches, Merchandise Cars, Stores, Cemeteries, Iron Safes, &c.,
Cor. Railroad Avenue and Market st.,
'an.12† NEWARK, N. J.

PROSSER'S PATENT
Lap-Welded Iron Boiler Tubes.

TUBES screwed together, flush on both sides, for Artesian wells, etc. Free-joint Tubes, for Core Bars, Awning Frames, Leaders, etc.
Brass Boiler Tubes.
Patent Wrought Iron Blacksmiths' Water Tuyeres, Water Backs, etc.
Agents for Krupp's celebrated Cast Steel for Shafts' Railway Axles, Tires, Platers' Rollers, etc.
P. S.—All Tools necessary for the construction or keeping in order of Tubular Boilers.
THOS. PROSSER & SON
au.17† 28 Platt street, New York.

Norris' Locomotive Works,
PHILADELPHIA.

ENGAGED for many years in manufacturing Locomotives, offer to Railroad Companies to construe of any plan or size,
LOCOMOTIVES OF SUPERIOR QUALITY.
Our facilities for doing work have been largely increased this year, and orders can be executed with dispatch.
jy. 27. RICHARD NORRIS & SON.

ALBERT H. NICOLAY,
AUCTIONEER.

HOLDS his regular auction sales of Stocks, Bonds, and other securities, every Monday and Thursday, at 12½ o'clock, at the Merchants' Exchange. First class Stocks, and Bonds, at private sale.
Office No. 4 Broad street, New York.

KENTUCKY LOCOMOTIVE WORKS.
CORNER OF KENTUCKY AND TENTH STS.
LOUISVILLE, KY.

THE Proprietors of the Kentucky Locomotive Works would respectfully inform Railroad Companies and the public generally that, having completed their establishment, they are now prepared to receive and execute orders with fidelity and dispatch.
They will contract for
Locomotives, Passenger, Baggage, Freight, Gravel and Hand Cars,
Of every style and pattern, as well as all kinds of St and Machinery required for railroads.
Particular attention will be paid to repairing, which they have every facility.
They are also prepared to contract on favorable terms for building all kinds of Machine Tools, such as Turning Engines, Lathes, Planers, Drills, Slotting, Spiting, and Shaping Machines, of every variety of pattern.
Having also a large FOUNDRY connected with the establishment, orders for Castings are solicited, and will be filled with promptness.
Car Wheels of any pattern can be furnished or short notice. Double and single plate and Spoke Wheels of all sizes constantly on hand.
☞ Communications or orders must be addressed to
OLMSTED, TENNYS & PECK,
Je.8-tf Louisville, Ky.

Lightner's Patent Axle Boxes for Railroad Cars.

THE attention of Railroad Managers and others is called to this valuable improvement in
AXLE BOXES.

The first cost and "fitting up" of these boxes is 20 to 25 per cent below that of most boxes in use. They will save about 75 per cent in consumption of oil. The construction is simple; they are not liable to become loose, nor "heated" by severe service. The Resevoir is held close to the shaft, and the oil journals, are secure from dust yet easy of access; the brasses may bo removed from the journals, while under the car, in a few minutes. Cars furnished with these boxes run from 4 to 5 weeks without replenishing the oil, and are not detained from the road for repairs ONE TENTH part of the time which is necessary when other boxes are used.

The business of a railroad can be done with a much less number of cars, with these boxes than if any other kind are used.

The first railroad men in the country have certified that Lightner's improvements in AXLE BOXES are among the first of the times.

Models and Testimony of the above Boxes, may be examined, and arrangements may be made for the right to use the same, with the subscriber.
WILLIAM SHERBURNE,
PRINCIPAL AGENT,
May 18.6* Office, No. 167 Broadway, New York.

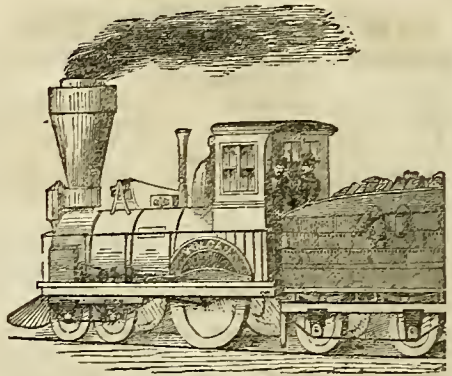
GUNPOWDER,
MANUFACTURED BY
The Hazard Powder Company,
HAZARDVILLE, CONN.
H. G. HAZARD, President.
A. E. DOUGLASS, Secretary.

THE undersigned are always prepared to furnish Mining and Blasting Powder to any extent, delivered at any point on the lines of railroads, or any other places of public improvements in the West or South, at the very lowest rates. Also, SAFETY FUSE of the best Eastern manufacture.
We would respectfully urge all contractors and consumers to call upon or correspond with either of us before arranging for their supplies elsewhere.
To the trade generally we would offer all the brands of Sporting and Rifle Powder manufactured by the above concern. M. D. W. LOOMIS,
Southeast corner Main and Second Sts.
Cincinnati, Ohio.
S. H. LOOMIS,
Nasbville, Tenn.
August 16, 1854. [au.18†

Myers' Patent Cylindrical Car.

NOTICE.—The Subscriber having become proprietor of MYERS' PATENT CYLINDER CAR, for a considerable portion of Western territory, including the State of Ohio, offers the same to Rail Road Companies on favorable terms. The public will be furnished within a short time with complete explanations of its operation, together with the results of actual experiments testing its applicability to all the uses for which it is recommended. W. CLOUGH,
South-western Car Works.
Madison, Indiana, May 11.

Cincinnati Locomotive Works!



THE undersigned are prepared to furnish Locomotives equal in efficiency and durability to the best Eastern manufacture. Also, Shaping and Slotting Machines suitable for railroad shops. Also, all kinds of heavy forging and casting done at short notice. Also, bolts for bridges cut with dispatch.
ap. 20 MOORE & RICHARDSON.

ASHCROFT'S
METALLIC STEAM GAUGE.
(BOURDEN'S PATENT,

THE subscribers offer for sale this valuable Gauge. It is adapted to Locomotive and other steam boilers, indicating with accuracy the continual variations of steam within the boiler, enabling the Engineer to maintain a uniform and safe pressure. Any of the Eastern Railroads may be referred to for proof of its importance and value. BRIDGES & BROTHER,
sep.15-tf 64 Courtlandt St., New York.

WASON'S
CAR MANUFACTORY,
Near the Pittsburgh R. R. Shops,
CLEVELAND, OHIO.
Passenger, Baggage, Freight, Dumpers, Hand Cars, &c.,
Of the best quality in all respects, style, workmanship, and material, made to order with promptness.
Orders respectfully solicited, with the assurance that no pains will be spared to give entire satisfaction in all cases.
CHARLES WASON,
Late of the firm of T & E. Wason, Springfield,
†oc20 Massachusetts.

Notice of Copartnership.

MR. PETER MARIE, heretofore of the firm of Decoppet & Co., has this day formed a copartnership with Mr. Rudolph Kanz, (for many years with the banking house of Messrs. L. Von Hoffmon & Co.,) under the firm of MARIE & KANZ, at 27 William street. Their attention will be devoted to the purchase and sale on commission of Stocks, Bonds and Foreign Exchanges, and to the negotiation of business paper.
New York, Sept. 1, 1854. [sept. 7-1*

ENGINEERS' & SURVEYORS' INSTRUMENTS!
JAMES FOSTER, Jr.,
MATHEMATICAL AND PHILOSOPHICAL
INSTRUMENT MAKER!

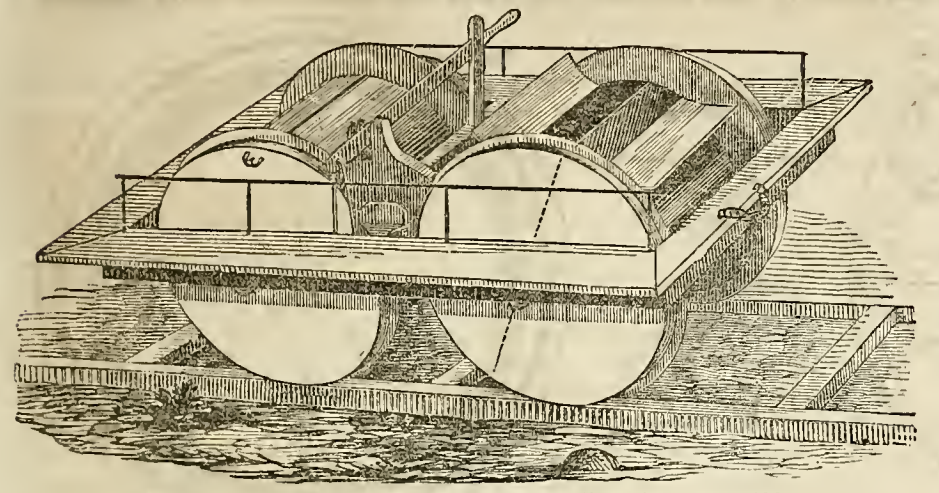
HAVING removed from his old stand to south-west corner of Fifth and Race street, and increased his facilities for making instruments, is now ready to supply Levels, Transits, Theodolites, the Dumpy or Gravatt Level. Circular Protractors of Troughton & Simms model, Surveyors Compasses, Pocket Compasses with and without sights, in great variety. All kinds of Land Chains; Ivory and Box wood Scales of all kinds and graduation; Drawing instruments of all kinds, brass and German silver. Measuring tapes of all kinds. Magnets, Magnifyers, Barometers, Spy Glasses, &c., &c. Repairing promptly attended to. ap.6-6*.

ENGINEERS' MATERIALS.

EGGERS & CO.,
WHOLESALE DEALERS IN
PAPER & STATIONERY,
Since first January,
No. 127 Walnut St., bet. Third and Fourth.
CINCINNATI,
Keep the most complete stock in the West of every thing used by Engineers. On application, a catalogue with prices will be forwarded. Jy.21-†.

MYERS' PATENT CAR,

FOR COAL, GRAIN, &c., &c.



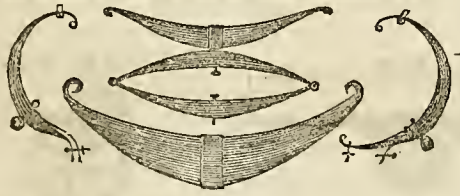
FOR PARTICULARS OF COST, RIGHT OF USE, &c., ADDRESS,

C TIERS MYERS,

No. 33 WALNUT ST EET,

dec15-3* **PHILADELPHIA.**

McDANEL & HORNER,

LOCO-  AND CAR

MOTIVE SPRING

MANUFACTURERS, WILMINGTON, DEL.

Locomotive and Car Springs of all descriptions manufactured on the most reasonable terms, made of the best STEEL, which we have manufactured to order from the BEST SWEDE IRON. Orders from any part of the United States will be thankfully received and promptly attended to

McDANEL & HORNER.

All Springs ordered from a distance will be delivered on shipboard at *Philadelphia* free of charge

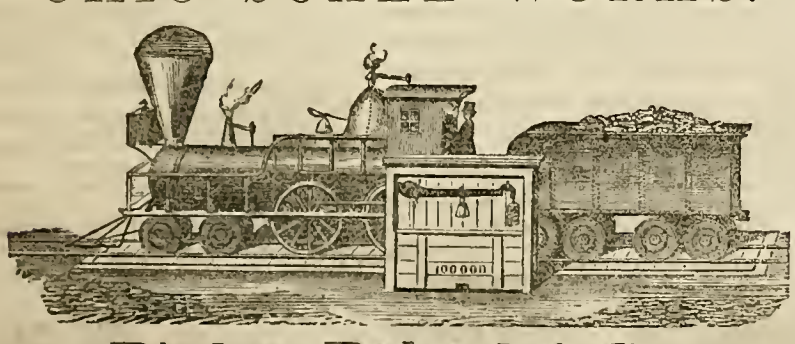
References.

NORRIS BROTHERS, Locomotive Builders, Philad.
A. C. GRAY, Pres't New Castle Manuf. Co.
U. WELLS, R. R. Car Manuf. Petersburg, Va.
I. R. TRIMBLE, Supt. Philad. R. R. Co.
†May 19.

M. B. MILLEN, Gen. Supt. C. R. R. Savannah, Ga.
EMERSON FOOTE, Supt. M. & W. R. R. Macon, Ga
THOMAS DOUGHERTY, Master Mach. do.
THOS. SHARP, Supt. R. F. & P. R. R. Richmond, Va

ISAAC RIGDON. EDWARD C. RYLAND. WM. HUDDART.

OHIO SCALE WORKS.



Rigdon, Ryland & Co.,

No. 39 Vine Street, between Front and Columbia streets,

CINCINNATI.

WE are now prepared to furnish **Railroad Track and Depot Scales** of all sizes, which we warrant in every respect equal to any manufactured in the United States.

Being practical workmen ourselves, we feel confident that we can furnish the West and South with as good an article and cheaper than can be bought East.

Cincinnati, June 29, 1854.

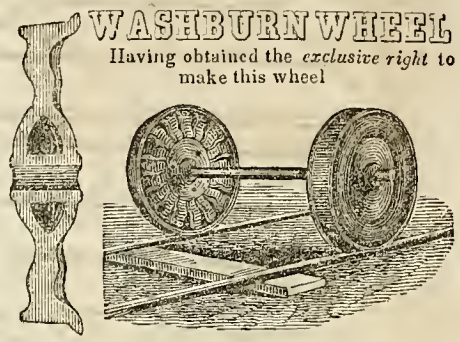
FULTON CAR WORKS,

CINCINNATI, OHIO.

THE Proprietors of this establishment would respectfully call the attention of Railroad Companies in the West and South to their establishment at Cincinnati.—Their facilities for manufacturing are extensive, and the means of transportation to the different points speedy and economical, They are prepared to execute to order on short notice, eight-wheeled Passenger Cars of the most superior description. Four or eight-wheeled Baggage, Cattle, Freight and Gravel Cars. Also, Crank and Lever Hand Cars, Trucks, Wheels, and Axles fitted.

WASHBURN WHEEL

Having obtained the *exclusive right* to make this wheel

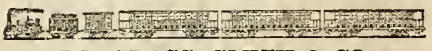


In Cincinnati, Covington and Newport, they are now prepared to furnish Railroad Companies with that Celebrated wheel, with or without Axles. Also, Journal Oil Boxes of any pattern, and Castings for cars fitted to order at the shortest notice.

Address KECK & HUBBARD,
Fulton Car Works Cincinnati, Ohio.
ap.12 Office 62 East Second Street.

MUSKINGUM WORKS,

ZANESVILLE, OHIO.



DOUGLASS, SMITH & CO.

WOULD respectfully call the attention of Railroad Companies to their establishment at Zanesville They are prepared to execute orders, on short notice, for

Passenger Cars of the most superior description,

Second Class Passenger, Mail Express, and Baggage Cars; Freight, Cattle, four or eight wheeled Gravel Cars.

We manufacture a superior

CAR WHEEL,

Over 2500 of which are now running on the Central Ohio Railroad, and many of these have been in use on the road over two years, having in that time only three to crack, and two to be renewed in consequence of the wearing of the Chill. We have also commenced the manufacture of the celebrated

WASHBURN WHEEL,

And are prepared to furnish this wheel, with or without axles. Also, castings for Cars fitted to order at the shortest notice.

BOLLMAN'S PATENT IRON & WOOD BRIDGE.

We are also agents and builders of the above celebrated Bridge. Are now placing upon the piers an iron bridge on this plan over the Muskingum river at Zanesville. We are ready to contract with companies for the construction of this Bridge. All orders addressed

DOUGLASS, SMITH & CO.,
au4tf. Muskingum Works, Zanesville, O.

J. DAVENPORT.... M. D. WELLMAN.... C. M. RUSSELL

DAVENPORT, RUSSEL & CO.,

Railway Car Manufacturers,

MASSION, OHIO.

THE subscriber, late of the firm of Davenport, Bridges & Co., Fitchburgh, Mass., having associated himself with Messrs. Wellman and Russell, under the above name, would respectfully solicit calls for any kind of Passenger, Baggage, Post Office, Freight, Coal, Gravel or Hand Cars.

Having had fifteen years experience in the business and having secured the best of workmen from the Car Factory in Cambridge, Mass., I feel confident that perfect satisfaction can be given in all work entrusted to our care.

We have now on hand the best of dry White-Oak with which we think we can build Cars as cheap and as well as any other establishment in the States.

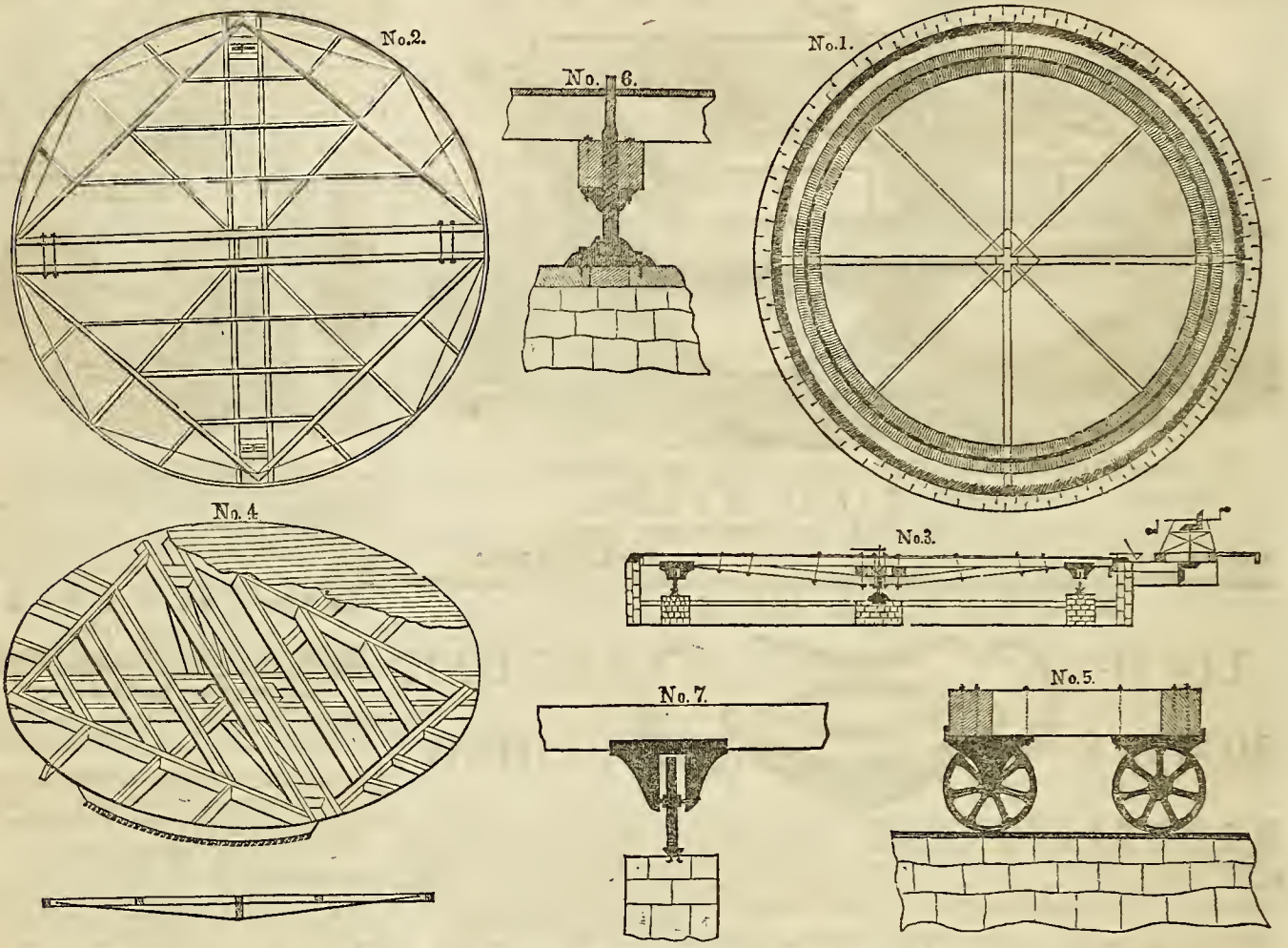
Feb. 16†*. JOSEPH DAVENPORT.

RAILROAD IRON, LIGHT WEIGHT.

470 TONS, 47 lbs. per yard, good quality and pattern, now lying at New Orleans. For terms apply to VOSE, PERKINS & CO.,
ap27-tf New York

CARHART'S IMPROVED TURNTABLE.

Now building for 13 of the Principal Roads in Ohio, Indiana, New York, New Jersey, and North Carolina.



This Table, together with an Engine and Tender of 30 Tons Weight, can be Turned by One Man in 25 Seconds.

RAILROAD COMPANIES in want of *Turntables* of a permanent and durable character, at a low price, are respectfully referred to the annexed references. The undersigned being confident that the manner of turning engines by his Table is the most permanent, expeditious, and cheapest in the United States, solicits the attention of Engineers, and others, to his improvement. The undersigned being a practical mechanic, and having devoted his time, for the past five years, exclusively to the construction of Turn and Transfer Tables, Draw and other Bridges, is prepared with every facility for executing orders in that line with promptness and satisfaction.

The price, which is always based upon the use of the best materials and best workmanship which can be procured in the market where used, can be determined only by the locality.

REFERENCES:

New York & Erie Railroad Company.
Hudson River Railroad Co.
Ohio & Pennsylvania Railroad, J. Edgar Thomson, President, S. W. Roberts, Sup't and Engineer, Pittsburgh, Pa.
Pennsylvania Central Railroad, O. W. Barnes, Resident Engineer, Pittsburgh.
Toledo & Cleveland Railroad, Wm. Ferguson, Chief Engineer, Cleveland Ohio.
Columbus, Piqua & Indiana Railroad, A. J. Conover, Chief Engineer, Piqua, Ohio.
Cleveland, Zanesville & Cincinnati Railroad, W. H. Grant, Chief Engineer, Akron, Ohio.
Cleveland, Columbus & Cincinnati, and Cleveland & Erie Railroads, L. Tilton, Sup't, Cleveland, Ohio.
Little Miami & Columbus & Xenia Railroads, William H. Clement, Sup't. Cincinnati, Ohio.
Cincinnati, Wilmington & Zanesville Railroad, E. W. Woodward, Engineer, Circleville, Ohio.
Central Ohio Railroad, G. W. Fulton, Sup't, and S. Medbury, Engineer, Zanesville, Ohio.
Camden & Atlantic Railroad, and Dauphin & Susquehanna Railroad, R. B. Osborne, Engineer, Philadelphia.
Bellefontaine & Indiana Railroad, W. M. Roberts, Engineer, Pittsburgh, J. Nottingham, Sup't, Marion, Ohio.
Cleveland & Pittsburgh Railroad, J. Durand, Sup't, Cleveland, Ohio.
Wilmington & Raleigh Railroad, North Carolina.
Central North Carolina Railroad.
Cincinnati & Indianapolis Railroad, Indiana.
New Albany & Salem Railroad, Indiana.
Michigan Central Railroad, Michigan.
Dayton, Xenia & Belpre Railroad, Ohio.
Pomeroy Railroad, Engineer at Cincinnati.
Springfield, Mount Vernon & Pittsburgh Railroad, Ohio, Charles Anthony, President.

DESCRIPTION OF PLAN.

Fig. 1. of the above cut. represents the foundations, consisting of *Bank* and *Track Walls*, the latter made of cut, the former of hammer-dressed stone, with cut stone coping. The Track is bent of the ordinary T rail, spiked and leaded to the stone track walls. The Center Pier is made of cut stone, with a step for screw and pivot bolted to the same.

Fig. 2, shows the framing.

Fig. 3, is a side view of Main Truss, with the mode of gearing, including the mitre-wheels, iron crank frame, rack and pinion, foundations, pivot wheels and pedestals.

Fig. 4, gives a perspective view of rim, segments, decking, etc.

Fig. 5, is an end view of the main trucks, with pedestals and wheels.

Fig. 6, is a screw for pivot, 6 inches in diameter, working in a steel step through a nut for adjustment.

Fig. 7, shows a cross section of track wall, well, and pedestal

For further particulars please address,

D. M. CARHART, Cleveland, Ohio.

MATHEMATICAL INSTRUMENTS.



T. F. RANDOLPH & BRO.,

N. W. Corner Fifth and Walnut sts.

No. 1, 2d Story, Apollo Building,

CINCINNATI, O.,

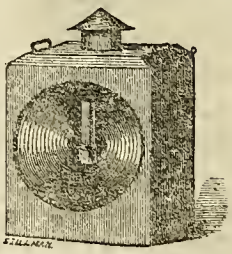
MANUFACTURERS OF

Surveyors' and Engineers' Instruments, Theodolites, Transits, Levels, &c., &c.,

REPAIRING AND ADJUSTING INSTRUMENTS DONE TO ORDER.

Orders promptly attended to.

LOCOMOTIVE LANTERNS.



I AM now manufacturing

LOCOMOTIVE LANTERNS

of the most approved form, with true Paraholic Silver-plated Reflectors, Copper Cases, and in every way equal to the best manufactured in the country.

Orders from Railroad Companies in the West are solicited.

A. S. WINSLOW,

jm1 24] 9 and 11 West Second St. Cincinnati.

"GARDNER'S ROCK DRILL."



DESIGNED for Mining, Tunneling, Quarrying Use, and Rock Excavations of all descriptions, by the use of which a saving of 50 to 75 per cent. is made. This drill can be operated by hand, horse, or steam power, and works equally as well horizontally or at any angle, as perpendicularly.

A silver medal, the highest prize, was awarded these Machines at the World's Fair.

Applications for Territorial Rights and Machines must be made to the Patentee.

G. ARTHUR GARDNER,
Trinity Building, N. York.

nov17

Railroad Record.

E. D. MANSFIELD, - - - - - - Editor.
J. A. JAMES. } - - - Associate Editors.
W. WRIGHTSON, }

CINCINNATI:
THURSDAY MORNING,.....NOV. 2, 1854.

E. D. MANSFIELD,

May be found at the office of the Railroad *Record*, 106 West Fourth-street, betwecu Vine and Race, (north sido) between the hours of 11 A. M. and 1 P. M.

REMOVAL.

The Office of the RAILROAD RECORD has been removed to No. **106** West Fourth St., north side, between Vine and Race streets, in the building occupied by the Cincinnati & Cleveland Short Line, the Cincinnati, Lebanon and Xenia, and the Cincinnati & Dayton Short Line Railroad Companies.

The location is in the very center of Railroad business, and but few steps from the Burnet House. Full files of railroad reports, maps, newspapers and other documents can always be found at this office, and it will afford us great pleasure to give any information, and answer any queries on railroad matters, when in our power. We cordially invite railroad men from the country, when visiting our city, to honor us with a call, and avail themselves of the facilities of our office.

☞ **Orders tor all kinds of Railroad Printing received and promptly attended to at the Office, No. 106 West Fourth Street.**

Railroad Printing.

WE have now attached to this office an extensive **Composition** and **Press Room** and **Bindery**, under the personal supervision of the proprietors of the RECORD. With confidence, therefore, we call the attention of RAILROAD OFFICERS and others to our extensive establishment, containing every facility for turning out superior work in any and every department of the PRINTING BUSINESS.

We are fully prepared to furnish **Railroad** and other **Reports**, with or without **Maps** or other **Illustrations**, gotten up at short notice and in superior style. Also, **Blanks of any description**, adapted to the wants of the various departments of the **Railroad service**, and to the wishes and tastes of the parties.

Also, **Railroad Tickets** and **Conductors' Checks**. Our patent **Card Press**, enables us to supply any demand at **Short Notice** and in **Unequalled Style**.

Also, **Blank Books**, ruled to any pattern, with or without **Printed Headings**, and bound in the most substantial manner.

With the numerous facilities for doing the **Best Work**, we feel no hesitancy in promising full satisfaction to all who may favor us with their orders

T. WRIGHTSON & CO.,
Rail Road Record Office, 167 Walnut st Cin.

EFFECT OF THE STOPPAGE OF RAILWAYS ON MONETARY AFFAIRS.

Nearly a year since, we stated that those who supposed that railways had caused the difficulties in the money market, or that arresting their progress would relieve it, were entirely mistaken;—that the *evil effects of such a measure would be far greater than the good.* The time has come when this truth is manifest, and the time is coming when it will be more manifest. We were never the advocates of new and useless schemes; but there were thousands of miles of railway lines in progress; and thousands more were planned which were so far from being useless, that they would have greatly increased the financial as well as business energies of the country. It was the interest of all persons in commercial or financial affairs, to sustain the general railway progress, till such lines were completed; for, by doing so, they assisted in sustaining themselves. In commercial as well as political affairs, there is a public opinion, which regulates all things, even to the price of money; and this public opinion, of course, receives its direction from the intelligent and well-informed circles. What in the *beginning* of the financial pressure, in the summer and autumn of 1853, did the brokers and merchants do to direct public opinion? Feeling, like other sinners, the effects of their own doings, in encouraging foreign importation, extravagance and credits, they looked round upon some other persons or business upon which to lay the blame. Accordingly, they said that "too much capital was absorbed in railways, rival lines, extravagant schemes, humbug, etc." There were unquestionably railway lines making and proposed, of which this might be truly said. But of all the railways constructing in the country, not one in ten was liable to this objection. Nine-tenths of them would not only add to the facilities of business, but to the wealth of the nation, and the aggregate of capital. But the brokers and merchants (generally)—especially in New York—went on to create a public opinion, that there were too many railways, and that capital must be changed from that direction to that of trade. We said, that they would "*kill the goose that laid the golden egg;*" and have they not done it? We call the attention of our readers to the following *facts*, which are incontrovertible, and which we affirm *were the direct effects of an unnecessary panic*, created by bankers and merchants, and which never would have existed, had the *same effort been* made to *arrest foreign importations;* for then the panic would not have been directed on railways, but on the true cause of difficulty, *extravagance and extended mercantile credits.* But, to our *facts:*

1. In the spring of 1853, the Western Banks had about *twelve millions* on deposite in the Banks of New York. The first money *cramp* was felt in railway securities; but these securities were nine-tenths issued by companies in the Western states. These companies, rather than make sacrifices, turned for aid to the local Banks, and these Banks did aid them, *by withdrawing their deposits in New York.* In four months time, the Western deposits in New York were reduced eight millions of dollars!

2. The Banks of New York could not sustain this, without curtailment; for this was equivalent to a loss of eight millions in gold, or thirty millions in credit. Then came the second *cramp*, on the bankers, brokers, and financiers of New York. The Banks did curtail, and the Stock brokers could no longer sustain fancy prices. Then commenced the fall of Stocks, which, however, were still sustained at moderate prices, by the stability of the merchants and capitalists, who held the Stock for *bona fide* investment.

3. But as the railways diminished the sums paid out, the retail merchants collected less to pay, and then came the third *cramp* on the merchants, who, with bankers and brokers, ceased to buy, and began to sell railway Stocks and Bonds, till the prices became miserably low, and a general panic ensued.

4. Then came the fourth *cramp*, on all dealers in Stocks, some of whom commenced a series of frauds, and we had the Cranes, Schuylers *et id omne genus.*

5. Then came the fifth *cramp*, in commercial faith, men doubting one another; and when debtors failed, attributing that to dishonesty, which is often caused solely by the temptations placed in their way by other men.

6. But the sixth *cramp*, which is now approaching, is to the great body of the community, worse than either of the others. It is the consequence flowing from *throwing out of employment* tens of thousands of laborers, mechanics, and others, at a period of high prices, when the agricultural ability of the country is much reduced. With this comes also a great reduction in the sales of retail merchants, and a consequent reduction in the sales and income of the mercantile classes generally. This effect will be more generally felt than any other, for it comes home to a numerous class of persons.

The worst effects of the panic, created by those who should have known better, are felt by those who are least able to bear them. Thousands of people of small property have lost nearly all their means of support, by bad money, or failing bankers or broken merchants, or depreciated Stocks. It is some consolation to know, however, that many of the men who killed the goose, have lost its golden egg, and found out, when too late, the gross folly of their policy. The railway Stocks have probably reached their lowest point, and after a little settling down of the

confused elements, the railway corporations will be in an easy and prosperous condition. Stocks will rise, and all the good schemes be completed. "There is a good time coming," in spite of croakers, brokers, fools, or knaves. The country is, as we have repeatedly proved, really prosperous and rich, beyond all precedent. There is money enough in it. There is a people energetic beyond all human example. There is a commerce greater than the world has ever seen in one nation. There is an activity of mind never before exhibited. There is a vitality of national power which is rapidly acquiring the real dominion of the earth.

RAILWAYS, the greatest commercial invention which science has ever given to the world, will go forward in the U. States, till, in twenty years, we shall have *one hundred thousand miles* of these great Iron Highways.

This great people will not stop their career a moment, because financiers, often both weak and ignorant, get up a foolish panic. The great car will go on, burying beneath it the whole race of doubters, croakers, and drivellers.

Mississippi Central and Tennessee R. R.

From a report of the surveys and estimates of this road, addressed to the president and directors, by J. Jay Williams, chief engineer, we have some interesting particulars of the route. The route has been surveyed and located from the terminus of the Mississippi Central railroad, to Jackson, in Tennessee. Commencing at the State Line, it runs a little east of north, crossing the Memphis and Charleston railroad at a point about three miles east of the town of Lagrange, and continuing the same course about two miles farther. From this point the survey continues along the dividing ridge, between the waters of Spring creek on the east, and the north fork of Wolf river and Pleasant Run on the west, to Middleburg. Passing through the center of this place, it enters Bolivar near the male academy. The survey then continues down a small branch of the Hatchee, running through the western part of the town, to the crossing of the river, about 100 yards below the bridge, the present head of navigation; thence across the bottom, a little below the Levee, striking the high ground; thence across Gray's creek, and up a small branch of the creek to the dividing ridge between Gray's creek and Mill creek; through the dividing ridge, to a branch of Mill creek, and crossing this, up another branch, to the dividing ridge between Mill and Clover creeks; thence through the ridge, to the head of Pugh's creek, a branch of Clover; down Pugh's, to Clover creek; crossing Clover creek, it strikes up the Medon branch, passing near Medon, to the dividing ridge between Clover and Forked Deer river at Dunaway's Gap; thence through the dividing ridge at the head of a branch of Meridian creek, and down it about a mile; now leaving it, it runs across the heads of several branches of Meridian creek, to the ridge between Meridian creek and Dry creek, running down the ridge, and crossing Dry Creek on Col. Butler's plantation, continues on a straight line to Jackson; and crossing Forked Deer river a little below Chester's Levee, and terminating at the foot of Shannon street, one-fourth of a mile south of the Court-house. The maximum grade is 45 feet, except through Bolivar, descending to the Hatchee river, where it is 48 feet to the mile; the minimum radius of curvature 1910 feet, and the total length of curves, 9.71 miles; length of straight line, 41.15 miles; length of side and station tracks, 2.64 miles; total, 53.50 miles.

The estimated cost will be as follows:

GRADUATION, MASONRY, &C., READY FOR SUPERSTRUCTURE.

From State Line to M. & C. R. R.....	$29,987 79
From M. & C. R. R. thro' Hardeman co.	155,204 89
Through Madison co.....	58,860 38
	$243,053 06
Average per mile.....	4,543 86
" " including cross ties...	4,963 86

The total cost of the iron, chairs, spikes, and equipment, will be $640,821, or $11,977 per mile; of which $10,000 per mile has been provided for by Bonds of the state.

The report then proceeds to discuss the probable number of through passengers after all the connections are made, and estimates the number at 150,000 per annum. This, together with local passengers, freight, and mail service, are estimated to produce $190,385 annually, or 21 per cent. on the cost of the road.

Railroads.

NASHVILLE & NORTH-WESTERN RAILROAD.

The object of this road is to connect Nashville, in Tennessee, with western Tennessee, at a point on the Mississippi river. Looking at the geographical position of Tennessee, lying in a parallelogram, from the summits of the Allegheny mountains to the Mississippi river, it is obvious no railroad can be more important, or probably more profitable in Tennessee, than one which shall run, as this does, westwardly through the state, to the Mississippi. It will connect regions of different products, and be likely to have a great traffic.

We have before us the reports of the president (Mr. Goodman), and the chief engineer (Neil Macnealc, Esq.) Notwithstanding the great obstacles now existing to the construction of railways, yet this work, we are glad to see, is likely to go on, and be accomplished. By a recent law of Tennessee, this work is entitled to $10,000 per mile from the state, for its iron and equipments; and also $100,000 for a bridge over the Tennessee river. As the Bonds of Tennessee are amoug the best in the Union, this aid is sufficient for the purpose intended. The active means of the Compauy, therefore, are:

State aid on 156 miles.....	$1,560,000
Do. for bridge.....	100,000
Davidson county.....	300,000
Individual subscriptions.....	265,000
Aggregate.....	$2,225,000

With these means, the Company can go on; though the amount could be, and would be greatly increased in more favorable times. The road will pass through a highly productive country, both for agriculture and minerals. There are ten furnaces and three forges on the line of this road, producing annually some 20,000 tons of metal.

From the report of Mr. Macnealc, it appears that the curves and grades on this work are highly favorable. Looking to all the elements involved, it is very evident that the Nashville and Northwestern Railway, when made, will be one of the most profitable in the country; and it is quite worthy of a strenuous effort to complete it.

PACIFIC RAILROAD, TEXAS.

We learn that Mr. Walker, of the above route, has stated in several letters, that the $300,000 necessary to be deposited to secure the bonus of public land offered by the State of Texas for the building of this road, has been dispatched by three different messengers. and cannot, in his opinion, fail to reach its destination in season. No country ever needed railroads more than this state. With a soil unsurpassed in fertility, producing, in its different belts, in the same latitude, the products of the North and of the South, sugar cotton, wheat, and corn, it has no facilities for transporting the riches of its agriculture to market, but the ox team, moving ten miles a day. In such a state of things, agriculture must languish, enterprise must seek a different field for its restless and out-spreading genius; and this state, so rich in the gifts of nature, must remain long years to come a comparative wilderness, unless some happy change can be effected by extraneous means. The 500,000 people of Texas are so well convinced of this fact, that by legislative act they have declared themselves willing to be stripped of almost every acre of public domain, if they can but be supplied with railroad facilities to bring their produce to the seaboard, and induce the enterprising to settle their uncultivated fields. But it is not their agricultural wealth alone that induces them to make this liberal offer to obtain the vivifying influence of railroads; it is supposed that in the bosom of their hills are treasured minerals, whose richness and variety will at some future period give to Texas an enviable position among the mining states; and the full confidence of this makes them still more anxious to secure railroad progress and railroad enterprise.

Among their many projects, this Pacific railroad, with its northern connections yet to be finished, is one of no small importance. Aiming at a trade already established, accommodating a local business which is anxiously looking forward to its completion for facilities for enlargement, endowed with a grant of 20 sections of state lands for every mile of road, which is two and a half times as great as the endowment of any other road in the state, it is easy to judge of the comparative claims of this and other Texian projects.

But this is not the only project that is of incalculable importance to the prosperity of Texas. From Galveston, her principal seaport, stretching far up into the interior,

through a section rich and as populous as any in the state, are projected lines, which, sooner or later, must be built, all endowed with a grant of eight sections to the mile. When these magnificent schemes shall have been carried forward to completion, there will be opened to this state a new era of prosperity—a prosperity based on solid principles—a fair, market valuation of the products of her industry.

HENDERSON AND NASHVILLE RAILROAD.

In these times of adversity to railroad companies, we are glad to learn that some of our best enterprises, among the new companies, are able to go on successfully to completion. Among these is the Henderson and Nashville line, in Kentucky and Tennessee. The President and Engineer of this company passed through Louisville last week, *en route* home, from London, where they have been for the purpose of negociating funds for their work. We learn that they succeeded in making very favorable negociations for the company. They purchased a large portion of the iron for the road for two-thirds Bonds and one-third cash. The Bonds are 30 year 7 per cents, and are taken at par. The Henderson and Nashville road is about 110 miles in length, and lies between Nashville, (Tenn.,) and Henderson, (Ky.,) on the Ohio river. Henderson is nearly opposite Evansville, (Indiana,) where a railroad is already constructed to Finobusto; interseeting the Ohio and M. Railroad at Vincennes. The western part of Kentucky will thus be at once connected with Cincinnati. Forty miles of the Henderson and Nashville line is now in course of construction.

MAYSVILLE AND LEXINGTON RAILROAD.

We learn from various sources that this unfortunate undertaking is passing through a series of troubles, which may delay its completion, or altogether defeat the intentions of its projectors. It appears, that owing to the continued stringency in money, the directors of the road have been unable to make payments on the interest of the 1st mortgage bonds. A suit was brought in the Fayette Circuit Court to foreclose, in order to compel payment. The plaintiffs moved to appoint a Receiver, to take charge of the finished portion of the road, and hold the receipts, subject to the order of the court. This course was objected to by the company; but a Receiver was appointed, Mr. E. Miller. The company then appealed from the decision; and the appeal will be argued in the Court of Appeals, in December.

In addition to this, there is a balance due the contractors, Messrs. Nash, Seymour, & Co., of about $31,000, for which they brought suit at the Federal Court at Frankfort. Judgment in this case would have gone by default, as the company were not legally represented, but for informality in the proceedings.

It was a general impression that the directors would resign; and such appears to have been their intention. A meeting of stockholders was called at Maysville for this and other purposes; the proceedings of which, as published in the Maysville Eagle of Nov. 2, we give below :

At the called meeting at the Court House, in this city, on yesterday, a large number of the individual stockholders were present. The corporate and company stock were represented as follows :

Bourbon county, by John Roots Thornton, Esq.
Mason county, by Harrison Taylor, Esq.
City of Maysville, by Mr. Hamilton Gray.
Nash, Seymour & Co., by S. C. Hawley, Esq.

A letter addressed to the president, Henry Waller, Esq., from the commissioners of Fayette county, M. C. Johnson and Edward Oldham, was read. The letter authorized Mr. Waller to cast the vote of Fayette county, if necessary, with special instructions how it should be cast, if at all. Mr. Waller declined using the authority.

Martin P. Marshall, Esq , from the committee appointed at the August meeting of stockholders, to consult with the bondholders and others and ascertain whether any and what arrangement could be made for the completion of the road, made an able and very interesting speech; in the course of which he stated, that the committee were not prepared to report any definite result, or any feasible plan, for the action of the meeting. They were maturing a plan, however, to be submitted at a proper time hereafter, which he had strong hopes would accomplish the completion of the road. If $400,000 of the $715,000 required to complete the work, by the last estimate of the Board, could be raised by the bondholders and other creditors of the company, he felt very confident that the remaining $315,000 could be raised in Kentucky—in either case, upon preferred bonds of a character yet to be decided upon, and paying the holder *eight* per cent interest.

S. C. Hawley, Esq., felt equally confident that if the $315,000 were raised here in Kentucky, then some arrangement could be made by which the iron could be purchased with the same description of bonds, and the balance be raised elsewhere. Under these circumstances, the contractors, Nash, Seymour & Co., would take at least $50,000, and possibly $100,000 of such bonds.

It was announced that an appeal had been taken from the judgment of the Fayette Circuit Court, appointing a Receiver with extraordinary powers, to take full possession of the road and all its effects, with authority to lease the track between Paris and Lexington for 18 months to the Covington Company, who will alter the guage to correspond with their own track. The president, Mr. Waller, and Chief Justice Robertson, on the part of this company, and the Hon. Chas. S. Morehead, on the part of Nash, Seymour, & Co., were directed to attend to this suit in the Court of Appeals. No doubt was felt among all the legal gentlemen present at the meeting, that the decision would be *reversed*;

The president and directors having tendered their resignation,

John Roots Thornton, Esq., moved the following resolutions :

Resolved, That it is the sense of the Stockholders, that the President and Directors have discharged their official duty with ability, fidelity, and integrity, and with as great success as could be reasonably expected under the extraordinary circumstances in which they were placed, having inadequate means, in a period of great pecuniary pressure, to complete the great work in their charge; and therefore it is the further sense of the Stockholders, seeing no reason to distrust their ability, fidelity, and integrity, that the President and Directors continue in their respective offices.

Resolved, That it is the sense of the Stockholders, that either the present Stockholders, or the creditors of the Company, or both, must advance means to relieve the Company from existing embarrassments and complete the road; or otherwise the value of the stock now held by Stockholders will inevitably be sacrificed.

After an animated and somewhat protracted discussion, the resolutions were adopted without a dissenting voice except that Dr. John Shackleford qualified his vote by saying that he voted No as to the latter part of the 1st resolution, and I as to the balance.

Some other matters of some interest were discussed in a conversational manner, when,

Upon motion of Mr. Thornton, seconded by Dr. Shackleford, Martin P. Marshall and Harrison Taylor, Esqrs., were unanimously elected to fill the vacancies in the Board of Directors—all the members thereof having consented to retain their positions, Mr. Waller for the present, and the others without qualification.

LEXINGTON AND BIG SANDY R. R. CO.

This road was chartered and the company organized over two years ago. The stock of the company, as shown by its last annual report, is $1,825,000, with a fair prospect of securing a subscription of $150,000 from Fayette, and a hope of a subscription from Greenup county. The work of locating the road was not completed till August 1853. In the beginning of September, a contract was effected with Messrs. De Graff, Foster & Co., for the graduation, masonry, bridge superstructure, ballasting and track laying, on advantageous terms. This left only the cross-ties, iron, and rolling stock to be supplied. Subsequent contracts provide for the cross-ties, but no contract has been made for the iron, as it is contemplated that an extensive rolling mill will be erected on the line of the road in time to furnish the iron for a greater part of the road. This we regard as a most interesting feature in this road, and could only wish that American roads would be more American in their purchases of iron.

The cost of the road, at contract prices for grading, &c., will be about $2,350,000, and the cost of the superstructure, at present prices of iron, will be from $9,000 to $10,000 per mile, according to the weight of the rail.

The work of grading, &c., is steadily progressing; and, notwithstanding the stringency in the money market, no diminution has been made in the amount of labor performed. The work has been principally pushed at the two ends, so as to have some portion running and paying while the remainder is in process of completion. The portion from Lexington to Winchester is expected to be in use in a few months; and some time during next year, the road will be completed to Mount Sterling, 33 miles, at its western terminus, and to Grayson at the eastern end. This last portion will furnish accommodation for several furnaces, already in operation, for the transportation of their iron to the Ohio river; and this, of course, will form a large item in the earnings of this division of the road. One of the most interesting portions of the report, is the extracts from Prof Mather's Geological Report, which we copy in full :

"A bed of cannel coal, called Crawford's coal mine, was seen and examined. At another mine, about two miles distant, on a hill of the northern waters of Stinson's creek, the same seam of coal was seen, with a foot of slate above it, and twelve inches of common bituminous coal above the slate, so that both the cannel and the common coal are worked. About one half mile west of the last locality, another opening had been made, and here there were twenty inches of cannel coal, nine inches of slate, and twenty inches of common coal. All these localities are worked to a small extent, to supply Grayson, and some of the furnaces, with cannel coal for family use.

"The coal burns well, and leaves a white and scaly, fine ash.

"The out-crop and black dirt of this coal-seam were seen in very many places, and it is believed to be very extensively distributed, as a regular stratum through the hills, of many square miles

on both sides of the railroad line, on the waters of Stinson and Straight creeks."

In speaking of the different seams of bituminous coal, and their localities, Prof. Mather says:

"Opposite Gallion's house, on Williams's creek, it is four to five feet thick, of workable coal, of good quality. At the Sulphur Spring, one half mile below Gallion's, it forms the bed of the small creek that unites with Williams's creek. The out-crop of this coal was seen in many places down the valley of the creek, and it was traced extensively. Two other beds of coal, of workable thickness, were examined and traced, at short intervals, over many miles. They are about 100 and 150 feet above the Williams's creek coal, with a heavy bed of sand rock intervening. One of these is worked at the Star Furnace, and is five feet thick." He also speaks of a different seam at the Buena Vista furnace, and another at Clinton furnace four feet thick. At the latter, he says, "Mr. Patterson, the proprietor of Clinton furnace, when boring for water, passed a coal seam in the position as to depth that the Williams' creek coal ought, from the dip of the rocks, to occupy, that was fourteen feet thick according to the belief of his workmen. These three beds of coal, (excluding the last, which is beneath water level,) and one still higher, the one, it is believed, that is worked at Buena Vista furnace, and which extends through the hills in Cannonsburg and Catlettsburg, are capable of furnishing a vast amount of coal.

Professor Mather further says: Iron ores abound on the route of the railroad; from the head of Triplett's creek to the mouth of Big Sandy, but are most abundant between the Little and Big Sandy. There is probably no region of equal extent supplied with a greater quantity, or with more varied qualities of good, easy working, iron ores." These beds are not on the carboniferous limestone; of them he says: "The iron ore covering the carboniferous limestone, has already been alluded to as workable and worked, and it occurs so that furnaces may be erected within reach of the road from south of Owingsville to the head of Triplett's creek. From the head of Triplett, on all the waters of Tygert's creek, and on the waters of Big and Little Sinking creeks, Gimblet and Caney creeks, the ores of the limestone, and of the lower part of the coal formation are accessible, and many of them are of fine qualities and workable thickness, and will be worked for furnace purposes.

"Many of the ore beds, both in the hills of the Tygert and Sandy waters, were traced from hill to hill, across valleys, and over divides of the waters, for many miles, so that the quantities and qualities of the different ore beds could be ascertained. In some of the hills of the East Fork of Little Sandy, along and near the railroad line, *seven* workable veins of iron ore could be traced, and at Starr, and some other furnaces, five are worked. The ore beds are from 4 to 18 inches thick, in some 20, 22, and even 30 inches. It is 30 inches on Mr. Elijah Rice's farm, on the road branch of the East Fork of Little Sandy."

"The beds are numerous, and several are workable in every hill. A foot of ore will give 5000 tons of ore to the acre, or yield two thousand tons of iron, and supply a furnace for a year. There are several feet in thickness of ore in many of the hills."

He says there are "eight hundred square miles of land along the railroad adapted for furnaces."

Nashville and N. W. Railroad.

In an animated editorial in the Argus, of Hickman, Ky., the editor, after speaking of the prospects of this road, and its probable trade as a part of the great line reaching from the Ohio to the Atlantic, at Charleston, says:

Hickman has already felt the breath of this improvement; it has infused new life into everything—city property has risen, although there has been such an immense amount of it thrown upon the market in the last few months—lands in the county have advanced—every department of business is improving and increasing—capital is becoming more fixed—labor is better rewarded—industry is stimulated, and good morals encouraged. A few years ago we were all far from being proud of our place or the country—we had a bad character abroad, because we deserved it. It is now different; everybody speaks favorably of us. The large cities are bidding our trade—our commercial and social relations are extending and becoming more permanent, and although croakers may say "we are going too fast," it is a mistake, and the times about us show it. Our Hickman and Obion railroad, connecting with the Mobile and Ohio road in Tennessee, and forming a part of the N. and N. W. R. R., originally a joint stock association, in which a few of our enterprising citizens joined, has never yet stopped work, or failed to meet its engagements punctually. None of our contractors have failed; the local work of the whole line is half done, or more; our telegraphic line communication with the United States and all the Canadas is complete; our people have money, and are out of debt, with few exceptions; our citizens are constantly building and improving—and why, pray, are we going too fast?

These are some of the effects of railroads and commercial intercourse, when they are allowed to exert their legitimate influence. The case of Hickman is but the exemplification of a general law—is but one of a whole class. But let confidence be sapped, business be inflated by an unnatural and forced growth, currency—the means of commercial intercourse—be either withdrawn or rendered useless by panics, and it requires no ordinary influence to keep in motion the wheels of trade. For the citizens of Hickman, we congratulate them on their prosperity, and rejoice that there is one spot in the country that does not share in the general panic.

Alabama and Tennessee River Railroad.

We see it stated in the Selma Reporter, that at a convention of the stockholders of this road, recently held at Shelby Springs, it was determined to issue new bonds, or rather, preferred stock, to the amount of $200,000; which is supposed to be sufficient to finish the road to the one hundred mile station. In regard to this, the Reporter says: "The convention did wisely. Carry it to the one hundred mile station, and then it will pay handsomely." The Reporter is sanguine in its belief of the ability of the road to pay well. Through the exertions of W. Reynolds, Esq., and others, much of the stock was taken at the meeting.

At this convention, Col. Phillips resigned the presidency of the road; Col. T. B. Goldsby was elected to fill his place. The selection is considered a good one, as Col. Goldsby has been eminently successful in everything he has undertaken in life.

There is to be another meeting of the stockholders and friends of the road, at Selma, to give them an opportunity to take the preferred stock on the terms agreed upon by the convention at Shelby Springs.

DAYTON, XENIA, AND BELPRE R. R.

From an editorial in the Xenia Torch Light, we learn that the company have been adding a new first-class locomotive, and two new passenger cars to their rolling stock between Dayton and Xenia. The engine is named the Horace Pease, as a compliment to one of the directors. The trip is usually accomplished in from 28 to 40 minutes, according to stoppages. The editor says:

As an evidence of the care for the lives and safety of passengers which characterises the employees of this road, we may state that it has now been in operation five months, and that up to this time, not a single wheel has been off the track, nor has a single accident happened to a passenger upon the road. No pains are spared to render all safe and comfortable who entrust themselves to it.

Thus far the road has been remarkably fortunate. The business upon the road is in a prosperous condition. Four passenger trains are run daily, and always with good loads. This road promises well, and we hope may continue as well as it has begun.

Communications.

[We have received the following communication in a letter from a friend in Michigan, and, from the interesting nature of its information, give it to our readers.]

From what I have seen of your paper, I hope that you are not an *old croaker* in railroad matters, especially on the subject of *new and unfinished roads in the West.*

I am engaged in a new organization, under the name of the "*Grand Rapids and Indiana Railroad Company.*" This contemplated road is to run from Grand Rapids, in this State, to Hartford City, the county town of Blackford county, in the state of Indiana. From Hartford City a connection will be had by the Marion and Mississinewa Valley Railroad to Union City, and thence to Cincinnati, by roads already completed. The M. & M. V. R. R. will be constructed from Hartford City to Union City in the course of next year.

From Hartford City we shall have direct communication with Louisville by the F. Wayne & Southern Railroad as soon as it shall be completed, besides many other connections, by means of various other railroads with which we come in contact.

We are now constructing a section of only twelve miles—from Sturgis to La Grange—which we intend to complete as soon as we can. And then we will take another continuous section, and complete that; and in this manner proceed with section after section, until the whole is completed.

I think that this policy will enable us to complete the road with the least danger of getting into difficulty and embarrassment.

I think that the road, when completed, will be of no little advantage to Cincinnati. Respectfully.

MONTREAL AND BYTOWN RAILWAY. — We are happy to learn that on Wednesday last a train with passengers passed over the Grenville and Carillon section of this road, and that it will be shortly opened for traffic.—*Com. Adv., Montreal.*

Selected Railroad News.

MISSISSIPPI AND TENNESSEE RAILROAD.

The directors of this road met in this place on Tuesday the 10th inst., the whole Board being present. After receiving the report of the Engineer and other officers, among other things claiming the attention of the Board, was fixing upon the permanent line of the road; by way of Suze's Bluff us far as the Yockeny valley, was decided upon, by an unanimous vote.

We understand the Board design touching Talchatchie county to the west of Oakland, by way of Broady's creek, and thence to the air line at the head of Collin's creek.

It would appear from the engineer's report, that 59 miles of the road is under contract for graduation, bridges, trestle-work, masonry, cross-ties, and laying down the track. This certainly evinces activity and energy in the work, and betokens a speedy completion.

On Wednesday, the 11th, according to previous notice, the stockholders met for their annual election, when the following persons were chosen: J. M. Patrick, H. C. Walker, of Memphis, Tenn.; Dr. H. Dickery, J. C. N. Robertson, of Desoto; D. S. White, Major Bradford, and F. M. White, of Panola; Col. N. Howard, Samuel Garner, of Yallabusha—all members of the old Board, except Col. Garner, who was elected in the place of Maj Broady, the latter gentleman declining to serve.

The Board subsequently elected their former officers.

The question for issuing the bonds of the road to the amount of $700,000, if required, was carried by 1400 majority. — *Advance, Hernando.*

C. & M. R. R. FREIGHT BUSINESS.

The freight business on the above road the past two months has been immense; more than could possibly be well accommodated with its present facilities. As the company are obliged for the present to use the track of the Rock Island road from Juliet to Chicago, a distance of forty miles, the use of which could not be obtained for the running of freight trains, it became necessary to transport the freight between these two points by canal; hence the great delay that has been occasioned in the forwarding of merchandise destined for this city and points below.

A few days since, we made a flying visit to Joliet, in order to ascertain the whereabouts of a lot of printing paper, shipped to us from Cincinnati, the receipt of which had been somewhat delayed. It was found snugly ensconced in the Warehouse at Joliet, where, together with about *one thousand tons* of miscellaneous merchandise, it was awaiting its turn for shipment. So great has been the influx of business, and the demand for cars on this road, that we are assured by Mr Richards, the gentlemanly agent at Chicago, that 1000 cars could be kept constantly employed. Efforts have been made in several quarters to purchase, or procure the loan, of two or three hundred cars, without success, and consequently the company are compelled to do the best they can with what they have on hand. It is hoped that by increasing the number as fast as possible at the factory, enough will soon be obtained to meet the demand, when all will go on smoothly again.—*Alton Tel.*

☞ We notice that six spans of the railroad bridge at this place are nearly completed, and the other four may be finished in a short time. If suitable timber could have been readily obtained, the frame work of the whole bridge could have been completed and ready for raising so soon as all the piers are finished—the last one of which will be done by the 15th proximo. The entire bridge will be completed, the grading between this and Knoxville finished, and the rails laid by the time the E. T. & Va. road is ready to meet them at Knoxville. The iron for the work has been and is arriving at Savannah, and will soon be here, when the track-laying will be commenced. —*The Press, London.*

Paducah Railroad.

The Branch of the Mobile and Ohio railroad leading into Paducah, is sixty miles long; of this there is forty per cent. of the work completed, leaving sixty per cent. yet to be done. Ten miles are ready for the ties and rails, and three miles of the track have been laid, and are now in use. There is iron enough at Paducah and New Orleans, awaiting shipments, to complete the road fifteen miles; and a locomotive, cars, &c., will be put upon the track in a few weeks, or as soon as they can be brought up the river.

☞ A double track is now being extended on trussel work, from the Depot to the river at this place, in addition to the inclined plane already in use. The object is to tranship through freights immediately from the boats into the cars without passing through the Depot, and *vice versa*. The freights will be raised or lowered by steam power. This is a permanent improvement, and will be very convenient for transferring all kinds of heavy freights, and especially the vast amount of *Marble* from the quarries in Hawkins county, intended for the National Washington Monument at Washington City, that will soon be ready for shipment *via* this place.—*Free Press, London.*

OHIO AND INDIANA RAILROAD.

Another link in the great chain is completed. The last gap in the Ohio and Indiana Railroad was closed on Monday last. A railroad of unbroken guage is now complete from Pittsburgh, Pennsylvania, through the great State of Ohio to Fort Wayne, Indiana, 318 miles. A continuous line is now completed from Philadelphia to Fort Wayne, having but a single break at Pittsburgh to cross the Alleghany river. This break will be closed by a bridge the coming summer, and freight can then be transported 700 miles without transhipment.

The business of the O. and I. R. R is already increasing to an almost incredible extent. Three passenger trains now pass each way daily, and what is of far more importance, they are always full. The freight has increased to the utmost capacity of the road, but the addition of three new locomotives this week will relieve the pressure for a time. Push along, keep moving. Chicago next. —*Bucyrus Journal.*

The Naugatuck Railroad.

The Naugatuck railroad company have appointed their directors and Mr. Heaton of New Haven a committee to investigate the subject of the over issue of their stock by Robert Schuyler, and to settle the claims of the holders by compromise or otherwise at their discretion. The over issue was 317 shares, and the Bridgeport Standard says it is understood that a part of this was pledged (with genuine stock) at 75 cents on the dollar, and it is doubtful whether a portion of the false stock can be identified.—*Hartford Times.*

☞ The election for Directors of the Cincinnati and Portsmouth Railroad Company, was held at Felicity on last Thursday. The following gentlemen were elected, viz.: A. B. Coleman, T. H. Whetstone, David Gibson, George Gregg, Joseph Parish, David Barr, D. W. C. Loudon. The Board organized by the election of T. H. Whetstone, president, Joseph Parish, treasurer, D. W. Loudon, secretary.—*Clermont Courier, Nov. 2.*

The Mobile and Ohio Railroad is progressing satisfactorily. The cars are now running one hundred miles, and by the first of January will reach Enterprise, one hundred and twenty miles from Mobile. It is expected that eighty thousand bales of cotton will be brought down the road this winter, besides large quantities of pitch, turpentine, lumber, &c.—*Charleston Mercury.*

S. M & P. R. R.—The stockholders of Springfield, Mt. Vernon and Pittsburgh Railroad met in this place, on Tuesday last, for the purpose of devising ways and means to relieve the company from its present liabilities and to complete the road.—*Delaware Dem. Standard, Nov. 2.*

Progress of the Virginia and Tennessee Railroad.—The Petersburg Intelligencer learns that this road is now finished to Mack's Meadow, nine miles east of Wytheville, and the cars carried passengers to and from that point on Monday The track is laid to within a mile and a half of the South-western Turnpike, at a point three miles from Wytheville; and that distance is expected to be finished during the present week. If there is no delay from the want of iron, it cannot be more than a week or two before there will be an uninterrupted communication by Railroad between Petersburgh and the village of Wytheville.

The Central Ohio Railroad Open.

We inadvertently omitted to mention, yesterday, that the track of the Central Ohio Railroad has been laid, and that the road is now open between Columbus and the Ohio river. Superintendent Fulton came through with the locomotive *Mastodon*, on Saturday evening last, and represents the track as smooth and in as good order as could be expected.

We understand that it is contemplated to run an excursion train through to-morrow, but are not advised as to particulars. On Monday next the first regular train will commence running, and continue without interruption, unless some unforeseen cause should prevent.

We congratulate the Company and the friends of this important work on its final completion and flattering prospects. We know of no road in the country with a fairer future than this; and we trust, as we believe, that the fondest hopes of its warmest and most sanguine friends will be fully realized. By its opening, the rich and populous territory along its route is accommodated with all the advantages of an eastern market, while a short and easy means of transit is afforded between the seaboard and the Great West.—*Zanesville Courier. Oct. 31.*

Ohio and Pennsylvania Railroad.—The business on this road is larger than at any former time, the freight business especially. All the engines and cars that the Company have, are in constant use, and the trains never stop running, except on Sunday. As fast as the cars can be unloaded in Alleghany city they are immediately sent back; and great inconvenience is suffered by the Company for want of sufficient track room and station accommodation. More are now being provided, and the men in the Company's service work day and night. The loaded trains arriving on one evening formed a line nearly half a mile long. The freight engines on the road, built by Niles, of Cincinnati, are capable of hauling over it thirty loaded cars, each of the capacity of nine tons. In some instances freight sent by railroad from Cincinnati and intended for Pittsburg has been carried to Cleveland or Sandusky city, for which the Ohio and Pennsylvania railroad Company is in no respect to blame, such freight having never been delivered to its agents. Its road terminates at Crestline, and great pains are taken not to delay freight on the Company's side tracks at that point. Additional facilities are being provided, and, after the river rises, there is no doubt that less freight will be offered for transportation than can be readily carried on the road. —*Pittsburgh Gazette.*

Another Movement.—The cars on the Richmond and Danville railroad made another advance to the station beyond Clover Depot, on last Tuesday. Thus the work is coming surely on towards its terminus in this town. We are now within twelve hours' travel of the city of Richmond, while a few years ago the trip was the work of almost as many days. —*Journal, Jonesborough, Tenn.*

Miscellaneous.

The Copper Business in England.

All information connected with the copper business in other countries is important here, and the trado in England more particularly deserves our attention, from the fact that in that country ores yielding 7 per cent. or less of pure metal, are made to return handsome profits to those engaged in their production.

A long experience in tho different processes adopted to render these ores, which are so poor as compared with ours, available, has secured for the English operator an enviable pre-eminence in this, as in other branches of the metal business, and the system and exactitude to which all operations, from the first breaking of ground till the final sale of the refined metal, have been reduced, are not the least important elements in achieving this success.

The ores, as is known, are disposed of to smelters, by a kind of auction, called ticketings, where, the richness of each parcel of ore having been previously ascertained, each smelter present at the sale can at once tell what price it would suit him to pay for the ore, and the competition naturally excited by the bids of other smelters, secures for the mining company the highest prices for their produce.

The principal sales of foreign ores take place at Swansea, which is the grand focus of the smelting business, owing to the abundance and cheapness of fuel and other necessaries, together with the convenience of shipment; and the amount of ores sold there may be judged by the following returns for the quarter ending in September, 1854:

	Tons.	Amount realized
Foreign mines	6761	$520,392 00
Irish mines	3612	193,633 75
Wales, Devon, &c.	117	5,340 37
Slags	431	7,044 37
Total	10,921	$726,410 50

Besides the sales at this point, at various places in Cornwall also, regular ticketings are held, at which all the ores of this rich copper country are sold. The sales made here for the last quarter were 45,727 tons of ore, realising $1,460,929 75, which will give some idea of the amount of business transacted, and of the immense capital that must have been invested before attaining such a development. There is much matter for reflection here to those who are prone to give mining a secondary position in the world's industry.

The Origin of Wire Rope; its Qualities and Economy.

At the British Association, Mr. Andrew Smith, C. E., (who is the patentee of the wire rope,) presented a paper for perusal: the subject was "Wire Rope; its various manipulations and appliances; its commercial value and national economy." Amongst those manufactures to which might be given the appellation of "things of the day," was the invention of wire rope, and so he claimed a few moments of their valuable time. Few manufactures were entitled to more of their consideration than the manufacture of various appliances of wire rope as a substitute for Russian hemp, or converting the metallic produce of the British Islands into a substitute for the vegetable produce of a national enemy and his numerous serfs. It was in the year 1828 that the author of the paper first applied wire rope as a substitute for cat gut, in aid of another invention of his for "Metallic Shutters." The rats had destroyed the strength of the cat gut line by eating it; the position of the sheave or pulley was so placed and made so narrow in the groove, that none but a small substance could be applied to that particular case. Necessity, after all, was the mother of this invention. Time rolled on, and the author anxiously watched the working of this experimental metallic chord; four years were spent in experimenting, in order to test its strength in comparison with hempen rope and chain, as regarded weight, size, strength, price, durability, and economy. This required time, patience, and a heavy outlay of capital. On the 12th January, 1835, the first patent was obtained by Mr. Smith, and in 1839 he had obtained his fourth patent. At this time the wire rope had been applied to a great many purposes, but more particularly for the standing rigging of ships, both in her Majesty's Navy and in the merchant service, In the year 1841 other makers came into the field, and the manufacture has increased much since that time in various profitable appliances, from the working of timepieces to the working of intelligence through the agency of the submarine telegraph wire rope cable. He exhibited two specimens, which, he said, formed the subject of his fifth and last patent for machinery for manufacturing submarine cables and wire ropes generally. In practice they were found efficient in their operations, producing great facility in the manufacture, with very little friction in the rubbing and bearing parts A tabular scale which he produced showed, he said, the utility and economy of wire rope as applied for standing rigging in her Majesty's Navy; from this it also appeared that at the time the estimate was made a saving might be effected of £28,582 on £114,330, being more than one fourth. This was at a time when the price of hemp was less than half its present price, it being then only £40 per ton, whilst it was now nearly £90, and the rope was then nearly half as dear again as at the present time, it being then £60 per ton, and now £40. Mr. Smith concluded by exhibiting and describing two models, one showing the applicability of the wire rope for standing rigging, and the other for mining purposes—*New York Mercantile Journal.*

Important Decision.—On Saturday, Judge McLean gave a decision in the Bank tax cases that will be regarded of interest to the tax payers as well as the Banks. Several of the Banks had procured injunctions against the County Treasurers, restraining them from proceeding to collect the taxes, as levied by the tax laws of 1851 and '52 It was moved to dissolve these injunctions in the cases against the Cuyahoga County Treasurer; and, after consideration, Judge McLean overruled the motion, and made the injunctions perpetual.

He decides that the tax laws of 1851 and '52 are unconstitutional and void.—*State Journal, Nov. 1.*

Evansville and its Coal Prospects.

We had the pleasure, a few days since, of visiting the prospective coal mine, which we have reason to believe will, through the efforts of our enterprising friend, Mr Kersteman, soon be opened into practical use, and realize to our citizens the important fact of having a practical, working, and profitable coal mine right at our doors.

Mr. Kersteman is now engaged in sinking a tremendous shaft, about one mile below the city, from which he confidently expects, within the space of a few months, to mine and deliver coal in unlimited quantities, and of the very best quality West of the mountains. Mr. K. founds his hopes upon experimental boring, made during the past season, the result of which proved in the highest degree satisfactory, and confirmed the belief of some of the most scientific men in the country, that large veins of the best qualities of coal lie concealed not far below the bed of the Ohio, and are easily accessible, and can be rendered immensely valuable.

With the assurance of these actual experiments, Mr. K. is now prosecuting the work of sinking a large shaft, 7 by 15 feet, upon which he employs three setts of men, and drives it vigorously night and day. He has already reached a depth of 60 feet, a large portion of the way through solid rock, and will, with ordinary success, and the aid of his steam engine just put into operation, reach his coal stratum by the first of January next.

The benefit which Evansville will derive from a realization of these prospects, can only be judged by the growth and prosperity, which other towns and cities now enjoy, having risen to an enviable and prosperous condition, with but few of the elements of wealth and greatness that surround Evansville. With the article of coal alone, in abundance and at cheap rates in this city, Evansville may defy the claims of any city in the West, for manufacturing advantages The discovery of coal by Mr Kersteman, will supply the only deficiency wanted to complete our manufacturing facilities, and the day is not far distant when we shall be exporters instead of importers of coal.—*Evansville Journal.*

☞ The real estate owners of Tuscaloosa, at an election recently held in that city, voted that their property should be taxed $20,000 to be taken as stock in the North-Eastern and South-Western Railroad. Four only voted against the measure. The success of this road is now considered as placed beyond doubt, as all those interested in its success are dancing up to the music.—*Selma Reporter, Oct. 26.*

ASSYRIAN DISCOVERIES.

From an account of Assyrian researches and discoveries in the last Annual Report of the Royal Asiatic Society, made by Colonel Rawlinson, we learn that the most recent, as well as the most important discovery, in an historical and geographical point of view, is that of another obelisk, in the south-east corner of the great mound of Nimrod, and erected by Shamasphul, the son of Shalambara. The date of the obelisk is about the beginning of the eight century B. C. The chronology of Assyria has received a valuable accession by the discovery of a record of one of the early kings, whose name is read Tiglath-Pileser, like that of the later king of Assyria known to the Hebrews. Tiglath-Pileser I. is shown to have flourished 418 years before the reign of Sennacherib. From letters more recently received, we learn that Colonel Rawlinson, has read the name of Semiramis on the statue of the god Nebo, dug up from the ruins of the palace of Nimrod. Semiramis appears, in a legend upon the statue, to have been really the wife of Pal, King of Assyria, the same as is mentioned in the Book of Kings—the contemporary of Menahem, King of Israel. This would place Semiramis 150 years before Nebuchadnezzar, which will curiously confirm the tradition recorded by Herodotus—that this queen preceded Nitocris, the wife of Nebuchadnezzar, by five generations, equal to 150 years. A further very curious discovery, made by Colonel Rawlinson is, that the employmeot of the Babylooian cuneiform writing was continued down at least so late as the time of the Macedonian dominion in Asia, the commencement of the third ceotury before Christ,—*Scientific American, November 4th.*

Advantageous Method of Preparing Peroxide of Lead.

A solution of acetate of lead is precipitated by carbonate of soda, and chlorine gas passed into the thin pasty mass thus obtained notill all the carbonate of lead is converted into brown peroxide, which is then filtered and washed. In this manner all the oxide of lead is converted into peroxide, and no chloride of lead is formed: chloride of sodium remains in solution, and acetic acid and carbonic acid are set free. The proportions are: three parts crystalized carbonic soda to four parts of crystallized acetate of lead; it is better, however, to employ a slight excess of the former, in order to make sure of preventing the formation of chloride of lead. From four parts of acetate of lead, 2½ parts of peroxide are obtained, whilst four parts of minium scarcely furnish 1½ part. The peroxide thus prepared instantly becomes white in sulphurous acid gas, and then incandescent. It is especially applicable to this instructive lecture experiment. —F. Wohler: Leibig's *Annalen.*

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

CORRECTED TO WEDNESDAY OF EACH WEEK.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'D.	ASK'D.
Alabama and Tennessee	1st mortgage, convertible till 1872	7	1872	95	
Baltimore and Ohio	Transferable. Taxed	6	1885	82	83
Do do	Coupons. Not Taxed	6	1875	84	85
Do do	" "	6	1880	86	87
Do do	"	7	1860		87
Do do		6	1885		92
Bellefontaine and Indiana	1st mortgage, convertible	6	1866	100	102
Buffalo and Penn. State Line	1st mortgage, not convertible	7	1866	97½	101
Chicago and Rock Island	1st mortgage, convertible	7	1870	87	92
Chicago and Mississippi	1st " "	7	1862	90	91
Do do	2d " "	7	1874	81	84½
Chicago and Aurora	1st " "	7	1866	88	92½
Ciucinnati and Fort Wayne					
Cleveland, Columbus, and Cincionati	1st mortgage, convertible	7	1859	127	137
Do do do	No mortgage, convertible	7	1855	124	127
Cleveland and Mahoning					
Cleveland, Painesville and Ashtabula	1st mortgago	7	1861	92	96
Do do	2d " not convertible	7	1861	99	100
Cleveland and Pittsburgh	1st " convertible	7	1860	96½	97
do do	1st " 2d sec. convertible	7	1873		90
Cloveland and Toledo,	1st mort. not conv. '73	7	1863	93¼	94
Cleveland, Zanesville, and Cincinnati				86	90
Cincinnati, Hamilton and Dayton	1st mortgage " till 1855	7	1867		95
do do do	2d mortgage	7	1868	93	95
Cincinnati, New Castle and Michigan	1st mortgage, real estate, convertible	10	5 & 10 y's	96	100
Cincinnati Western	1st " " " "	10	5 & 10 y's	90	98
Cincinnati, Wilmington and Zanesville	1st "	7	1862	95	95
Cincinnati, Indianapolis and Chicago					
Columbus and Lake Erie					
Columbus, Piqua and Indiana	1st mortgage, convertible	7	1862	84	86
Do do do	2d "		1852	80	83
Columbus and Xenia	1st mortgage, convertible	7	1859	118	120
Covington and Lexington	2d " till 1862	7	1863		85
Do do	1st " not "	6	1862	80	85
Dayton and Michigan	1st " "	7	1867	93	97
Dayton and Western	1st " "	7	1862	85	86
Dayton, Xenia and Belpre	1st "	10	1864	85	95
Eaton and Hamilton	1st mortgage	7	1862	84	87
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.	7	1862	93	96
Evansville and Illinois	1st Mortgago, convertible 1857	7	1862	85	87
Frankfort and Lexington	1st " "	6			
Franklin and Warren					
Galena and Chicago Union	Pledge of 2d section, convertible	10	1853–6	125	130
Do do do	1st mort., 2d " not convertible	7	1862	90	95
Illinois Central	1st mortgage, not convertible	6	1875	70	71
Illinois and Wisconsin		10			
Indiana Central	1st mortgage, convertible	7	1866		
Do do	" "	10	1857		
Indianapolis and Bellefontaine	1st " "	7	1860–1	94¼	96
Indianapolis and Lafayette	" "	7	1861	95	100
Jeffersouville	1st " not "	7	1861		87
Junction (Ohio)	1st " "	7	1867	85	90
Do do	2d " "	7		95	90
Lawrenceburg and Upper Mississippi	1st mortgage, convertible	7	1866		95
Lexington and Big Saody					
Little Miami	1st mortgage, not convertible	6	1863	90	94
Do	" " till 1855	7	1861		
Lonisville and Nashville					
Lyons', Iowa, Central	1st mortgage, convertible	7	1873		
Mad River and Lake Erie	1st mortgage, coovertible till 1855	7	1855–6	97½	100
Do do	2d " "	7	1866	66	75
Do do	Dividend	7	1860	78	83
Madison and Indianapolis	1st mortgage, convertible after 1853	6	1861		
Marietta and Cincinnati }	1st "	7	1868	92	95
Do Do. } united	2d "			86	87½
Hillsborough and Cincinnati }	1st "			92	95
Maysville and Big Sandy					
Maysville and Lexington	1st mortgage, convertible	6	1873		
Memphis and Charleston					
Michigan Central	No mortgage, convertible	8	1860	103	104
Do do	" "	8	1855–6	100	102
Do do	" not "	8	1857–8		101
Michigan Southern	1st " " "	7	1860	96	98
Milwaukie and Mississippi	1st " " " 1857	8	1862	98	100
Mobile and Ohio	1st mortgage 6s. 1884				
Nashville and Chattanooga				90	93
New Albany and Salem	mortgage on 1st section	10	1858–62	100	102
Do do	1st " on other sections, convert.	8	1864–75	91¼	92
New Castle and Richmond	1st " convertible	6	1873	87	90
New Orleans and Ohio, Ky	Guar. of McCracken Co				
New York and Erie	1st mortgage, not convertible	7	1867		
Do do	2d " convertible	7	1859	95	
Do do	Income, not convertible	7	1855	92	
Northern Cross, Ill	1st mort. conv	8	1873	90	93
Northern Indiana	1st mortgage, not convertible	7	1861	95	96
Do do	1st mortgage Goshen line				87½
Do do	Construction Bonds			79	
Ohio Central	1st mortgage, convertible	7	1861–69	75	
Do	2d " not convertible	7	1865	78¾	80
Ohio and Indiana	1st " "	7	1867	100	101
Ohio and Pennsylvania	" "	7	1865–6	104½	105
Do do	Income. No mortgage, convertible	7	1872	95	97
Pacific, Mo					
Panama	1st mortgage, convertible	7	1866	89	90
Parkersburgh (or Northwestern Va.)	" Guar. City of Baltimore	7	1873	93	96
Pennsylvania	1st mortgage, convertible till 1860	6	1860	96	97
Peru and Indianapolis	1st " convertible	7		78	83
Rock River Valley Union	1st " convertible	7	1872	98	100
Sandusky and Mansfield	1st "	7	1860	82	84
Do do	2d "	10	1853–7	102	104
Scioto and Hocking Valley	1st " conv. coupons	7	1861	87	90
Southwestern, Tennessee					
Springfield and Columbus					
Steubenville and Indiana	1st mortgage, convertible	7	1865	84	85
Terre Haute and Alton	1st " convertible		1862–72	92	92
Do do	2d " do	8	1865		87
Terre Haute and Richmond	1st mortgage, convertible	6	1866	100	103
Toledo, Norwalk and Cleveland	1st "	7	1863	80	90
Do do do	2d "			90	95
Do do do	" Guar of C. C. & C.		1883	90	95

TABLES OF RAILROAD SHARES.

☞ The following quotations are oot PER SHARE, but upon the HUNDRED DOLLARS.

	shares.	off'd.	ask'd.
Baltimore and Ohio	100	53	55
Bellefontaine and Delaware	50	40	50
Bellefontaine and Indiana	50	60	65
Bolleville and Illinoistown			
Buffalo and Pennsylvania State Line		120	125
Central Military Tract			
Central Ohio	50	80	90
Chicago and Rock Island		79	80
Chicago & Miss., (Alton & Springf'd,)			
Cincinnati, Cambridge and Chicago		15	20
Cincinnati and Fort Wayne			
Cincinnati Hamilton and Dayton	100	75	90
Cincinnati, Indianapolis and Chicago			
Cincinnati, Logansport and Chicago	50		90
Cincinnati Western	50	15	35
Cin. Wilmington and Zanesville	50	50	60
Cleveland, Columbus and Cin	100	104	105
Cleveland, Medina and Tuscarawas			
Cleveland, Painesville and Ashtabula	100	100	105
Cleveland and Pittsburgh	50	52	65
Cleveland and Mahoning			
Cleveland and Toledo	50	68½	70
Cleveland, Zanesville, and Cincinnati			
ClintonLine			
Columbus and Lake Erie	50	50	70
Columbus, Piqua and Indiana	50	50	65
Columbus and Xenia	50	92	95
Covington and Lexington	50	50	60
Covington and Ohio, Va			
Dayton and Michigan	50	30	50
Dayton and Western	50	26	50
Dayton Short Line	50		
Dayton, Xenia and Belpre			
Detroit and Ponliac			
Eaton and Hamilton	25	35	55
Eaton and Piqua			
Erie and Northeast		110	112
Erie and Kalamazoo		90	100
Evansville and Crawfordsville			
Fort Wayne and Mississippi	50		
Fort Wayne and Southern	25	45	50
Franklin and Warren			
Galena and Chicago Union	100	99	100
Greenville and Miami	50	50	60
Hannibal and St. Joseph			
Hudson River		45	46
Henderson and Nashville			
Hillsboro' and Cincinnati	50	40	55
Illinois Central 40 per cent	100	99	10
Illinois and Wisconsin			
Indiana Central	50	50	65
Do do 10 per cent	50	55	70
Indianapolis and Bellefontaine	25	60	65
Indianapolis and Cincinnati	50	45	60
Indianapolis and Lafayette	50	76	80
Jeffersonville and Indianapolis	50	72	78
Junction (Ohio)	50	90	95
La Crosse and Milwaukie	100		
Lake Erie, Wabash and St. Louis			
Lawrenceburg and Upper Mississippi	50	45	60
Lexington and Frankfort			
Lexington and Danville			
Little Miami	50	98	100
Logansport and Pacific			
Logansport and Marion			
Louisville and Frankfort	50	69	70
Louisville and Nashville	100		
Macon, Georgia	10	98	100
Mad River and Lake Erie	50	60	70
Madison and Indianapolis	50	20	—
Madison, Indianapolis and Peru	50		
Marietta and Cincinnati	50	37½	50
Marion and Mississinewa Valley			
Maysville and Lexington	50		
Maysville and Big Sandy			
Memphis and Charleston			
Michigan Central		88	100
Michigan Southern		97	90
Milwaukie and Mississippi		77	82
Mobile and Ohio			
Nashville and Chattanooga			
New Albany and Salem	50	37	50
New Orleans and Ohio			
New York Central		92	100
New York and Erie	100	45	50
Northern Indiana		93	95
Ohio and Indiana		76	80
Onio and Mississippi	50	50	70
Ohio and Pennsylvania	50	84	85
Ohio River and Wabash			
Owl Creek Valley			
Pacific, Mo			
Panama		90	92
Parkersburg, or Northwestern Va			
Pennsylvania	50	90	91
Peru and Indianapolis	25	38	50
Sandusky and Mansfield	50	50	60
Sandusky, Mansfield, and Newark	50		
Sangamon & Morgan, or Great West'n,			
Scioto and Hocking Valley	50	40	60
Southwestern Indiana			
Southwestern, Tenn			
Springfiled Mt. Vernon and Pittsb'gh.	50	40	60
Springfield and Columbus			
Steubenville and Indiana			
Terre Haute and Alton			
Terre Haute and Richmond		100	102
Toledo and Illinois			
Toledo, Norwalk and Cleveland	50	70	90

STOCK TABLE.

CORRECTED WEEKLY.

Government Securities.

	INT.	DUE.	OFF'D.	ASK'D.
U. S. Loan	6	1850	104¾	105
Do	6	1862	112	114
Do	6	1867	117¾	118
Do	0	1868	117¼	118
Do (int. ceased July 1).	5	1853	101⅛	102
Do Coupons		1862	117	118
Do "	0	1867	117¾	118
Do "		1853	100	101

State.

Alabama	5	....	90	95
Do	6	....	102	104
Arkansas	6	....	96	100
Georgia	6	....	101	
Do	7	....		
Illinois Canal Bonds		1860	96	98
Do do registered		1860	110	110½
Do do		1847	85	95
Do do registered		1847	90	96
Do do Internal Impt.	6	1847	81	83
Do Interest do	6	....	55	62
Indiana	5	....	78½	80
Do	2½	....		60
Do Canal Loan	6	....	93	94
Do do preferred	5	....	54	55
Do do deferred	5	....	30	32
Do special preferred	5	....	24	25
Do do deferred.	5	....	10	11
Kentucky, 30 years	6	1871	103	105
Do 15 years	6	....	102¾	108
Do large bonds	6	1869-72	105	105
Do	5	....	91¾	93½
Michigan	6	....	94½	105
Ohio	6	1856	106½	107
Do	6	1860	103¼	103⅛
Do	6	1870	108	112
Do	6	1875	109	110
Do	5	1855	102	105
Do	5	1864	104	106
Pennsylvania	6	....	103	105
Do	5	1870	84	87
Tennessee, new loan	6	1890	100	101
Do Coupons	5	....	80	85
Virginia Coupons	6	1886	90	90¼

City Securities.

Albany	6	1867-9	106	107
Allegheny	6	1873	75	76
Baltimore	6	1870-90	100½	101
Do	5	1865	87	89
Boston Bonds	4½	1860	101	102
Chicago	6	1876-7	92	95
Covington	6	1881	93	95
Cincinnati	6	1860	94	100
Do	6	1897	94	100
Do	5	1884	86	87
Do W. W	6	1865	102	103
Jeffersonville, Indiana	7	1872-82	85	88
Lawrenceburgh, Ia	7	....	80	90
Louisville	6	1880	82	85
Memphis	6	1882	90	92
New York	7	1857	100½	103
Do	5	1858-60	98	99
Do	5	1870-5	100¾	103
Do	5	1890	103½	104
Philadelphia	6	1876-90	90	91
Pittsburgh	6	1869-71	82	83
Do coupons	6	1883		83
Richmond	6	1882	93	94
St. Louis	6	1870	85	90
Wheeling	6	1872	105	106

County Bonds.

Bourbon, Ky	6	1881	78	80
Darke, O	7	....	92	95
Fairfield, O	7	1862	90	92
Fayette, Ky	6	1881-2	75	80
Guernsey, O	7	1862	97	99
Mason, Ky	6	1881		78
McCracken co. Ky., endorsed by New Orleans and Ohio R.R.			75	80
St. Louis	6	1866	83	85
Do	7	1871	107	108

Banks.

OHIO.

Ohio Life Insurance and Trust Co	93	95
Lafayette, Cincinnati, (closing)	113	115
Franklin do		
Commercial do		
Mech. & Traders do		
State Branches		

KENTUCKY.

Bank of Kentucky and Branches	101	103
Northern, and Branches	108	110
Southern, and Branches	103	106
Bank of Louisville	111	112
Kentucky Trust Co	99	100
Farmers' Bank of Kentucky	107	110
Newport Safety Fund Bank	98	100
Commercial Bank of Kentucky		

INDIANA.

State Bank and Branches		

TENNESSEE.

State Bank and Branches		
Union	94	100
Planters'	97½	100

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g.
On New York	Sight	¾	1 prem.
Boston	Sight	¾	1 prem.
Philadelphia	Sight	:	1 prem.
Baltimore	Sight	⅝	1 prem.
New Orleans	Sight		prem.
England		110½	112½.

SPECIE.

GOLD.

California, ₱ oz	$17 50	@	$17 65
Spanish Doubloons	16 50	@	16 60
Patriot Doubloons	15 60	@	15 80
Sovereigns	4 85	@	4 88
Guineas	5 00	@	5 00
American, new	1 00½	@	1 01
American, old	1 04	@	1 06
Portuguese	1 00	@	1 01

SILVER.

American Dollars	1 02	@	1 04
American, halves	1 02	@	1 04
Spanish Dollars	1 05	@	1 07
Spanish Quarters	1 02	@	1 03
Mexican Dollars	1 03	@	1 04
Five Franc pieces	95	@	96

LAND WARRANTS.

	Off'd.	Ask'd
160 acre warrants	$180	$189
80 acre warrants	90	94
40 acre warrants	45½	47

Reported for the Railroad Record.

CINCINNATI STOCK SALES.

AT THE STOCK BOARD,

MERCHANTS' EXCHANGE

And at Private Sale.

BY ISAAC OSBORN DAVIS.

32	Shares	Columbus & Xenia R. R. Stock, at		93 00
72	"	Ohio & Miss (& int)	"	47 00
60	"	Cov. & Lexington	"	47 00
80	"	Little Miami	"	97 50
24	"	Eaton & Hamilton	"	33 50
33	"	Cin. Ham. & Dayton	"	78 00
38	"	New Albany and Salem	"	33 50
94	"	Cin. & Chicago (hyp.)	"	14 00
25	"	Marietta & Cin.	"	33 00
20	"	Cin. & Indianapolis (hyp.)	"	44 00
25	"	Cin. Wil. & Zanes. (hyp.)	"	40 00
38	"	Indiana Central (hyp.)	"	54 00
75	"	Ohio & Miss.	"	47 50
90	"	Little Miami (sold East)	"	97 75
85	"	Cin. Cleveland & Columbus (sold East)	"	100 75
75	"	Cin. Ham. & Dayton, (sold East)	"	80 50
200	"	Indianapolis & Cincinnati (sold East)	"	45 00
$10,000		Marietta and Cincinnati Bonds (sold East) at		91 00
30	shares	Little Miami (sold East)	"	98 00
30	"	Cincinnati, Hamiltnn and Dayton (sold East) at		81 00

—*Thursday, Nov.* 9

Monetary and Commercial.

Since our last issue the most striking phases of the money panic have begun to exhibit themselves. The aspect of our Banking interests exhibit nothing but confusion. Confidence is wanting, and monied parties are the sport of the wildest rumors. It will be remembered that some time since, an arrangement was attempted to be effected between our brokers and bankers and the neighboring banks of Ohio and Kentucky, by which currency could be supplied to take the place of the uncurrent notes which were useless for circulation. In consequence of this arrangement, some of those Banks enlarged their circulation to some extent, we cannot say how much or how little. This, unfortunately, was a signal for distrust in some, and there immediately followed a run on banks, and at the present it would seem that every institution must go through the ordeal. The Bank of Circleville has suspended, not failed. Its cashier, H. K. Lawrence, claims for it that it can and will redeem every dollar of its paper that is in circulation, but that the course pursued towards it has compelled it to suspend in order to collect its means. The notes of the Clinton Bank of Columbus were thrown out yesterday. Its officers claim that it is in a sound condition. So also the notes of the Commercial Bank of Kentucky, and those of the Miami Valley Bank of Dayton. This is undoubtedly mainly attributable to panic, but its paralysing effect on the mercantile community is no less fatal. In Cincinnati every thing is chaos. It will take a day or two to ascertain the real position of things. We give them as they are on Wednesday. In consequence of the illness of Mr. Ellis, it was determined not to open the Banking House of Ellis & Sturges to-day. The following was posted on the doors of the Bank: "This Bank cannot be opened to-day. Mr. Ellis is very low with congestion of the brain. Assetts considered good, estimated $1,400,000. Liabilities estimated $1,000,000. Immediate steps will be taken to arrange and settle up the affairs of the house.

ELLIS & STURGES.
Per W. S. Woodward Att'y."

This was followed by a similar course on the part of Smead, Collord & Hughes, of the Citizens' Bank, whose statement we give:

Citizen's Bank.—In consequence of the reported sudden and unexpected death of Mr. Ellis, and the excited feeling in regard to the financial matters in the city, the undersigned feel that it is necessary, for the safety of their depositors, that they should temporarily suspend operations. They can assure every depositor that they are abundantly able to pay every cent which they owe, PRINCIPAL AND INTEREST; and no person shall lose one dollar by them. All they ask is a little time, until the present excitement and stringency shall have passed. A full statement of their liabilities and resources will be made public in a day or two. In the mean time, they ask the favorable indulgence of the public. SMEAD, COLLORD & HUGHES,
Proprietors Citizens' Bank.

Soon after the issue of this statement another more lengthy one followed, in which it was shown that the assetts of the Bank exceeded its liabilities by over $500,000.

S. W. Torrey & Co. had already announced their determination to withdraw, leaving funds to pay their depositors in another institution. These events were followed by a run on T. S. Goodman & Co.; they deemed it prudent to close their doors. The following is their circular:

T. S. Goodman & Co. }
Banking House, Cincinnati Nov 8, 1854. }

The undersigned feel it necessary in consequence of the excited state of the public in regard to financial matters, to suspend for the present. They beg to assure their depositors of their entire solvency, and that no person shall lose either principal or interest by them.

T. S. GOODMAN & CO.

The banking house of John S. Dye was also closed. Notes of the Merchants' Exchange Co. of Memphis, Tenn., have again made their appearance. The troubles occasioned by these notes will be remembered by those interested in monied matters.

In addition to these unfortunate circumstances, it became known that the paying teller of the house of S. W. Torry & Co. had absconded on Tuesday, with a considerable amount of the funds of the bank; this last we regard as a most lamentable affair, involving, as it does, in mortification and shame, his family and friends.

Some of the private bankers wisely concluded to suspend operations for a day or two and see the results, neither receiving deposits nor paying checks, yet keeping their houses of business open. Of the solvency of the houses named above, their statements leave but little doubt, yet their temporary embarrassment is creating a chaos which it will take time to reduce again to elements of order.

Eastern Exchange is abundant and not much purchasing; we quote it dull at ¾al ½ per cent.

In stocks the purchases are light, but former prices are maintained.

Our advices from the East mark no improvement in monetary affairs. An increased irregularity is quoted in some circles, the supply being more abundant in some quarters, and continuing quite as stringent in others. Large rates of interest are paid for loans, where parties are obliged to resort to outside measures for accommodation. Some of the Banks are lending more freely on call this week. There is still, however, a demand for "gilt-edged paper" among the discount houses, at 9@12 per cent.; other varieties range as high as from 12 to 36 per cent. The week ending on Saturday last was undoubtedly the most severe of the season, and the infrequency of mercantile failures is a good indication. The Wall-street Journal says: "The president of one of our largest Banks expresses the opinion that the worst of the present pressure has been experienced, and that the next fifteen days will show a much improved state of things." For ourselves, we do not look for any serious change till natural causes have had time to operate: a storm has been raised, and it will take time to blow over and clear up the wrecks.

Stocks continue to be quoted dull, owing to the continued absence of all speculative and investment demand. Judging from the analogy of last year, however, we may hope for some improvement. After the November payments of 1853 were over, Stocks took a rise, and continued to advance steadily. Time will soon develope whether this will be the case again or no.

The sales of Stock at auction have been as follows:

Sales by A. H. Nicolay, Nov. 2--

$6000	City of Milwaukie 7 per cent. Bonds, endorsed by Milwaukie, Fond du Lac, and Green Bay Railroad Co., 1873, (and int.)	86 00
100	Shares Indiana & Illinois Central R. R.	20 00
5	" Hudson River R. R.	38 50
10	" Third Avenue Railroad	29 50
20	" Second Avenue R. R,	75 00
105	" Chatham Bank	72 00
40	" Bull's Head Bank	83 00
20	" Empire City Bank	80 50
30	" Grocers' Bank	105 00
60	" Citizens' Bank	103 00
50	" Ocean Bank	70 00
10	" United States Trust Co.	98 75

We qunte from the sales at the New York Stock Board of

Nov. 1st 2d Board.

1000 Arkansas 6's	86 50
3000 Erie Conv't. Bonds '71	75 50
1000 Erie 2d Mortgage Bonds	95 00
2500 New York Cen. R.R. Bonds ex.int.	84 50
10,000 Ill. Cen. R. R. Bonds	70 00
100 New York Cen. R. R.	86 00
100 Erie R. R.	43 25
15 Mich Southern R. R.	89 00

Nov. 2d, First Board

1000 Virginia 6's	90 50
8000 Erie Income Bonds	92 00
1000 Hudson River 1st Mortgage Bonds	101 75
15,000 Ill. Cen. R. R. Bonds	69 75
500 New York Cen. R. R. Bonds	84 75
26 Mich. Cen. R.R.	84 00
10 Mich South. Construction	75 00
20 Galena & Chicago R. R.	97 00
6 Chicago & Rock Island R. R.	75 50
50 Cleveland & Toledo R. R.	59 00
50 Panama R. R.	86 50

GRAND TRUNK RAILWAY OF CANADA.

Montreal, Oct. 26, 1854.

Return of traffic for the week ending Saturday, the 14th of Oct., 1854:—

No. 5,898¼	Passengers, first class	$6,626 74
1,078¼	" second "	948 43
4,357¾	Tnns merchandise	9,394 32½
352,007	Feet nf lumber	1,276 30
15,14¾	Cords of firewnod	1,248 03
	Mails, &c.	2,293 88
		$21.487 70½

Total currency £5,371 18s. 6d.

Week ending Oct. 14th, 1854 £5.371 18s. 6d.
Week eoding Oct 5th, 1854 2,828 18s. 3d.

Increase £2,543 0s. 3d.

Total receipts for current half year, commencing July 1st. up to week ending Oct 14th, 1854 £74,489 11s. 0d.
Miles open 292

James Hardman, *Auditor.*

GREAT WESTERN RAILWAY.

Audit Office,
Hamilton. Oct. 21, 1854.

Amnunt nf traffic on the Great Western Railway, for the week ending October 20:—

Passengers	£8,092	3	1¼
Freight	1,599	1	2½
Sundries	367	9	7½
Tntal for the week	£10,058	13	11¼
Amount of previous receipts	69,353	14	0¼
Total receipts since 1st August	£79,412	7	11½

No. of passengers fnr week 13,105
No. of passengers previously 116,945

Total Nn. nf passengers since the 1st August 130,050
No. of miles open 241

George Dartnell.

The Cleveland and Toledo Railroad.

We have officially the following statement of the earnings of the Clevoland and Toledo Railroad, for the week ending October 21st, as follows:

Passengers	$17,490
Freight and mails	2,787
	$20,277
Corresponding week last year	12,278
Increase	$7,999

—*Cleveland Herald.*

NORTH CAROLINA IMPROVEMENTS.

Our neighbor, the Old North State, has but recently commenced the race of internal improvements, but is pressing them forward with vigor and energy. The following is the debt of the State, incurred by appropriations and the endorsement of bonds:—

For the Raleigh & Gaston Railroad	$ 800,000
For the Wilmington & Raleigh Railroad	600,000
For the North Carolina Railroad	2,000,000
The Cape Fear and D. River Navigation Company	160,000
The Fayetteville and Western Plank Road	120,000
The Roanoke Navigation Company	50,000
The Cape Fear Navigation Company	65,000
The Neuse River Navigation Company	40,000
The Tar River Navigation Company	25,000
Appropriations for Turnpike Companies in the West	20,000
Bonds endorsed for the Wilmington and Raleigh Railroad	250,000
Total	$4,130,000

And beside this, a large amount of Cherokee Bonds have been lately appropriated by the State in aid of Turnpike Roads in the West.—*Charleston Mercury.*

WESTERN AND ATLANTIC RAILROAD.

From the reports of the superintendent and treasurer of the State Road for the year ending with September, 1854, as published in the Milledgeville Federal Union, we make the following extracts:

The earnings of this road for the year which expired on the 30th ult., are—

From freights	$395,956 31
From passengers	169,335 10
From mails	13,983 20
From sales of materials	1,880 17
Amounting to	$591,154 78
The expenses of working and maintaining the road for the same period, are	$259 455 54
Less various credits	6,413 76
	$253,031 78
Net earnings (42 8-10 per cent. receipts	338,123 00
The amount paid for machinery, cars, and construction, is	324,542 34
Less credit	37 10
	$324,505 24

An exhibit in details, showing the object of these expenditures, classed under appropriate heads, will be found in table A.

Gross earnings, year ending Sept. 30, '53	$478,876 06
" " " " " " '54	591,154 78
Increased earnings	$112,278 72
Expenditures year ending Sept. 30, 1853	$701,177 05
" " " " " 1854	577,537 02
Decreased expenditures	$18.2640 03

Aggregating the excess of earnings with the decreased expenditures, and it will appear that the business of the year just closed has resulted in an increased profit of $235,918 75 over the preceding year.

Terre Haute & Richmond Railroad Earnings.—Through the politeness of Charles Wood, Esq., secretary of this road, we have been furnished with a comparative statement of the earnings of this road during October of this year and last:

Octoher, 1854	$25.643 94
" 1853	16,867 93
Showing an increase of	$8,776 01

This is an increase of 52 per cent. on the earnings of October 1853.

Covington and Lexington Railroad.

Earnings of the Covington and Lexington railroad for October:

Passengers	$8'728 25
Freight	10,406 03
Mail	808 33
Total	$19,042 61

NOTICE TO CONTRACTORS.

PROPOSALS will be received until the 11th day of December next, for the graduation and masonry of fifty miles of the Third Division of the Pacific Railroad (Kansas route) of Missouri, extending from California, Moniteau county, to Georgetown, Pettis county. The work will be divided into sections of about one mile each.

Plans, profiles, and specifications can be seen at the office of the subscribers in St. Louis, and also at the Engineer's office in Jefferson City, on and after the 20th day of November, where all information relative to the work can be obtained.

KIRKWOOD, PORTER & CO.

Nov. 9, 1854. 3t

THOS. M CASH,

PHILADELPHIA RAILWAY AGENCY.

For the purchase of all articles required by Railway Companies, On Commission.

Office, No. 80, South Fourth-street, near Walnut,

PHILADELPHIA.

REFERENCES

Richard Norris & Son, Locomotive Builders, Philad'a.
Wm. D. Lewis, Esq. Pres't Catawissa R. R. Co. "
Charles B. Fisher, Esq., "
Jno. Caldwell, Esq., Pres't S.C. R.R.Co. Charleston, S.C.
J. Pinckney Huger, Esq., Pres't. N. E. R.R.Co. "

Oct. 13-tf.

New Works on Civil Engineering.

THE Field Practice of Laying out Circular Curves for Railroads. By John C. Trautwine, Civil Engineer.—4th Thousand, in pocket-book form with tucks.

—ALSO—

A New Method of Calculating the Cubic Contents of Excavations and Embankments, by the aid of Tables and 10 Engraved Plates of Diagrams. By John C. Trautwine, C. E.; 2d edition.

Price, one dollar each. Postage on the Curves, five cents; on the Excavations and Embankments, eight cents. For sale by WILLIAM HAMILTON.
Hall of the Franklin Institute.
Sept. 21-3* Philadelphia, Pa.

ENGINEERING!!

The undersigned is prepared to furnish SPECIFICATIONS, ESTIMATES, AND PLANS, In general or detail of all kinds of

Steam Vessels, Engines, Boilers, Mill Work, &c

Particular attention given to the superintending of LOCOMOTIVES, TENDERS, CARS, *And Railway Machinery of every Description,* While under construction.

AGENT FOR THE PURCHASE of, on commission, all articles required for Railroads, Steam Vessels, Locomotives, Engines, Boilers, Machinery, &c.

General Agent for ASHCROFT'S STEAM GAUGE, ALLEN AND NOYES' METALIC SELF ADJUSTING CONICAL PACKING, DUDGEON'S HYDRAULIC JACK.

Also, for Water Gauges, Indicators, Steam Whistles, &c., &c.

CHAS. W. COPELAND,
Consulting Engineer,
64 Broadway, N. Y.

*5-tf

RAILROAD MAP.

WE have now ready A Railroad Map of the West, containing all the railroads constructing, completed, or proposed in the States of Ohio, Indiana, Illinois, and Kentucky, and portions of Wisconsin, Michigan Pennsylvania, Virginia, Tennessee and Canada, showing the termini, points upon the lines, connections, &c. of each line, all laid down accurately, by a competent hand.

The size of the sheet is 24 by 38 inches, and can be sent by mail.

Price—plain	40 cents.
Colored in outlines	50 cents.
Full colored	75 cents.

Liberal discounts will be paid to those wishing them in quantities

Railroad companies desiring a map to illustrate their road cannot find one offering greater inducements as to correctness, &c., or on better terms; as any line can be made prominent, with its connections, &c.

All orders addressed to U. P. James will secure prompt attention.

RAILROAD HOTEL.

CINCINNATI, O.

THE GIBSON HOUSE, Cincinnati, is situated on Walnut-street, between Fourth and Fifth, in the immediate neighborhood of all the Railroad Offices. For comfort and convenience it is believed that this hotel is unsurpassed. It is heated with steam from the first floor to the fifth, thus making it the most desirable winter house in the West. The proprietor hopes to enjoy a share of the patronage of Railroad men.

A. WETHERBEE, Proprietor.



(On Baltimore & Ohio Railroad, midway between Baltimore and the Ohio River.)

MANUFACTURERS of *Engine Lathes, Planing Machines, Drill Presses, Hand Lathes, and other Machinists Tools.* These tools are built in a superior manner, from the very best materials, and are particularly adapted for railroad shops and all others repairing first rate machinery. Our location is very advantageous for shipping work to the West or South. Orders and communications receive prompt attention. Address
nov9-6m. SHRIVER & BROTHERS, *Fulton Works, Cumberland, Maryland.*

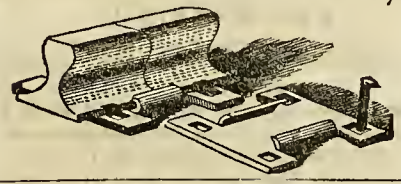
Notice.

THE copartnership heretofore existing between the undersigned, under the firm of Smith & Tyson, is this day dissolved by mutual consent. Either partner is authorized to settle the business of the concern.
J. HOPKINSON SMITH,
RICHARD W. TYSON,
Baltimore, July 1, '54. No. 25 South Charles st.

Notice of Copartnership.

THE undersigned have this day formed a copartnership, under the firm of J Hopkinson Smith, in which Richard W. Tyson is a special partner, and J. Hopkinson Smith is the general partner.
J. HOPKINSON SMITH,
RICHARD W. TYSON.
Baltimore, July 1, 1854. [aug. '54-3*

RAILROAD SPIKES,



WROUGHT IRON

Chairs and Fastenings.

THE undersigned will continue to manufacturo with increased facilities, HOOK & FLATHEAD R. R. SPIKES, of all Patterns, WROUGHT and CAST CHAIRS, and FASTENINGS, BOILER RIVETS, BOLTS, SHIP and BOAT SPIKES, &c.. &c.
The best quality of refined iron is used. and all orders filled with despatch. J. HOPKINSON SMITH,
No. 25, South Charles st.
☞ Please direct the name in full.
Baltimore. August 31-†

ADRIAN H. MULLER & CO.

AUCTIONEERS

Of the City of New York.

Hold their regular Auction Sales of Stocks, Bonds and other Securities every Wednesday at 12½ o'clock, at the Merchants' Exchange. They would respectfully tender their services in the negotiation of the same, either at private or public sale.
Office, No. 2, Pine Street, corner of Broadway, Metropolitan Bank Building.
REFERENCES BY PERMISSION:
Moses Taylor, Esq.; W. W. DeForest, Esq.; Geo. S. Robins, Esq.; Dow D. Williamson, Esq., Pres. Farmers' Loan and Trust Co.; Wm. F. Hayemeyer, Esq., Pres. Bank North America; Edward Whitehouse, Esq.; Messrs. Camman & Co.; Messrs. Carpenter & Vermilye; Messrs. Fisher. Denny & Co.; Messrs. Wm. & Jno. O'Brien; Messrs. Week, & Co. mh96*

NUGENT'S COLLEGE
OF
ENGINEERS & MECHANICS,
PUBLIC SQUARE, CLEVELAND, OHIO;
C. NUGENT, C. E., Principal.

THE design of this Institution is to afford young men an opportunity of acquiring a knowledge of the profession of Civil Engineering, and to Mechanics and Tradesmen a sound theoretical and practical knowledge of Mathematics, Architectural and Mechanical Drafting, Plain and Ornamental Penmanship, &c. For further particulars address the Principal. au.10.

ISAAC OSBORN DAVIS,
AUCTIONEER.
No. 38 West Third Street,
CINCINNATI, OHIO.

THE subscriber is prepared to make contracts to sell at auction any class of property that may offer on reasonable terms. ISAAC OSBORN DAVIS.

FOR SALE.—At the financial Agency and Stock Exchange, No. 38 Third street, the following Stocks and Bonds, viz.
$6,000 2d mortgage 7 per cent. Bonds Ohio and Mississippi Railroad Company
$6,000 1st mortgage 6 per cent. Bonds Covington and Lexington Railroad Company
$17,000 convertible 6 per cent. Bonds Covington and Lexington Railroad Company, redeemable Sept. 1st. 1872. guaranteed by the city of Covington
$5,000 first mortgage Bonds Little Miami Railroad Company
$10,000 1st mortgage 7 per cent. Bonds Columbus, Piqua and Indiana Railroad Company
$5,000 1st mortgage Bonds Cincinnati, Wilmington and Zanesville Railroad Company
$12,000 Bonds Springfield, Mt. Vernon and Pittsburgh Railroad Company
$20,000 second mortgage Bonds Maysville and Lexington Railroad Company
$10,000 1st mortgage 7 per cent. Bonds Scioto and Hocking Valley Railroad Company
$12,000 1st mortgage 10 per cent. Bonds Dayton, Xenia and Belpre Railroad Company.
RAILROAD STOCKS-
100 Shares Little Miami Railroad Stock; shares $50.
85 Shares Cincinnati, Hamilton and Dayton Railroad Stock; shares $100.
70 Shares Covington and Lexington Railroad Stock. shares $50.
80 Shares Ohio and Mississippi Railroad Stock; shares $50
37 shares Little Miami Railroad Stock, Shares $50.
150 Shares Cincinnati and Chicago Railroad Stock; shares $50.
25 Shares Ohio and Mississippi Railroad Stock; shares $50.
18 shares Eaton and Hamilton Railroad Stock; shares $25.
175 shares Cincinnati, Wilmington and Zanesville Railroad Stock; shares $50.
30 Shares Cincinnati and Indianapolis Railroad Stock; shares $50
50 shares Fort Wayne and Southern Railroad Stock; shares $50.
50 Shares New Albany and Salem Railroad Stock; shares $50.
40 shares Eaton and Hamilton Railroad Stock; shares $25
30 shares Southern Bank of Kentucky Stock; shares $100.
15 shares Kentucky Trust Co. Bank Stock; shares $100.
oct 12-tf ISAAC OSBORN DAVIS.

STEREOTYPE FOUNDRY,
AND AGENCY OF
L. JOHNSON & Co.'s TYPE FOUNDRY.

C. F. O'DRISCOLL, (Successor to A. C. JAMES.) is prepared to execute in the best manner all kinds of
STEREOTYPING,
including Books, Pamphlets, Music, and Jobs of every description. He will keep on hand an assortment of
Card and Job Type, Cuts, Rules, &c. &c.
from the foundry of L. JOHNSON & CO., of Philadelphia, and will furnish to order PRINTING MATERIALS OF EVERY KIND,
AT THE FOUNDRY PRICES.
C. F. O'DRISCOLL,
No. 167 Walnut Street,
Cincinnati, O

CHARLES FRODSHAM'S
IMPROVED WATCHES!
BEGGS & SMITH,
JEWELERS,
No. 6 West Fourth St.,
Adjoining the First Presbyterian Church,
CINCINNATI, O.,

HAVE received from Mr. Simon Willard, Boston, Agent for the United States, the sole and exclusive agency for the sale of **CHARLES FRODSHAM'S** NEW SERIES OF IMPROVED CHRONOMETER WATCHES, in the states of Ohio, Indiana, Illinois, Michigan, Iowa, Wisconsin, Missouri, Kentucky and Tennessee.
In the Watches of the New Series, Mr. FRODSHAM has succeeded by a more perfect method of compensation, a more correct adjustment in isochronism, and an entirely new and peculiar construction of the train, by which more power is obtained without increase of size, in producing timekeepers of wonderful and unrivalled accuracy. The great importance of the improved watches is a perfect regularity of time under every variety of climate, motion and position. So perfect are the adjustments, that the most violent exercise, such as horseback riding, jumping, etc., produces on them no sensible effect They are therefore, particularly adapted to Railroad purposes.
Liberty is given to refer to the following gentlemen, who, among many others, have proved the excellence of Charles Frodsham's Watches as timekeepers:

Gen. John S. Tyler		Massachusetts.
John E. Thayer, Esq.		"
Enoch Train	"	"
E. C. Bates,	"	"
F. W. Thayer,	"	"
Wm. Whiting,	"	"
Geo. M. Thacher,	"	"
David Dyer,	"	"
Alvin Adams,	"	"
Billings Briggs,	"	"
D vid Weld,	"	"
Hon. Ebenezer Lane,		Sandusky.
E. F. Osborne, Esq.		Ohio.

The Prices of the New Series Gold Cases, are According to Size, viz:

SIZE 12	
" 14	$230
" 16	
" 18	250
" 20	275
" 22	300

Recommendations:

Boston, Sept. 3, 1853.
The Compensated Lever Watch I purchased of you, made by Charles Frodsham, London, No. 7300, has varied but thirty seconds from mean time in six months, by actual daily comparison with your regulator.
Yours, &c., ALVIN ADAMS.
Mr. Simon Willard.

Boston, Feb. 4, 1854.
Mr. S. Willard Dear Sir—The Frodsham watch, No. 7557, I purchased of you last October, has performed wonderfully well. I have compared it almost daily by your Astronomical clock, and its variations for ninety days is but one second, or a loss of but one-hundredth of a second per day. I consider it better than any Marine Chronometer I ever used.
Yours truly,
FISHER A. NEWELL,
Late master of Sch., Honolulu.

Sandusky, Ohio. Jan. 1, 1854.
Mr. S. Willard, Dear Sir—More than six months ago I purchased of you two of Frodsham's best watches—up to this time, one of them, No. 7571, has altered from mean time but twenty-seven seconds, and the other, No. 7517, but twenty-three seconds in the same period.
Yours, respectfully.
E. F. OSBORNE.
To Mr. Simon Willard.

Gentlemen—On the 1st of April last I procured from Mr Willard, of Boston, one of Frodsham's improved series of watches. It was regulated and set to Cincinnati time. It has not, in that period, been suffered to run down, nor have the hands been moved, and to day it is 20 seconds only slow. Respectfully yours,
HENRY O. AMES,
Sup,t Cin. Ham. & Dayton Railroad.
August 18, 1854.

To Messrs. Beggs & Smith.
The following is an extract from a letter of William Brown, Esq., Springfield, Ohio. engineer on the M. R. & L. E. R. R., who has personally kept the rate of several of Frodsham's watches.
"Finally from what I have known of Frodsham's watches, I am very strongly impressed with the idea, that they are a decided improvement on all other timekeepers, and were they set in gimballs and used with the same care, I think their performance would equal that of Mr. Frodsham's celebrated box chronometer, and would answer the same purpose for determining longitudes."
Sept. 21 6*

Railroad Car Findings.

BRIDGES & BROTHER,

64 Courtlandt Street, New York.

Wheels & Axles, Jaws, Boxes, and Castings Fitted

Wrought Nuts, Bolts, & Washers,

Engine and Car Screw Bolts, all sizes; Coach Lag and Telegraph Screws,

LOCOMOTIVE ENGINE LANTERNS,

From the best Manufacturers, and at their prices. Car Hand, and Signal Lanterns.

Cotton Duck for Car Covering,

Of any required width to 124 inches.

ENAMELLED HEAD LININGS, Plush and Curled Hair.

Hand Cars and Baggage Barrows. Passenger, Freight-Car, and Switch Locks, Door Knobs and Butts. Brass and Iron Wood Screws. Brass and Silver Plated Trimmings for Windows and Seats. Varnish, Coach Japan, and Glue; Paints, Varnish and Glue Brushes.

Silver Plated and White Metal Letters. Engine and Signal Bells, anti-friction or Babbitt Metal.

Portable Forges and Jack Screws.

Hemp Packing,, American, Russia, and Italian. Conductors' Badges and Baggage Checks. Iron, Bronzed and Brass Hat Hooks. Ventilators and White Metal Rings. And all other Articles pertaining to Cars.

ALBERT BRIDGES,
Late Davenport & Bridges, Car Manufacturers, Cambridgeport, Mass.
ALFRED BRIDGES,
Late Davenport, Bridges & Co., Fitchburg, Mass.

†oc6

Locomotive Tires and Car Axles.

THE undersigned is prepared to supply Railroad Companies and Builders with Tires and Axles of superior quality and finish, made from faggotted charcoal iron, formed and finished entirely under the hammer. For the character of the manufacture he refers to builders and companies who have used them in the West.

A. S. WINSLOW
mr.24-†] 9 and 11 West Second St., Cincinnati.

G. ESCOL SELLERS.....C. D. DANA.

SELLERS & DANA,

AGENCY FOR THE SALE OF

Railroad Materials and Machinery,

THIRD STREET, (west of Burnet House.)

CINCINNATI, OHIO.

HAVING OPENED a depot for the sale of all articles used by Railroad Companies, we will fill orders promptly at manufacturers' prices, and are now prepared to furnish

Locomotives, Cars, Car-Wheels, and Axles. Ames' Tire and Crank Axles, Chairs and Spikes. Locomotive Head Lights, (of several makers) Car, Conductor's, Signal, Switch, Stoker and other Lanterns. Drawbridge and cross Road signal Lights; Gum Packing and Hose, assorted Car Trimmings, Enameled head and seat Linings, Plated and White Metal Letters.

—ALSO—

Machinists' Tools, particularly adapted to Railroad Work, Mill Work, Shafting and Shop outfits, Punching and Shearing Machines, for Boiler Work; Planers, Lathes, Drills, Portable Forges, etc., etc. Oak-Tanned Belting, of superior quality of all sizes. jy.1†3.

JAMES W. HOOKER,

Commission Merchant,

AGRICULTURAL WAREHOUSE,

—AND—

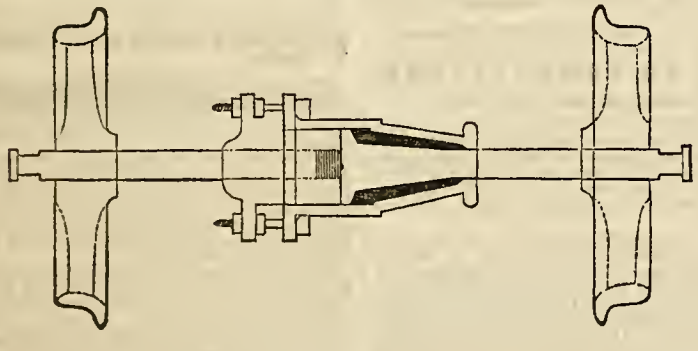
MACHINERY DEPOT,

35 Lloyd Street,

BUFFALO, N. Y.

Commission Dealer in Portable and Stationary Engines Iron Planers, Lathes, Universal Checks, Belting, Oils, Rubber Packing and Hose, Scales, Safes, Mill Stones and Machinery generally. Post Paid Letters will receive prompt attention je. 1-tf.

DENNEY'S DIVIDED CAR AXLE.



PATENTED JANUARY 31ST, 1854.

THE ATTENTION OF RAILROAD COMPANIES is respectfully invited to an examination of the merits of this valuable invention, which offers to add largely to the safety of life and property.

The valuable features of this arrangement of axle are, a saving of full fifty per cent. in motive power on crooked roads: the rails are protected from being destroyed by the flanges of the wheels coming in contact with them on the curves, as is the case with the stiff or rigid axle, which not only destroys the rail but puts a constant strain upon the wheel and axle, causing the wheel on the inner rail to trip or revolve upon the rail under the weight of the car and its load, while the opposite wheel is traversing its greater distance; the tendency of which, is to wear the wheel flat, and cause it, or the axle, to break sooner or later. There is less danger of the car leaving the track from its having become spread.

Axles fitted in this way do not require to be near so large, and yet contain more strength than the common axle, for the reason that the liberty given to the wheels, which allows them to accommodate themselves to the curvatures of the road, removes wholly the strain thrown upon the ordinary axle; and therefore, it requires no more strength of iron at any point between the wheels, than is contained in the bearings, which in the ordinary axle, is not more than one-third of the strength of the other portions of the axle.

The elongated bearing which forms the connection is so proportioned as not to wedge or become tight in the alloy, the wear being almost imperceptible, requiring to be set up not oftener than once in twelve months, by a slight tightning of the screw nuts. If, from long service, the alloy becomes worn out, it can be refilled, making it as perfect as when first filled up, and the gauge of the wheels will never become changed so as to injure the running of the car.

It is after a series of the most careful experiments, conducted through a period of time sufficient to test in the most satisfactory manner, the real merits of divided car axles, and a thorough and practical test in real service of over two years, that we now offer to Railroad Companies one that we are assured will give universal satisfaction in its operations, and both simple and cheap in its construction.

We are now ready to dispose of rights to use the above axle on the following terms: We guarantee full and perfect satisfaction by giving ample time to thoroughly test its merits, and will require no payment to be made until such satisfaction has been given. All applications to be made to

SAMUEL L. DENNEY,
Christiana, Pa.
Or, to **CHRISTIAN UMBLE,**
Gap, Pa.

jy.10†

TYLER DAVIDSON & CO.,

Agents for the

BOSTON BELTING COMPANY

India Rubber Machine Belting in any quantity, from 2 to 20 inches.

India Rubber Steam Packing;

Mixed	do	do	1-32 to ¼ inch thick.
Plain	do	do	1-32 to 1 inch thick.
Pure	do	do	

Pipe and Manhole Rings, all sizes;

Square or Rope Packing, do.

HOSE.

India Rubber, Hydrant, Conducting, Fire Engine, and Locomotive, of all sizes, manufactured from the best of Vulcanized Rubber, and for sale only by the agents.

Car Springs, and all other kinds of Vulcanized India Rubber used for Mechanical and Manufacturing purposes.

The undersigned, having been appointed Agen of the Boston Belting Company, beg leave to advise Dealers and Consumers that they are now prepared to supply the above goods in any quantities, on the most favorable terms. On hand and for sale,

50,000 Feet Vulcanized India Rubber Machine Beltings, from 2 inch to 20 inches, 3 and 4 ply.

TO STEAMBOATS AND RAILROADS.

India Rubber Hose, for Pavements, Streets, Gardens, Locomotives, Engines, etc.

40,000 feet Hose, 3, 4, 5, 6, and 7 plys, suitable for pavements, streets, gardens, locomotives, fire engines, etc., 1 to 3 inch, warranted extra quality. Also,

THE vulcanized India Rubber Break Springs now in use by all the Eastern Railroads, and posessing decided advantage over the Steel Springs now in use, for the following reasons:

1st, They are much easier put on.

2d, They are a great deal cheaper.

3d, They are much more durable than steel, and no time lost in making them, the weather having no effect on them.

ALSO—Large 6 inch hose for water stations. This is a new and important invention. The coldest weather will have no effect on them whatever They are warranted to remain as pliable, in the COLDEST of weather, as they are in 150 Fahrenheit heat.

Armitage Anvils, -10 casks, assorted weights n w in store.

Allen's Revolvers and Self-Cocking Pistols.—Now in store, a large assortment of the above, 3, 4, and 5 inch Revolvers; 3, 4, 5, and 6 inch Pocket Pistols. Also, Dueling Pistols.

Leland's Superior C. S. Car and Auger Bitts.—All sizes.

Brass Kettles, and Sheet Brass, &c.—Brass Kettles, assorted from 6 to 30; Sheet Brass assorted from No. 0 to 30; Brass Wire, do do do.

Star Breast Chains.—Four casks of those superior double-linked Chains, just received.

Walker's Trace Chains.—70 casks of those superior goods, warranted full length and sizes, 8 to 20 links, straight and twisted, now in store.

American Anvils.—Eagle brand, faced with with cast steel, and warranted by the manufacturers equal to Armitage's Mousehole.

Plated Spoons.—Plain, tipped, and threaded heavy plate, on best quality of German Silver.

Premium Gimlet Screws.—10,000 gross just received.

Mill Saws. Hoe & Co.'s C. S. Wm. Rowland's, and W. H. Rowland's 6, 6½, 7, 7½, and 8 ft

Cross Cut Saws.—Hoe & Co.'s C. S., Jno ckerell's C. S. and G. S., Wm. Rowland's and W. & H. Rowland's 5, 5½, 6, 6½, 7, 7½, and 8 feet Also, 4 and 4½ feet Tennon Saws.

Axes.—1000 doz. Axes, assorted Yankee and Kentucky patterns, first, second, and third quality

Nails.—4000 kegs Shoenberger's and Wheeling Nails, now in store.

For sale by TYLER DAVIDSON & CO.,
mr 3 140 and 142 Main street

The Shortest, Quickest and Best
ROUTE TO LOUISVILLE.

MADISON, INDIANAPOLIS, PERU, TERRE HAUTE, MICHIGAN CITY, CHICAGO, GALENA, ST. LOUIS, AND NEW ORLEANS.

OHIO & MISSISSIPPI RAILROAD,

ON MONDAY, SEPTEMBER 18, AND UNTIL FURther notice, the Passenger Trains will run as follows:

For Louisville and New Albany.

Leave Cincinnati at 7.15 A. M. and 3.15 P. M., connecting with the Jeffersonville Railroad at Seymour, and arrive at Jeffersonville, opposite Louisville, at 1 o'clock P. M., and at 9 P. M.

Returning—Leave Jeffersonville at 8.30 A. M., and 3.15 P. M., arrive in Cincinnati at 2.30 P. M., and 9.30 P. M. No delays in connecting with any other Railroad,

Fare $2 50.

For Indianapolis.

Leave Cincinnati at 7.15 A. M., and 3.15 P. M., connecting with the Indianapolis and Cincinnati Railroad at Lawrenceburg, for Indianapolis, and all the principal cities and towns of the North and West.

Returning—These trains arrive in Cincinnati at 4.05 P. M., and 9.30 P. M.

Fare $3 00.

For Lawrenceburg and Aurora.

Leave Cincinnati at 7.15 A. M., 10 45 A. M., 1.27 P. M., and 5 P. M., stopping at all the regular stations.

Returning—Leave Aurora at 6.50 A. M., 3.15 P. M., 2.55 P. M., and 8.23 P M., stopping at all the regular stations, and arrive in Cincinnati at 8.10 A. M. 2.30 P. M., 4.05 P. M., and 9.30 P. M..

FREIGHT TRAINS for Jeffersonville and all intermediate stations, leave Cincinnati at 9.30 A. M.

For further information see handbills, or apply at the Ticket Office, on Fourth street, north side, four doors from Vine street, oposite new Custom-house.

S. S. POST.
Chf. Eng'r and Supt.

Passengers, by leaving their address at the Ticket Office, will be called for by St. Louis and Cincinnati Omnibus Line.

Omnibuses call at all the principal Hotels, for each train. W. S. BABCOCK, Agent,
Sept 5. St. Louis and Cincinnati Omnibus Line.

Cincinnati to Indianapolis.

TO CHICAGO IN 15 HOURS.
TO ROCK ISLAND IN 25 HOURS.
TO ST. LOUIS IN 31 HOURS.

ALL THE WAY BY RAILROAD.

FOR Terre Haute, La Fayetto, Michigan City, Chicago, Peru, Galena, Rock Island, and St. Louis.

Passengers will find this the most pleasant route of any to the West, as it passes through the richest and most thickly settled portion of the State of Indiana. In taking this route, passengers will reach Terre Haute, Lafayette, Peru, Michigan City, Chicago, Rock Island, Galena and St. Louis, as soon as by any other leaving Cincinnati, and with less fatigue, in consequence of several of the other roads not being fully ballasted.

TO TERRE HAUTE AND LAFAYETTE BY DAYLIGHT, by way of Hamilton, Eaton and Richmond.

CINCINNATI, LOGANSPORT AND CHICAGO RAILROAD.—Three daily trains, at 6.30 A. M., 8 A. M., and 4 P. M., from Cincinnati, Hamilton and Dayton Railroad Depot.

Passengers leaving Cincinnati on the 6.30 A. M. Lightning Express, reach Indianapolis at 11 A. M., resume at 1.15 P. M. for Terre Haute, and 12 M. for Lafayette, Michigan City, Chicago, Galena, Rock Island and St. Louis, reaching Chicago at 8.30 P. M., in time to connect with night trains for Galena, Rock Island and St. Louis.

Baggage checked to Indianapolis.

Passengers leaving Cincinnati at 8 A. M., Richmond Mail Passenger Train reach Richmond at 11.05 A. M., connecting with trains for Hagerstown and New Castle. Returning leave Richmond at 3.10 P. M., arriving in Cinninnati at 6 P. M. This train stops at all way and flag stations.

FARE:

From Cincinnati to		Richmond	$1 75
"	"	New Castle	2 50
"	"	Indianapolis	3 50
"	"	Terre Haute	5 75
"	"	La Fayette	5 50
"	"	Michigan City	7 75
"	"	Chicago	9 00
"	"	Rock Island	14 00
"	"	Galena	14 25
"	"	Saint Louis	15 50

Passengers leaving Cincinnati on 4 P. M. train, sleep at Indianapolis, resume at 6 A. M. for Lafayette, Chicago and Rock Island, and 1.15 P. M. for Terre Haute.

For information and through tickets, please apply at the General Railroad Ticket Office, No. 169 Walnut st., next door below the Gibson House, or to W. A. Latham, at the Cincinnati, Hamilton and Dayton Railroad office, corner of Broadway and Front Streets, under the Spencer House, or at the Sixth street Depot.

JOHN W. SHIPLEY, Agent.

The Omnibus Line will call for passengers in any part of the city, by leaving their orders at the offices.
oct. 19. W. H. SMITH Conductor.

Pittsburgh, Philadelphia,
BALTIMORE AND NEW YORK.

NEW ROUTE OPENED TO NEW YORK, ALL THE WAY BY RAILROAD, VIA **CINCINNATI, HAMILTON & DAYTON RAILROAD.**

The quickest, cheapest and most pleasant route to Pittsburgh, Philadelphia, Baltimore and New York.—Depot in the West end of the city.

Only route via Pittsburgh by which through tickets can be obtained from Cincinnati to New York.

One less change of cars than any other route.

Passengers leaving Cincinnati, on 6 o'clock morning train of Cincinnati, Hamilton & Dayton Railroad, go through to Crestline without change of cars, and, after 30 minutes for dinner, proceed by Ohio & Pennsylvania Railroad, arriving at Pittsburgh at 8 o'clock P. M.; leave Pittsburgh via Pennsylvania Central Railroad, at 9 o'clock, P. M., and arrive in Baltimore and Philadelphia at 12 o'clock and 30 minutes (noon) next day; and from thence via Kensington and Jersey City, or Camden and Amboy Railroads, arriving in New York at 4 P. M.

Second Train:

Leaves Cincinnati, Hamilton and Dayton Railroad at 8 o'clock and 20 minutes every morning; arrives at Crestline at 4:20 P. M., and Pittsburgh at 12 o'clock and 30 minutes, midnight; and after a comfortable night's rest, resume by 7 o'clock A. M. Train, arriving in Philadelphia and Baltimore at 12 o'clock and 30 minutes, midnight.

The only offices in Cincinnati at which Through Tickets can be purchased from Cincinnati to New York, via Pittsburgh and Philadelphia, are under the Spencer House, and one door below the Gibson House on Walnut street.

FARE:

From Cincinnati to Pittsburgh, first class			$ 7 00
"	"	" front car	5 00
"	"	Philadelphia	14 00
"	"	Baltimore	14 00
"	"	New York, via Pittsburgh and Philadelphia, all the way by railroad	16 00

For through tickets and information, please apply at Cincinnati, Hamilton and Dayton Railroad Office, north west corner of Broadway and Front streets, under the Spencer House, or to J. W. SHIPLEY, at Railroad Office on Walnut street, between Fourth and Fifth streets, one door south of the Gibson House, or at Sixth street Depot.

H. O. AMES, Superintendent.
W. A. LATHAM, Agent.

The Omnibus Line will call for passengers by leaving their orders at the offices.
Sep. 7, tf. WM. H. SMITH, Conductor.

NOTICE TO CONTRACTORS
Mobile and Girard Railroad.

SEALED PROPOSALS will be received by the undersigned at this office, until the first day of December, for the Clearing, Graduation, Track-Laying, together with the building of all Bridges and Culverts of the Western Division of the Mobile and Girard Railroad, extending from Mobile to Greenville, covering a distance of 130 miles.

The work will generally be divided into one mile sections, and bids may be made for one or more of these sections. Separate proposals are desired for the Track-laying, building of Bridges and Culverts, likewise for the building of the Trestle-work, 5½ miles in length, across the Tensas and Mobile Rivers, with the intervening swamps. The trestle-work will be 12 feet high, built upon Black Cypress Piles, found in abundance and adjacent to the line; the two rivers will be crossed with the common Pile Bridging with Truss Pivot Draw in the center of each.

Specifications with the form of the contract and proposals can be had of the undersigned upon application.

Plans, profiles and estimates of that portion of the line are now ready for examination. Parties proposing will please designate it as such upon the envelope.

The country is healthy, with no swamps after leaving the Tensas River. From Mobile to the river, 18.5 miles the grading is light and country very healthy at all seasons of the year. After the line leaves the Tensas River, it passes through, and on the ridge that divides the Alabama and Conecuh waters, easy of access by the Alabama River, and through a section of country well stocked with provisions.

Payments will be made one-third (⅓) in current funds, one-third in the capital stock of the Company, bearing (.08) per cent. interest payable in stock, until the road is completed, then to cease and become common stock of the road, and relying upon the earnings of the same for dividends; the balance (⅓) one-third to be paid in the (.08) per cent. convertible bonds of the Company, maturing in (5) or more years, at the option of the contractors, coupons payable semi-annually either in Columbus, Ga., Mobile, Ala., or at New York, at the option of the holder.

To bidders personally unknown to the undersigned, bond and approved security will be required to an amount not exceeding (¼) the amount of the contract, for the timely and faithful completion of the same.

22½ miles of the road from Girard west, will be open for business the first of November, and 52 miles 9 months therefrom; it is the intention to have the entire line of 245 miles open for business early in 1858.

Sept. 28, 1854-9t. GEO. S. RUNEY.

Baltimore & Ohio Railroad.

380 MILES BETWEEN WHEELING AND BALTIMORE.

THIS Road was opened to the Ohio River in the spring of 1853, and has already established a high character with the business community of the West. Its facilities for the transportation of freights are already superior to those of any other great through line—while the attractions of the country through which it runs, and its many admirable provisions for the expedition, comfort and safety of travelers, it has received such favor as a passenger road, (with its present connections,) as to show that it will become the preferred route for all portions of the West and South-West as soon as its further connections are formed by the completion of the Central Ohio, North-Western Virginia and other Railroads now rapidly finishing.

FOR PASSENGERS BY THIS ROUTE,

Through Tickets from all Parts of the West,

ARE NOW SOLD IN

Cincinnati, Louisville, Madison, Indianapolis, St. Louis, Chicago, Toledo, Detroit, Cleveland, Columbus, Zanesville and other Cities.

AT ALL OF WHICH ARRANGEMENTS HAVE BEEN EFFECTED

For Sending Travelers Direct to
WASHINGTON, BALTIMORE, PHILADELPHIA, NEW YORK, and other ATLANTIC CITIES.

FOR FREIGHTS IN EITHER DIRECTION

The fullest accommodations are provided. In motive power and Cars, the company has abundant resources, which are being further extended to meet the demands of Western Trade. In the dispatch and regularity of transpart, and in the careful landing of property, this road challenges a comparison with its rivals. At Baltimore, the road connects directly in the streets and at the wharves with the

PHILADELPHIA AND NEW YORK RAILROADS,

The numerous Steamers of the Parker Vein Line to New York and Boston, the Ericsson Steamers by Canal to Philadelphia and New York,

And various other Lines of Steamers and Sailing Vessels to the Eastern Ports, and to Richmond, Norfolk, Charleston, Savannah, etc.

J. B. FORD is the Company's Receiving Agent at Wheeling.

WM. G. HARRISON, President. *JOHN H. DONE*, Mast. of Transportation, Baltimore.

je. 8†

COLUMBUS PIQUA, AND INDIANA RAILROAD.

New route from Columbus, West and from Urbana, East.

On and after Monday September 19, 1853, two trains per day, (Sunday excepted) each way, will run on this Road, between COLUMBUS and URBANA. Will leave Columbus at 4.50 a.m., and 3.30 p.m.—arriving at Urbana at 8.12 a.m., and 6.14 p.m. Returning—will leave Urbana, for Columbus, at 9.15 a.m., and 3.00 p.m.—arriving at 12.05 and 6.55 p.m.

The 4.50 a.m. train, from Columbus, will connect with the night Express train from Cleveland and arrive at Urbana in time for the morning train north for Sandusky and intermediate points. Persons arriving by the morning Cleveland and Zanesville trains can have a few hours at Columbus and leave by the 3.30 p.m. train—arriving at Urbana in time to get supper and take the 5.35 p.m. train for Dayton and Cincinnati.

The 9.15 a.m. train from Urbana connects with the morning train from Cincinnati and Dayton that arrives at Urbana 8.40 a.m.—arriving at Columbus at 12.05 p.m in time for the 1 p.m. train for Cleveland, connecting with the Buffalo and Dunkirk boats. The 3.00 p.m. train will leave Urbana on the arrival of the Sandusky train—reaching Urbana at 2.45 p.m.—and arrive in Columbus in time for the various night trains.

A line of Omnibuses will connect with the trains at Urbana for the conveyence of passengers to and from Piqua and Greenville over a good Macadamized road.

A. G CONOVER, Sup
Piqua, Sept. 13, 1853. s29-tf.

Shortest Route to Indianapolis, Chicago, and St. Louis by Indianapolis & Cincinnati Railroad,

VIA LAWRENCEBURG,

IN connection with the **OHIO & MISSISSIPPI RAILROAD.** Passenger Trains leave Cincinnati at 7:15 A. M., and 3:15 P. M. Arrive at Indianapolis at 11.30 A. M., and 8:30 P. M.

By morning train passengers arrive at Chicago in 14 hours, and at St. Louis in 28 hours.

Freight shipped to Indianapolis and all other points West and North without delay at cheapest rates.

Cars run from Lawrenceburgh to Terre Haute, Lafayette, Peru and Chicago, without unloading.

Office, foot of Main street corner of Water street.

SIDNEY RICE,
Cincinnati, Sept. 28, 1854. Agent.

Railroad Line.

Cincinnati, Hamilton & Dayton Railroad.

Fall Arrangement.

COMMENCING MONDAY, OCTOBER 9th, 1854.

PASSENGER Trains will leave the Sixth-street Depot as follows:

First Train

At 6.30 A. M., Lightning Express for Hamilton, Richmond, Indianapolis, Terre Haute, Lafayette and Chicago, direct.

Second Train

At 8 A. M., for Hamilton, Eaton, Richmond, Dayton, Troy, Piqua, Sandusky, Toledo, Chicago, Clyde, Cleveland, Buffalo, New York, Boston, Pittsburgh, Philadelphia, Baltimore, Washington, etc.

Third Train

At 2.15 P. M., for Daytou, and intermediate stations, Troy, Piqua, etc.

Fourth Train

At 4 P. M., for Hamilton, Richmond, Indianapolis, Terre Haute, Lafayette Chicago, Dayton, Springfield, Urbana, Kenton, Carey, Crestline, Pittsburgh, Philadelphia, Baltimore, Washington, etc.

Fifth Train

At 5.20 P. M., for Hamilton and intermediate stations.

The 1st Train, Express,

Will stop at Cumminsville, Lockland and Glendale.

2d, 3d, and 4th, Trains,

Will stop at all regular stations.

Fifth Train

Will stop at all regular stations and at flag stations on signal or notice to the Conductor.

The 1st Train

Will connect at Richmond at 9 A. M., with Train of Indiana Central Road for Indianapolis; arrive at that place at 11.30 A.M., thence to Terre Haute, Lafayette, and Chicago without detention. Time as short as by any other route.

2d Train

Will connect at Dayton at 10.30 A. M., with Mad River Train for Sandusky and intermediate points; also at Crestline at 4.20 P. M., with the Ohio & Pennsylvania Train for Pittsburgh, Philadelphia, Baltimore, Washington, etc. The same train will connect at Clyde with Toledo and Cleveland Train to Toledo, Chicago, and intermediate points. Also, with Daytun and Michigan Railroad to Troy and Piqua, and at Piqua with Doyle & Co's Canal Packet Line to all points on Wabash and Miami Canals, and at Dayton with Dayton and Greenville Railroad to Greenville, Union, and all points on Bellefontaine and Indianapolis Railroad at 2.30 P. M.

3d Train

Connects at Dayton with Train for Troy, Piqua, etc. Also, with train of Dayton and Western Road for Iodianapolis

Fourth Train

Will connect at Richmond at 6.40 P. M., with Indiana Central Train for Indianapolis, Terro Haute, Lafayette, and at Dayton with Mad River and Lake Erie Railroad for Springfield, Urbana, Kenton, Carey, Crestline, Pittsburgh, Philadelphia, Baltimore and Washington.

FARE:

From Cincinnati	to	Hamilton	$ 60
Do	do	Eaton	1 35
Do	do	Richmond	1 75
Do	do	Indianapolis	3 50
Do	do	Terre Haute	5 75
Do	do	Lafayette	5 50
Do	do	Chicago	9 00
Do	do	Dayton	1 50
Do	do	Troy	2 10
Do	do	Piqua	2 35
Do	do	Springfield	2 10
Do	do	Toledo	5 75
Do	do	Cleveland	6 00
Do	do	Pittsburgh, first class	7 00
Do	do	do front car	5 00
Do	do	Philadelphia	14 00
Do	do	Baltimore	14 00
Do	do	New York, via Pittsburgh and Philadelphia, (Railroad all the way)	16 00

For further information or tickets apply to W. A. LATHAM, General Agent, at the office, corner Broadway and Front streets, under Spencer House, or at the Office on Walnut street, next door to the Gibson House, or at the Sixth street Depot.

HENRY O. AMES,
Cincinnati, Oct. 19, 1854. Sup't.

Marietta & Cincinnati Railroad.

OPEN between CHILLICOTHE and GREENFIELD, Connected by Stage at Hillsborough, with Hillsborough and Cincinnati, and Little Miami Railroad Trains, forming a through daily line each way.

On and after Monday, the 8th of May, passenger trains will run as follows, viz:

Leave Chillicothe at 9 00 A. M.
Returning do Greenfield at 5 30 P. M.

Passengers from Cincinnati leave by Little Miami Railroad, at 7 40 A. M., dine at Hillsborough and reach Chillicothe the same Evening.

Fare from Cincinnati to Chillicothe, $3 45.

J. W. STOWELL,
Chillicothe, May 6th, '54— Sup't.

Railroad Line.

Fall Arrangement.

LITTLE MIAMI RAILROAD.

THE ONLY ROUTE AUTHORIZED TO RECEIPT Passengers, via Lake Shore Railroad.

Passengers by 6 o'clock A. M., Train Little Miami Railroad, breakfast at Cincinnati, and dine the following day in New York, Philadelphia or Baltimore.

The 6 o'clock A. M. Train, Little Miami Railroad, is the only Morning Train leaving Cincinnati by which passengers can reach Philadelphia via Pittsburg, and is the ONLY Train leaving Cincinnati by which passengers have direct connection via Pittsburgh to Baltimore.

FROM CINCINNATI

To New York	34	hours.
To Philadelphia in	31	"
To Baltimore in	31	"
To Boston in	36	"
To Buffalo in	16½	"
To Dunkirk in	15	"
To Cleveland in	9½	"
To Sandusky in	8½	"
To Pittsburgh in	14	"

FOUR DAILY TRAINS.

FIRST TRAIN.—Lightning Express at 6 o'clock A. M., making direct connection at Crestline, to Pittsburgh, Philadelphia, Baltimore and New York; at Cleveland, to Dunkirk, New York and Buston; at Cleveland to Buffalo, Albany, New York, Boston, etc. Connects to Sandusky; also at Columbus to Zanesville, and at Xenia to Springfield

SECOND TRAIN -- Accommodation Express, at 8 o'clock, A. M., connects at Cleveland with train Lake Shore Railroad to Dunkirk, New York and Boston, and to Buffalo, New York, and Boston; also connects at Sandusky with steamer BAY CITY, to Detroit; at Crestline to Pittsburgh; at Columbus to Zanesville and Cambridge. Stages to Wheeling, and Railroad to Baltimore, etc.; at Morrow to Lancaster; at Loveland to Hillsboro'.

THIRD TRAIN.—Accommodation, at 3.05 P. M., for Xenia. Connects at Loveland to Hillsboro'; at Blanchester to Chilicothe; and at Morrow to Lancaster, etc.

FOURTH TRAIN.-Night Express, at 5 P. M., making direct connection at Crestline to Pittsburgh, Philadelphia and New York; at Cleveland to Dunkirk, New York and Boston; at Buffalo to Albany, New York and Boston, etc.; also to Springfield. One Train on SUNDAY for Columbus, at 2.30 P. M.

FARE AND THROUGH TICKETS.

For prices of fare, through tickkts, and all information, please apply at the company's new offiee, No. 233 west side of Walnut street, six duars south of the United Stated Hotel, or at the old-established General Railroad office, in the three-story yellow building, southeast corner of Broadway and Front street, directly opposile the Spencer House, Railroad Hotel and Mailboat Landing, or at the Eastern (Little Miami) Depot, East Front street.

P. W. STRADER, Gen'l Agent.

OMNIBUS LINE.

The Omnibus Line calls for passengers at all the principal hotels; and by leaving directions at the office, No. 233 Walnut street, six doors south of the United States Hotel, or at the office southeast corner of Broadway and Front-street, opposite tha Spencer House, directly on river bank, they will call in any part of the city.

J. H. HOWELL,
oct. 19. Conductor.

Change of Time on Cincinnati, Hamilton, Eaton & Richmond Railroad.

ON and after TUESDAY, April 4th, 1854, the Morning Train for Richmond and Indianapolis, will leave Depot, foot of Sixth street, at 6.10 o'clock, A. M.

Passengers by this Train connect at Indianapolis with the 1 o'clock, P. M. Train on Lafayette and Indianapolis Railroad for Lafayette and Chicago; arriving at Chicago by 9 o'clock, P. M., of same day, being 9 hours less time than by any other railroad route leaving Cincinnati.

Also, connect at Indianapolis with 1.15 P. M. Train for Terre Haute.

Trains for St. Louis leave Chicago at 11 o'clock P. M., after the arrival of 1 P. M. Train from Indianapolis in the morning, making this the quickest route by far between Cincinnati and St. Louis.

Evening Train will leave as usual, at 3.30 P. M. connecting at Richmond with 7 P. M. Train for Indianapolis; arriving at Indianapolis at 10.30 P. M.

FARE—Cincinnati to Richmond $1 75
Cincinnati to Indianapolis 3 00
Cincinnati to Chicago 9 00

ap. 6 D. M. MORROW, Sup't.

Covington and Lexington Railroad.

1854. 1854.

OPEN to Paris.—Direct Railroad connection with Lexington, Frankfort and Louisville.

Two Daily Passenger Trains.

On and after MONDAY Oct. 9th, 1854, and until further notice, Trains will run as follows:

Express Train leaves Covington at 7 o'clock, A. M. stopping at Grant's Bend New Philadelphia, Canton, Benton, Clarkson, Demossville, Butler, Irving, Falmouth, Callenville, Boyd's, Berry's, Robinson's Garnett's Cynthiana, Laird's and Kiser's and arriving at Paris at 11.20 A. M.

Returning, leave Paris at 12 o'clock M., stopping as above, and arriving at Covington at 4.35 P. M.

Through passengers by this train connect directly at Paris with Maysville and Lexington road, and arrive at Lexington at 1 o'clock P. M., connecting at Lexington with the stage lines for Danville, Winchester, etc., and with the afternoon train of the Lexington and Frankfurt road, for Frankfort and Louisville.

Returning, leave Lexington at 10 o'clock, A. M., and arrive at Covington at 4.35 P. M., in time for the Evening Express Trains North and East.

The Accommodation Train leaves Paris at 5.30 A. M., stopping at all regular and flag stations and arriving at Covington at 10 25 A. M.

Returning, leave Covington at 2.40 P. M., stopping as above, and arriving at Paris at 7.35 P. M.

Through passengers by this train lie over night at Paris and arrive at Lexington at 8.30 next morning.

Freight Trains leave Covington daily, Sundays excepted, at 2.40 P. M.; freight received up to 12 M., for the train of same day.

RATES OF FARE.

Covington to Lexington	$3 00
Covington to Paris	2 40
Covington to Cynthiana	2 00

FOR THROUGH TICKETS,

Apply at the Cincinnati, Hamilton and Dayton Rail road Ticket Office, W. A. Latham, Agent; Little Miami Railroad Ticket Office, P. W. Strader, Agent; or at the Depot, Covington.

J. M. DOUGHERTY,
Superintendent.

☞ The Omnibus Line will call for Passengers in any part of the city, by leaving directions at the above offices. CLAYTON & GRANT.

oct. 17.

Cincinnati, Wilmington and Zanesville Railroad.

OPEN TO LANCASTER.—Two daily Trains, (Sundays excepted) between Lancaster and Cincinnati. On and after Monday, June 26th, 1854, until further notice, trains will run as follows:

The morning Train leaves Lancaster at 5.10 A. M., and arrives at Cincinnati at 11.15. Returning leaves Cincinnati at 3.05 P. M. and arrives at Lancaster at 9.30 P. M

The downward accommodation train leaves Lancas- at 10.05 A. M., and arrives at Cincinnati at 5.40 P. M.

The upward accommodation train leaves Cincinnati at 7.30 A. M., and arrives at Lancaster at 4.00 P. M.

Trains will stop for passengers as follows: At Amanda, Stout's, Circleville, Williamsport, Four Corners, New Holland, Washington, Rattle Snake, Sabina, Cross Roads, Wilmington, Sligo, Clarksville and Morrow; and on the Little Miami Road at Deerfield, Butterworth's, Water Station, Loveland, Miamiville, Milford and Plainville, and on proper signal by flag, or to the Conductor, at Branch Hill and Linwood, at Turnpike.

The downward Trains connect at Morrow with the Trains on the Little Miami Road for Columbus.

Lines of Omnibusses and Packets will run between Circleville and Chillicothe, and Stages and Packets between Lancaster, Logan, Nelsonville, Athens and Pomery; and Stages between Lancaster, Somerset and Zanesville connecting with the morning traio from, and evening train to, Cincinnati.

Fare from Cincinnati	to	Washington		$2 50
"	"	"	" Circleville	3 00
"	"	"	" Lancaster	3 60
"	"	"	" Chillicothe	4 00

For other information and Tickets, apply at Ticket office, corner of Broadway and Front sts, and at the Little Miami Depot, or to the Station Agents on the line.

E. W. WOODWARD,
Engineer and Superintendent.

☞ The Omnibus Line will call for and deliver passengers to and from the trains to any part of the City.

J. HOWELL, Conductor.

☞ The Company will not be responsible for baggage exceeding $50 in value, unless the same be returned to the Conductor or Agent, and freight paid at the rate of a passage for every $500 in value above that amount.

je. 29

Locomotive for Sale.

ONE 8 wheel, 16 ton Engine, Cylinder 13 by 20, 4½ feet driving wheels, 2 pair drivers connected, and truck. Tender holding about 1400 gallons.

The Engine is in good condition; manufactured by Rogers, Ketchum & Grosvenor, Patterson, N. J.

Address ENOCH JOHNSON,
Sup't C., Z. & C. RR.
jy.20-tf. Akron, Ohio.

WHEELBARROWS!



ON hand, Wheelbarrows, of my own manufacture suitable for Railroad, Turnpike, Canaling, etc., in ots to suit purchasers. Orders filled for any reasonable amount.
HENRY RCCKEY,
jy. 20. No. 21 East Front st.

CAR MANUFACTORY,
Dayton, Ohio.

E. THRESHER & CO., having enlarged their shops, are prepared to contract on favorable terms, for building every variety of railroad Cars, in any quantity nnd on sbort notice, made of the best materials, and of the most approved workmanship.

They are prepared also to furnish jaws and boxes; the Washburn Wheel, 30 and 33 inch, adapted to insido or outside bearing; cast iron frogs, steel plated; and switches of the most approved patterns.

Thoy also manufacture blacksmith tuyeres, Harris' Patent; portable bolt forges: bolt heading and bolt cutting machines; upright drills, wheel presses; wood planers; tenoning and mortising machines, etc.

They respectfully invite the attention of railroad directors and superintendents to their establishment.
Dayton, Jan. 24th, 1853. jan.25-†

S. C. THOMSON & CO.,
MANUFACTURERS OF
PATENT PAD LOCKS,

For Railroad Switches, Merchandise Cars, Stores, Cemeteries, Iron Safes, &c.,

Cor. Railroad Avenue and Market st.,
'an.12† NEWARK, N. J.

PROSSER'S PATENT
Lap-Welded Iron Boiler Tubes.

TUBES screwed together, flush on both sides, for Artesian wells, etc. Free-joint Tubes, for Core Bars, Awning Frames, Leaders, etc.

Brass Boiler Tubes.

Patent Wrought Iron Blacksmiths' Water Tuyores, Water Backs, etc.

Agents for Krupp's celebrated Cast Steel for Sbafts' Rsilway Axles, Tires, Platers' Rollers, etc.

P. S.—All Tools necessary for the construction or keeping in order of Tubular Boilers.
THOS. PROSSER & SON
au.17† 28 Platt street, New York.

Norris' Locomotive Works,

PHILADELPHIA.

ENGAGED for many years in manufacturing Locomotives, offer to Railroad Companies to construc of any plan or size,

LOCOMOTIVES OF SUPERIOR QUALITY.

Our facilities for doing work have been largely increased this year, and orders can be executed with dispatch.
jy. 27. RICHARD NORRIS & SON.

ALBERT H. NICOLAY,
AUCTIONEER.

HOLDS his regular auction sales of Stocks, Bonds, and other securities, every Monday and Thursday, at 12½ o'clock, at the Merchants' Exchange. First class Stocks, and Bonds, at private sale.

Office No. 4 Broad street, New York.

KENTUCKY LOCOMOTIVE WORKS.
CORNER OF KENTUCKY AND TENTH STS.
LOUISVILLE, KY.

THE Proprietors of the Kentucky Locomotive Works would respectfully inform Railroad Companies and the public generally that, having completed their establishment, they are now prepared to receive and execute orders with fidelity and dispatch.

They will contract for

Locomotives, Passenger, Baggage, Freight, Gravel and Hand Cars,

Of every style and pattern, as well as all kinds of St and Machinery required for railroads.

Particular attention will be paid to repairing, which they have every facility.

They are also prepared to contract on favorable terms for building all kinds of Machine Tools, such as Turning Engines, Lathes, Planers, Drills, Slotting, Spliting, and Shaping Machines, of every variety of pattern.

Having also a large FOUNDRY connected with the establishment, orders for Castings are solicited, and will be filled with promptness.

Car Wheels of any pattern can he furnished or short notice. Double and single plate and Spoke Wheels of all sizes constantly on hand.

☞ Communications or orders must be addressed to
OLMSTED, TENNYS & PECK,
Jc.9-tf Louisville, Ky.

Lightner's Patent Axle Boxes for Railroad Cars.

THE attention of Railroad Managers and others is called to this valuable improvement in

AXLE BOXES.

The first cost and "fitting up" of these boxes is 20 to 25 per cent below that of most boxes in use. They will save about 75 per cent in consumption of oil. The construction is simple; they are not liable to become loose, nor "heated" by severe service. The Resevoir is held close to the shaft, and the oil journals, are secure from dust yet easy of access; the brasses may be removed from the journals, while under the car, in a few minutes. Cars furnished with these boxes run from 4 to 5 weeks without replenishing the oil, and are not detained from the road for repairs ONE TENTH part of the time which is necessary when other boxes are used.

The business of a railroad can be done with a much less number of cars, with these boxes than if any other kind are used.

The first railroad men in the country have certified that Lightner's improvements in AXLE BOXES are among the first of the times.

Models and Testimony of the above Boxes, may be examined, and arrangements may be made for the right to use the same, with the subscriber.
WILLIAM SHERBURNE,
PRINCIPAL AGENT,
May 18.6* Office, No. 167 Broadway, New York.

GUNPOWDER,
MANUFACTURED BY
The Hazard Powder Company,
HAZARDVILLE, CONN.
H. G. HAZARD, President.
A. E. DOUGLASS, Secretary.

THE undersigned are always prepared to furnish Mining and Blasting Powder to any extent, delivered at any point on the lines of railroads, or any other places of public improvements in the West or South, at the very lowest rates. Also, SAFETY FUSE of the best Eastern manufacture.

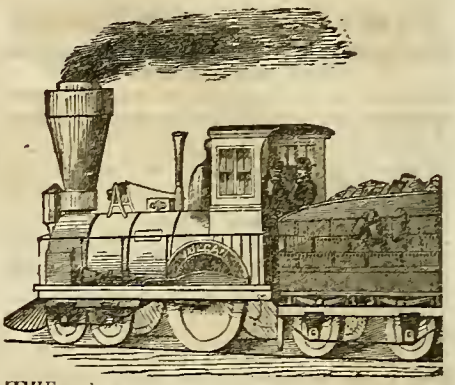
We would respectfully urge all contractors and consumers to call upon or correspond with either of us before arranging for their supplies elsewhere.

To the trade generally we would offer all the brands of Sporting and Rifle Powder manufactured by the above concern.
M. D. W. LOOMIS,
Southeast corner Main and Second Sts.
Cincinnati, Ohio.
S. H. LOOMIS,
Nashville, Tenn.
August 16, 1854. [au.18†

Myers' Patent Cylindrical Car.

NOTICE.—The Subscriber having become proprietor of MYERS' PATENT CYLINDER CAR, for a considerable portion of Western territory, including the State of Ohio, offers the same to Rail Road Companies on favorable terms. The public will be furnished within a short time with complete explanations of its operation, together with the results of actual experiments testing its applicability to all the uses for which it is recommended.
W. CLOUGH,
South-western Car Works.
Madison, Indiana. May 11.

Cincinnati Locomotive Works!



THE undersigned are prepared to furnish Locomotives equal in efficiency and durability to the best Eastern manufacture. Also, Shaping and Slotting Machines suitable for railroad shops. Also, all kinds of heavy forging and casting done at short notice. Also, bolts for bridges cut with dispatch.
ap. 20 MOORE & RICHARDSON.

ASHCROFT'S
METALLIC STEAM GAUGE.
(BOURDEN'S PATENT,

THE subscribers offer for sale this valuable Gauge. It is adapted to Locomotive and other steam boilers, indicating with accuracy the continual variations of steam within the boiler, enabling the Engineer to maintain a uniform and safe pressure. Any of the Eastern Railroads may be referred to for proof of its importance and value.
BRIDGES & BROTHER,
sep.15-tf 64 Courtlandt St., New York.

WASON'S
CAR MANUFACTORY,
Near the Pittsburgh R. R. Shops,
CLEVELAND, OHIO.

Passenger, Baggage, Freight, Dumpers, Hand Cars, &c.,

Of the best quality in all respects, style, workmanship, and material, made to order with promptness.

Orders respectfully solicited, with the assurance that no pains will be spared to give entire satisfaction in all cases.
CHARLES WASON,
Late of the firm of T. & E. Wason, Springfield,
†oc20 Massachusetts.

Notice of Copartnership.

MR. PETER MARIE, heretofore of the firm of Decoppet & Co., has this day formed a copartnership with Mr. Rudolph Kanz, (for many years with the banking house of Messrs. L. Von Hoffmon & Co.,) under the firm of MARIE & KANZ, at 27 William street. Their attention will be devoted to the purchase and sale on commission of Stocks, Bonds and Foreign Exchanges, and to the negotiation of business paper.
New York, Sept. 1, 1854. [sept. 7-1*

ENGINEERS' & SURVEYORS' INSTRUMENTS!
JAMES FOSTER, Jr.,
MATHEMATICAL AND PHILOSOPHICAL
INSTRUMENT MAKER!

HAVING removed from his old stand to south-west corner of Fifth and Race street, and increased his facilities for making instruments, is now ready to supply Levels, Transits, Theodolites, the Dumpy or Gravatt Level, Circular Protractors of Troughton & Simms model, Surveyors Compasses, Pocket Compasses with and without sights, in great variety. All kinds of Land Chains; Ivory and Box wood Scales of all kinds and graduation; Drawing instruments of all kinds, brass and German silver. Measuring tapes of all kinds. Magnets, Magnifyers, Barometers, Spy Glasses, &c., &c. Repairing promptly attended to. ap.6-6*.

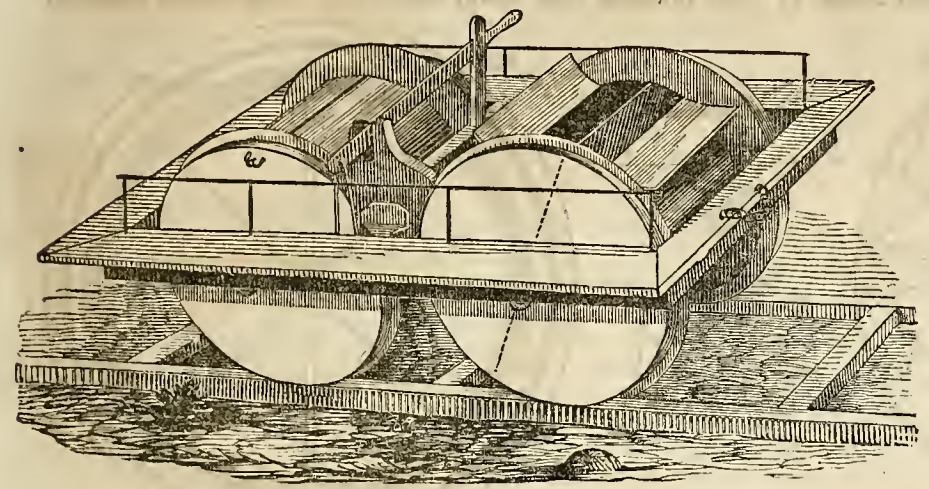
ENGINEERS' MATERIALS.

EGGERS & CO.,
WHOLESALE DEALERS IN
PAPER & STATIONERY,
Since first January,
No. 127 Walnut St., bet. Third and Fourth.
CINCINNATI,

Keep the most complete stock in the West of everything used by Engineers. On application, a catalogue with prices will be forwarded. [jy.21-†.

MYERS' PATENT CAR,

FOR COAL, GRAIN, &c., &c.



FOR PARTICULARS OF COST, RIGHT OF USE, &c., ADDRESS,

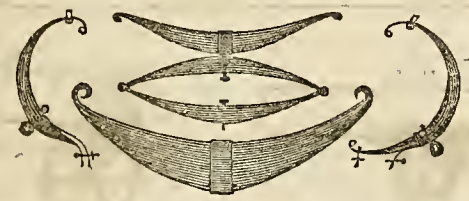
C TIERS MYERS,

No. 33 WALNUT ST EET,

dec15-3* PHILADELPHIA.

McDANEL & HORNER,

LOCO- AND CAR MOTIVE SPRING



MANUFACTURERS, WILMINGTON, DEL.

Locomotive and Car Springs of all descriptions manufactured on the most reasonable terms, made of the best STEEL, which we have manufactured to order from the BEST SWEDE IRON. Orders from any part of the United States will be thankfully received and promptly attended to

McDANEL & HORNER.

All Springs ordered from a distance will be delivered on shipboard at *Philadelphia* free of charge

References.

NORRIS BROTHERS, Locomotive Builders, Philad.
A. C. GRAY, Pres't New Castle Manuf. Co.
U. WELLS, R. R. Car Manuf. Petersburg, Va.
I. R. TRIMBLE, Supt. Philad. R. R. Co.
M. B. MILLEN, Gen. Supt. C. R. R. Savannah, Ga.
EMERSON FOOTE, Supt. M. & W. R. R. Macon, Ga
THOMAS DOUGHERTY, Master Mach. do.
THOS. SHARP, Supt. R. F. & P. R. R. Richmond, Va

†May 19.

ISAAC RIGDON. EDWARD C. RYLAND. WM. HUDDART.

OHIO SCALE WORKS.



Rigdon, Ryland & Co.,

No. 39 Vine Street, between Front and Columbia streets,

CINCINNATI.

WE are now prepared to furnish **Railroad Track and Depot Scales** of all sizes, which we warrant in every respect equal to any manufactured in the United States.

Being practical workmen ourselves, we feel confident that we can furnish the West and South with as good an article and cheaper than can be bought East.

Cincinnati, June 29, 1854.

FULTON CAR WORKS,

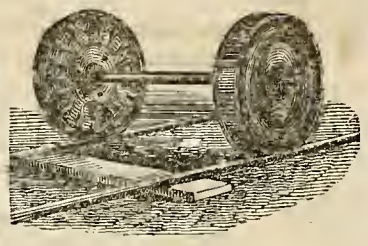
CINCINNATI, OHIO.

THE Proprietors of this establishment would respectfully call the attention of Railroad Companies in the West and South to their establishment at Cincinnati.—Their facilities for manufacturing are extensive, and the means of transportation to the different points speedy and economical, They are prepared to execute to order on short notice, eight-wheeled Passenger Cars of the most superior description. Four or eight-wheeled Baggage, Cattle, Freight and Gravel Cars. Also, Crank and Lever Hand Cars, Trucks, Wheels, and Axles fitted.



WASHBURN WHEEL

Having obtained the *exclusive right* to make this wheel



In Cincinnati, Covington and Newport, they are now prepared to furnish Railroad Companies with that Celebrated wheel, with or without Axles. Also, Journal Oil Boxes of any pattern, and Castings for cars fitted to order at the shortest notice.

Address KECK & HUBBARD,
Fulton Car Works Cincinnati, Ohio.
ap.12 Office 62 East Second Street.

MUSKINGUM WORKS,

ZANESVILLE, OHIO.



DOUGLASS, SMITH & CO.

WOULD respectfully call the attention of Railroad Companies to their establishment at Zanesville

They are prepared to execute orders, on short notice, for

Passenger Cars of the most superior description,

Second Class Passenger, Mail Express, and Baggage Cars; Freight, Cattle, four or eight wheeled Gravel Cars.

We manufacture a superior

CAR WHEEL,

Over 2500 of which are now running on the Central Ohio Railroad, and many of these have been in use on the road over two years, having in that time only three to crack, and two to be renewed in consequence of the wearing of the Chill. We have also commenced the manufacture of the celebrated

WASHBURN WHEEL,

And are prepared to furnish this wheel, with or without axles. Also, castings for Cars fitted to order at the shortest notice.

BOLLMAN'S PATENT IRON & WOOD BRIDGE.

We are also agents and builders of the above celebrated Bridge. Are now placing upon the piers an iron bridge on this plan over the Muskingum river at Zanesville. We are ready to contract with companies for the construction of this Bridge. All orders addressed

DOUGLASS, SMITH & CO.,
au4tf. Muskingum Works, Zanesville, O.

J. DAVENPORT. . . . M. D. WELLMAN. . . . C. M. RUSSELL

DAVENPORT, RUSSEL & CO.,

Railway Car Manufacturers,

MASSION, OHIO.

THE subscriber, late of the firm of Davenport, Bridges & Co., Fitchburgh, Mass., having associated himself with Messrs. Wellman and Russell, under the above name, would respectfully solicit calls for any kind of Passenger, Baggage, Post Office, Freight, Coal, Gravel or Hand Cars.

Having had fifteen years experience in the business and having secured the best of workmen from the Car Factory in Cambridge, Mass., I feel confident that perfect satisfaction can be given in all work entrusted to our care.

We have now on hand the best of dry White-Oak with which we think we can build Cars as cheap and as well as any other establishment in the States.

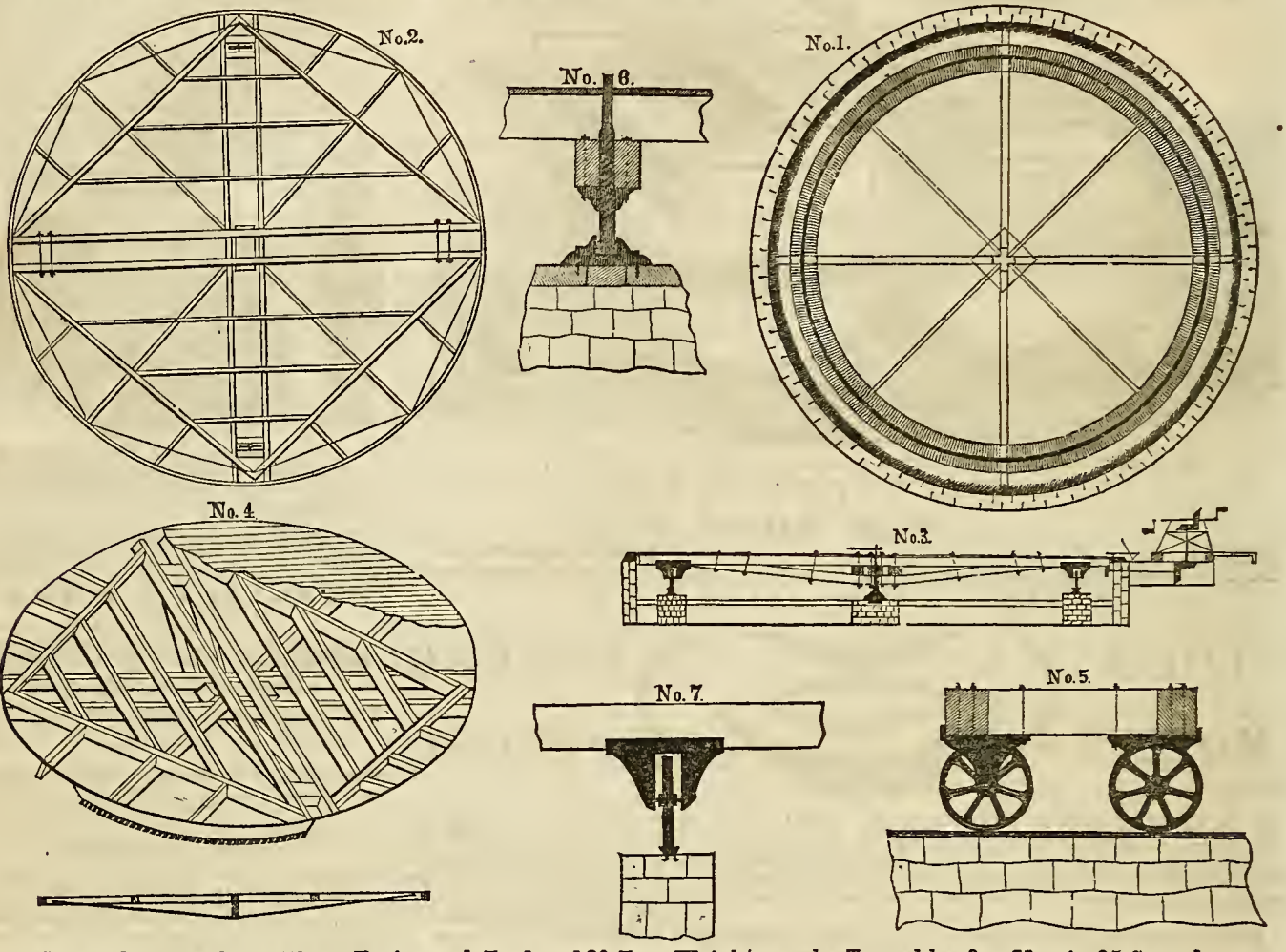
Feb. 16†* JOSEPH DAVENPORT.

RAILROAD IRON, LIGHT WEIGHT.

470 TONS, 47 lbs. per yard, good quality and pattern, now lying at New Orleans. For terms apply to VOSE, PERKINS & CO...
ap27-4f New York

CARHART'S IMPROVED TURNTABLE.

Now building for 13 of the Principal Roads in Ohio, Indiana, New York, New Jersey, and North Carolina.



This Table, together with an Engine and Tender of 30 Tons Weight, can be Turned by One Man in 25 Seconds.

RAILROAD COMPANIES in want of *Turntables* of a permanent and durable character, at a low price, are respectfully referred to the annexed references. The undersigned being confident that the manner of turning engines by his Table is the most permanent, expeditious, and cheapest in the United States, solicits the attention of Engineers, and others, to his improvement. The undersigned being a practical mechanic, and having devoted his time, for the past five years, exclusively to the construction of Turn and Transfer Tables, Draw and other Bridges, is prepared with every facility for executing orders in that line with promptness and satisfaction.

The price, which is always based upon the use of the best materials and best workmanship which can be procured in the market where used, can be determined only by the locality.

REFERENCES:

New York & Erie Railroad Company.
Hudson River Railroad Co.
Ohio & Pennsylvania Railroad, J. Edgar Thomson, President, S. W. Roberts, Sup't and Engineer, Pittsburgh, Pa.
Pennsylvania Central Railroad, O. W. Barnes, Resident Engineer, Pittsburgh.
Toledo & Cleveland Railroad, Wm. Ferguson, Chief Engineer, Cleveland Ohio.
Columbus, Piqua & Indiana Railroad, A. J. Conover, Chief Engineer, Piqua, Ohio.
Cleveland, Zanesville & Cincinnati Railroad, W. H. Grant, Chief Engineer, Akron, Ohio.
Cleveland, Columbus & Cincinnati, and Cleveland & Erie Railroads, L. Tilton, Sup't, Cleveland, Ohio.
Little Miami & Columbus & Xenia Railroads, William H. Clement, Sup't, Cincinnati, Ohio.
Cincinnati, Wilmington & Zanesville Railroad, E. W. Woodward, Engineer, Circleville, Ohio.
Central Ohio Railroad, G. W. Fulton, Sup't, and S. Medbury, Engineer, Zanesville, Ohio.
Camden & Atlantic Railroad, and Dauphin & Susquehauna Railroad, R. B. Osborne, Engineer, Philadelphia.
Bellefontaine & Indiana Railroad, W. M. Roberts, Engineer, Pittsburgh, J. Nottingham, Sup't, Marion, Ohio.
Clevelaud & Pittsburgh Railroad, J. Durand, Sup't, Cleveland, Ohio.
Wilmington & Raleigh Railroad, North Carolina.
Central North Carolina Railroad.
Cincinnati & Indianapolis Railroad, Indiana.
New Albany & Salem Railroad, Indiana.
Michigan Central Railroad, Michigan.
Dayton, Xenia & Belpre Railroad, Ohio.
Pomeroy Railroad, Engineer at Cincinnati.
Springfield, Mount Vernon & Pittsburgh Railroad, Ohio, Charles Anthony, President.

DESCRIPTION OF PLAN.

Fig. 1, of the above cut, represents the foundations, consisting of *Bank* and *Track Walls*, the latter made of cut, the former of hammer-dressed stone, with cut stone coping. The Track is bent of the ordinary T rail, spiked and leaded to the stone track walls. The Center Pier is made of cut stone, with a step for screw and pivot bolted to the same.

Fig. 2, shows the framing.

Fig. 3, is a side view of Main Truss, with the mode of gearing, including the mitre-wheels, iron crank frame, rack and pinion, foundations, pivot wheels and pedestals.

Fig. 4, gives a perspective view of rim, segments, decking, etc.

Fig. 5, is an end view of the main trucks, with pedestals and wheels.

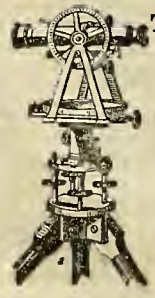
Fig. 6, is a screw for pivot, 6 inches in diameter, working in a steel step through a nut for adjustment.

Fig. 7, shows a cross section of track wall, well, and pedestal.

For further particulars please address,

D. M. CARHART, Cleveland, Ohio.

MATHEMATICAL INSTRUMENTS.



T. F. RANDOLPH & BRO.,

N. W. Corner Fifth and Walnut sts.

No. 1, 2d Story, Apollo Building,

CINCINNATI, O.,

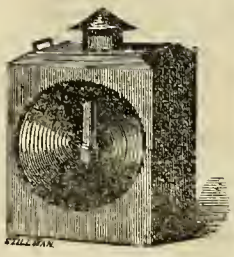
MANUFACTURERS OF

Surveyors' and Engineers' Instruments, Theodolites, Transits, Levels, &c., &c.,

REPAIRING AND ADJUSTING INSTRUMENTS DONE TO ORDER.

Orders promptly attended to.

LOCOMOTIVE LANTERNS.



I AM now manufacturing

LOCOMOTIVE LANTERNS

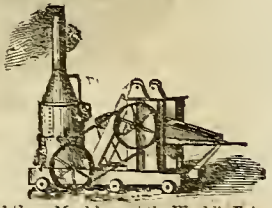
of the most approved form, with true Parabolic Silver-plated Reflectors, Copper Cases, and in every way equal to the best manufactured in the country.

Orders from Railroad Companies in the West are solicited.

A. S. WINSLOW,

†m134] 9 and 11 West Second St. Cincinnati.

"GARDNER'S ROCK DRILL."



DESIGNED for Mining, Tunneling, Quarrying Use, and Rock Excavations of all descriptions, by the use of which a saving of 50 to 75 per cent. is made. This drill can be operated by hand, horse, or steam power, and works equally as well horizontally or at any angle, as perpendicularly.

A silver medal, the highest prize, was awarded these Machines at the World's Fair.

Applications for Territorial Rights and Machines must be made to the Patentee.

G. ARTHUR GARDNER,

nov17† Trinity Building, N. York.

Railroad Record.

E. D. MANSFIELD, - - - - - - Editor.
J. A. JAMES, }
W. WRIGHTSON, } - - - Associate Editors.

CINCINNATI:

THURSDAY MORNING,.....NOV. 16, 1854.

E. D. MANSFIELD,

May be found at the office of the Railroad *Record*, 106 West Fourth-street, between Vine and Race, (north side) between the hours of 11 A. M. and 1 P. M.

RAILROAD EARNINGS—THEIR GREAT INCREASE — AND EFFECT ON PUBLIC FINANCES.

In the present era of depreciated railway stocks, there is one great principle of value established by the experience of all mankind, which should be remembered by both buyers and sellers, and *especially by those making investments*. It is this: that the *intrinsic value of property depends upon its intrinsic income, or its capacity to produce such an income.* An annuity, or a ground rent, for example, has as fixed a value as gold; and that is—such a capital as will produce that income at 6 per cent. This is the rule in the great markets of the United States; but the rate is much less in Europe. But there may be property, such as rich lands, which do not produce an actual income, but which have the *capacity* to produce an income; but, in the last case, the value will depend exactly on what is proved to be that *capacity*. Thus, the richest lands in Ohio were worth, fifty years since, only $1.00 per acre, but now they are worth $30 per acre. In the former case, there were neither markets nor roads, and the cultivator, therefore, could make no surplus income. In the last case, however, there are both markets and railways, and every acre will produce an income, which can be very nearly estimated. It is *income* then, or the *capacity* to produce income, which gives intrinsic value to property; and it is this *intrinsic income*, or *capacity* for income, which makes the real value of property. This real value, no panics, or humbugs, or eulogies, or voices of panic, or dispraise, can in the least change; and the man who makes an investment, and does not look to that *intrinsic value*, is an irretrievable blockhead.

This is the rule, and the only rule, we wish to apply to the estimation of railway stocks. If a railway either does not produce a positive income equal to 7 per cent, or has not the capacity to produce that for a long series of years, then it is just in that proportion worth less than par. On the other hand, if, like the Little Miami, for example, it produces a permanent income of 10 per cent., it is worth more than any government stocks, annuities, or ground rents on earth.

Let us now see what is the income, and prospects of income, in some of our best known lines in the West, and leading West. We shall give tables of the *increase* of the business of these lines for the last *reported* years, that it may be seen at what rate they are advancing, and also of the annual expenses—

1. OF THE NEW YORK AND ERIE RAILROAD.

From	1851-2.	1852-3.	1853-4.
Passengers..	$1,286,732	$1,601,209	$1,751,795
Freight	1,761,016	2,237,214	3,370,871
Total	$3,047,748	$4,138,423	$5,122,666

We see thus, that the Erie railroad increased its business at the rate of 33 per cent. in 1852–3, and 25 per cent. in 1853–4. The increase in these two years was 66 per cent.; of which 100 per cent. was in freight, and 40 per cent. in passengers. Deducting the expenses of 1851–2 from the receipts, the *nett* gain was $1,510,587. In 1852–3. the *nett* gain was $1,863,327; so that the nett profits of 1852–3 were 20 per cent. greater than in the year previous—so that the increase of business really did produce a large increase of profits, and thus increased the *intrinsic* value of its stock. Let us now give—

2. THE AGGREGATE INCREASE OF SEVERAL ROADS, by the last Reports.

New York & Erie	$4,138,423	$5,122,666
Pennsylvania Central	1,942,827	2,774,889
Baltimore and Ohio	2,033,419	3,300,000
L. Miami (Ohio)	526,746	667,553
Cin. Ham. & Dayton	321,793	463,021
Xenia & Columbus	253,672	314,434
Eaton & Hamilton	34,006	69,855
Terre Haute & Richmond	105,983	177,975
Aggregate	$9,354,829	$12,910,398
Increase.....38 *per cent*		3,555,569

This table is enough to prove, that the *receipts* of the railways are increasing with immense rapidity. There are two questions arise on this statement—whether the *nett* receipts correspond with the gross ! and whether the capital has not increased in proportion to the nett income ?

We have answered the first by giving the specific results of the New York and Erie railroad, decidedly the most expensively worked road in the country. On that road, the increase of *gross* receipts was 33 per cent., and the increase of *nett* receipts 20 per cent, In other words, there were two-thirds as great increase on the *nett* income, as there was on the gross. In the aggregate of roads, we see the gross income was 38 per cent., and we may assume, without the least danger of error, that the *nett* income of all railroads terminating west of the Alleghanies, is now increasing at the rate of 20 per cent. per annum.

The following are the gross and nett receipts of the Little Miami railway for five years with the per centage of increase on each :

Year.	Gross Receipts.	Nett Receipts.
1849	$321,378	$159,023
1850	405,697	223,488
1851	487,815	297,457
1852	526,314	314,670
1853	667,553	252,132

	Gross Increase.	Nett Increase.
1850	25 per cent.	40 per cent.
1851	20 "	34 "
1852	9 "	6 "
1853	27 "	12 "
Total	108 per cent.	120 per cent.

In *five years*, then, we have on this road this extraordinary result, that the *gross* receipts have more than *doubled*, and that the *nett* receipts have increased *more rapidly than the gross !*

Whether we go thence to general or particular examples, it is absolutely proved, that the *nett* receipts of a railway will increase in proportion to the gross receipts.

The next important question is, does the *capital* increase at a corresponding ratio, or is this gain in *nett* proceeds a gain in positive profit ? We cannot, perhaps, answer this question better, than by referring to the actual facts in different railways.

The cost and receipts of the New York and Erie railroad for three years, was, or nearly, as follows :

	1851-2.	1853-4	Increase.
Cost	$29,000,000	$35,000,000	20 per cent.
Receipts	3,047,745	5,122,666	66 "

It is evident from this, that even the Eric railroad increases its receipts far beyond the ratio of increase on its capital. But one of the best examples we can give is that of the Little Miami railroad, as follows :

	1849	1853	Increase.
Cost of road	$1,678,602	$3,169,732	90 per cent.
Nett receipts	159,023	352,132	120 "
Nett profit in 1849			9 per cent.
" " 1853			11 "

Here we have conclusive evidence that to *finish and furnish* a railway, its capital must be doubled after it commences running; but that its *nett income is constantly increasing beyond the increase of either capital or expenses.*

This is the result to which every man who looks into the *intrinsic value* of railway stock in the West must arrive. Apply this, now, to the intrinsic value of Little Miami, (which we take as an example.) An 8 per cent. will be admitted, by all capitalists, to be *intrinsically* worth par any where—the income being the test. The Little Miami railway stock was actually worth, in 1849, 112½ per cent.; and in 1854 is actually worth 137½ per cent. Rothschild, if he were here, would not controvert this statement—*intrinsic value* being the test. The stock is actually selling at 7 per cent. below. Now, what does that prove? It proves, either that monied men are seized with a most absurd panic; or that they act in sheer ignorance of the intrinsic value of their investments. Something of both is true. Within three years we shall see a total change in the current, and men wonder at their own stupidity. In the mean time, the immense revenues of the railways is positively sustaining the credit of the country; giving employment to thousands, and furnishing better banks of deposites in their treasurers than those commonly called banks.

TUNNELLING.

We see it stated, that two tunnels, under rivers, are about to be constructed; one by the City of Chicago, under the Chicago river, and the other, under the Ohio, at Jeffersonville, by the Fort Wayne S. R. R. Co. The former, we presume, is a small one, as the Chicago river cannot be large; but the one under the Ohio is a great undertaking, and, we opine, will not be done in a hurry. We should advise all persons having due respect to their purses, and to human patience, to let tunnelling the Ohio alone, till some one else has performed that feat. The bed of the Ohio river is either lime-stone rock, or gravel; and, in either case, will furnish difficulty enough for any engineer, and cost enough for any company. And, when done, what is the use of it? For freight cars, the power of moving on without change is important; but, for common business and passengers, a good steam ferry is preferable to a tunnel.

THE INCREASE OF PASSENGER TRAFFIC ON RAILWAYS.

One of the most singular things connected with railways is the increase of passenger traffic, and the *creation* of new business. It appears, from the returns of the British railways, that while the number of miles in use has remained nearly the same, the number of passengers has increased very rapidly. The returns for passengers, in the last three years, were as follows:

In 1851.....78,969,622
In 1852.....86,958,997—10 per cent. incr.
In 1853.....94,966,440—9 per cent. incr.

At this rate, the entire passenger traffic will double in less than ten years; and that in a country where everything is fixed and population increases slowly.

In the United States the entire traffic of railways *doubles in seven years;* and, as the expenses do not increase in the same proportion, the proprietors of railway stock have the certainty that *their property is rapidly increasing in real value, in spite of vicissitudes or fluctuations in the money market.*

BLACKBAND IRON ORE.

Among the many interesting geological developments which are daily proceeding around us, there is none that will be to Ohio of greater practical importance than the certainty, that among her richest coal fields, this ore exists in almost exhaustless quantities. What it has been to Airdrie, in Scotland, it must be again to the enterprising of our own state—a source of wealth limited only by the means of its owners to bring it into marketable shape.

But what is the Blackband ore? is asked by many who have mineral lands; and it is frequently answered in the most vague and indefinite manner. For instance, it is said to be an extremely rich ore, which contains but little earthy matter. Now, this is partly right, and partly wrong. We apprehend that the great secret of the whole is the chemical combination which exists in the ore. It is thus described in Ure's dictionary.: "The carbonate of iron, of the coal formation, is the principal ore from which iron is smelted in England and Scotland, and it yields usually from 30 to 33 per cent. of cast metal. We are indebted to Dr. Colquhoun for several elaborate analyses of the sparry irons of the Glasgow coal fields; ores which afford the best qualities of iron made in that district. The richest specimen of the nine which he tried came from the neighborhood of Airdrie; it had a specific gravity of 3.0533, and afforded in 100 parts:

Carbonic acid	35.17
Protoxide of iron	53.03
Lime	3.33
Magnesia	1.77
Silica	1.40
Alumina	0.63
Peroxide of iron	0.23
Carbonaceous or bituminous matter	3.03
Moisture and loss	1.41
	100.00

Its contents in metallic iron are 41.25."

From the above analysis, it will be seen that lime and carbonaceous or bituminous matter enter into the native composition of the ore; that is, they are in juxta-position, chemically speaking, with the carbonate of iron, to which the one is to act as a flux, and the other to produce the heat necessary to reduce it. Now, this chemical juxta-position is one of the adventitious and advantageous circumstances which no human contrivance can supply. To illustrate: the particles of a piece of marble are known to be held together by an attraction which is exerted only at insensible distances, or when the particles are in juxta-position. Now, if this arrangement of the atoms be once disturbed, and the marble reduced to powder, no force that can be applied can put them again close enough to each other for the action of attraction. So in iron ore, when all the limestone and all the fuel have to be placed at sensible distances from the atoms of the iron ore, it requires a greater quantity of both to produce the effect; but in the case of the blackband ore, we have a portion of the lime in juxta-position with the ore, and, consequently, its effect is much greater than it would be if it were in any other position. The amount of limestone necessary for the reduction of other ores, was 20, 25, and 30 cwt.; the amount necessary for the blackband, 6, 7, and 8 cwt. to produce a ton of iron. There is another advantage, also, in this ore; it is reduced by the use of raw coal, or coal not coked, and a hot blast. These two circumstances have increased the products of a furnace from 60 tons a week to 90.

The difference in cost to the manufacturer at the same furnace, is illustrated in the following comparative statements:

At the Clyde iron works, near Glasgow, in 1829, when the combustion was effected by the cold air blast and coke, there were consumed, for smelting—

	Tons.	cwt.	lbs.
3 tons of coke, equivalent to coal	6	13	0
For the blowing engine	1	0	7
Total coal per ton of iron	7	13	7
Limestone	0	10½	0

In 1833, with the hot blast at 612° Fahrenheit, raw coal alone being used for smelting, there were consumed—

	Tons.	cwt.	lbs.
For smelting	2	0	0
For heating the air	0	8	0
For the blowing engine	0	11	2
	2	19	2
Limestone	0	7	0

And this increase in the product and diminution in material consumed is attended with no detriment to the quality of iron produced, which is said to be suitable for the most delicate castings.

Railroads.

LEXINGTON AND DANVILLE RAILROAL.

The Lexington and Danville railroad is one of the most important lines of railway connected with Cincinnati. At Lexington, the Covington and Lexington railway, connecting Cincinnati with the heart of Kentucky, terminates; and at that point any and all railways from the south, southwest, or southeast, must terminate. The Lexington and Danville railroad, therefore, necessarily makes the *connection* between all the southern roads and all the northern roads any where constructed in the valley of the Ohio. We are happy to learn, from the *Ky. Tribune*, that this important work is progressing well. The work is going on slowly, but steadily. Among the structures on this road is the great bridge over the Kentucky river. This is to be a suspension bridge, and the towers and anchorage are nearly completed. A survey is about to be made, by the Memphis and Clarkville company, of a route from Clarkville, *via* Bowlinggreen, to Danville. If this be completed, it will make a direct line between Memphis and Cincinnati, and become one of the best lines in the country.

THE FRANKLIN AND UNION RAILWAY.

This enterprise was begun under favorable circumstances, and we are glad to learn, from the *Dayton Journal*, is yet progressing. The plan of the road was that of a broad guage road from Union, Penn., to Dayton, Ohio. Should the Pennsylvania roads be completed, it will connect, at the east end, with railways leading to New York and Philadelphia. At Dayton it connects with all the railways leading to Cincinnati, Louisville, and St. Louis.

The *Journal* says, that the work was undertaken with a larger cash subscription than any other road; and that, in spite of the financial troubles of the last year, which has

caused the suspension of many roads within the state, yet the Franklin and Union railroad has been slowly, but steadily, going forward. The right of way for the road has been nearly all secured, and upon highly favorable terms; and about one-third of the grading of the entire line has been done, as well as a large amount of the masonry.

THE APPLICATION FOR AN INJUNCTION AGAINST THE BALTIMORE AND OHIO R. R.

This case is attracting a good deal of attention, and, as a matter of interest, we give the main points claimed in the case. The city of Wheeling claims an injunction, on the following grounds:

1st. That this act of the Baltimore and Ohio railroad is in violation of their charter passed by the Legislature of Virginia in March 1847.

2d. That it is in fraud and violation of the contract of July 6th, 1847, between the city of Wheeling and the Baltimore and Ohio railroad.

3d. That said work is an obstruction to the navigation of the Ohio river, whereby the business and trade of the city of Wheeling are injured.

The bill contains sundry other charges of violation of the charter, by the company, and particularly their illegal loan to the Central Ohio railroad: that the city of Wheeling is a stockholder, and has a right to prevent all illegal acts of the company tending to pervert the funds of the company from their legal destination.

Judge Kennon, for the defense, claims that the law of March, 1847, and the contract of July 6, 1847, are identical in their meaning, and that the contract means nothing more or less than the law. As to the obstruction to the navigation of the river, Judge K. claims that the city must allege and prove actual injury, and that of a nature now to be compensated by damages. Mr. Hunter, for the defense, argued that the contract lessened rather than increased the rights of the city; that it was, in fact, a surrender of rights. That the application on the part of the city was ill-judged, as its position as a center of a system of railroads should constitute its defense against injury resulting from the present act of the Baltimore and Ohio railroad company. That under the law the company had the right to make branches and to take up freight and passengers at all points; and that they had not forfeited this right by any subsequent act.

The arguments are said to have been of a very able character, creditable to the gentlemen who delivered them.

LIGHTNER'S PATENT AXLE BOX.

We are indebted to Mr. Sherburne, whose card will be found among our advertisements, for a beautiful model of Lightner's Patent Axle Box. This box affords one of the great desiderata of railroading — simplicity and adaptedness; as far as it can be done, keeping the journal free from dust, and well lubricated with oil. It is stated by superintendents who use them, that cars provided with these boxes run 10,000 miles with a single oiling. We would advise all new roads to look well before providing themselves with axle boxes, as changes are always expensive, and the best is always the cheapest. Mr. Sherburne is also the agent for an Axle Box for *Inside Bearing* cars, which possesses all the advantages of the Lightner Box.

MISSOURI PACIFIC RAILROAD.

We would call the attention of Railroad Contractors to the advertisement of this company in another column. This is one of the progressing and promising roads; and we hope to see it pushed along with the energy that has thus far marked its progress.

LAW OF THE ROAD.—A case came up on Saturday in a New York Court in reference to the rights of railway travelers. Two men got on board the cars at Sing Sing and took seats temporarily vacated by their occupants. Refusing to give them up, they were forcibly removed by the Conductor and Baggagemen. They prosecuted the company for damages for this, but the Court decided them to be in the wrong and brought in a verdict justifying the railroad employees. This principle has been established in New England, and also in Pennsylvania. It is founded on common sense and the plainest ideas of equity and propriety. A traveler, purchasing a ticket and taking his seat in a car, has a property in that seat to the end of the route, just as complete as he has to his state-room on a steamboat.

DEATH OF F. G. GEDGE.

It is our painful duty to chronicle the death of this gentleman, under the most melancholy and distressing circumstances. Mr. Gedge, as President of the Covington and Lexington railroad, has proved himself a man of energy and perseverance; and it is to these sterling elements of his character that this important enterprise is much indebted. It adds to the melancholy interest of this deplorable circumstance, that this monument of his public spirited services was made the instrument of his destruction. As the engine for the express train, on the morning of Nov. 8, was coming from the station to the depot in Covington, Mr. Gedge either fell or threw himself across the track in front of the locomotive. The wheels passed over him, severing his head from his body. There can be no doubt that this melancholy event was the result of derangement of intellect. Of a mental constitution peculiarly and almost morbidly sensitive on the subject of commercial honor and fair standing, he saw himself suddenly overwhelmed by obligations incurred in endorsing for others; and no doubt the fatal act was the result of a dethroned reason.

The funeral services of Mr. Gedge were of an impressive and solemn character; and the day was marked as one of mourning by the whole community.

Banking, &c.

MONEY.

There is, we conceive, even among the shrewd and intelligent, much serious misconception on the subject of money, and what constitutes its real value. Gold and silver are almost universally regarded as the only standards by which we can guage all the transactions of life, and to which we can look for an unchanging and specific value. Now, there is no inherent property, no specific quality in these metals to render them of themselves the standard of all the transactions of life. And moreover, it is not for the possession of them, in an abstract sense, that men generally aspire, being well assured, that when securely locked in the safe they bring no increase, no interest on the investment.

There is also another equally ridiculous notion, which may deserve a passing mention. Some, even among the intelligent, attribute a kind of intrinsic value to what has once served the purpose of currency. They regard the notes of a bank, which may have been closed for years, as still money. We once knew a Comptroller of State who declined, on these grounds, to destroy the cancelled notes of a whole class of institutions, which had ceased to exist years before. It is very evident to the thinking that these notes were worthless, and not only so, but dangerous, for if fraudulently issued, they might deceive the ignorant.

But to return: The currency of the civilized merchant, the shell of the African, and the pearl and ruby of the Persian, all represent—not gold, not silver, for they may be unknown—but the toil and labor of men. It is the time and labor spent in seeking and extracting them that gives to the precious metals their importance and value, and therefore the conventionalism of society has made them the final standard, beyond which there is no appeal. And with this standard, when it can be had, as the representative of our time and produce, we are satisfied; we have no serious fears of its great deterioration in value, or of final loss from its becoming worthless on our hands. But in the event that gold can not be had, either from the scarcity of the precious metals or the increasing wants of trade, or the accumulation of it in the hands of capitalists who withhold it from circulation either through panic or design, or the payment of heavy balances to foreign countries, or any other measure which reduces the amount in circulation, it becomes a serious question, what substitute can we create to supply the necessities of community? A medium of currency we must have, and such a one as will enable us to purchase what we want as we want it. Now, the Bank Note is the only invention thus far that has been found at all

adequate to our necessities ; and so long as the institutions maintain their credit, their notes, for all practical purposes, are as good as gold, and will even supercede it. But if, unfortunately, through the incapacity or misfortune of its officers, the institution loses its east, its notes at onee become a drug, and are worthless for the purposes they were designed to serve. But it is not always to these causes that may be attributed the loss and delay attendant on the suspension of a bank. Suspieion, panic, and distrust in far too many instances, have resulted in a course of action which has only caused loss and ruin. No institution can afford to pledge property to the extent, or even exceeding its circulation, and then in addition, keep dormant in its vaults, gold enough to redeem every dollar of its notes and pay every dollar of its deposits. It cannot be expected, that an individual or a company, can keep open an expensive institution, merely to furnish a safe place of deposite for the merchant, without any gain to the one who renders his property seeure. No, the bank must use its means in safe and profitable investments, in order to pay its expenses and reimburse its owners. But in times of panie and confusion, these things are all forgotten, and there is one grand and headlong rush to the counter of the Teller. Far better would it be, when distrust has really got possession of the community, to aseertain in some certain and reliable way, the true position of affairs in the bank, and not institute the race which is sure to end in embarrassment. Many an institution might now be exerting a useful influence, if only a little reflection had been exercised by those who first distrusted it. But at this season of panic, it would, perhaps, be well to see how well or ill founded is the feeling of alarm which has seized upon the eommunity.

By reference to the 1st number of the Record, it will be seen that the following proportion of bank notes to coin in circulation, existed in the various years enumerated :

Years.	Bank Notes.	Coin.	Proportion.
1816	$87,500,000	$75,000,000	11½ to 1
1830	60,000,000	10,000,000	6 to 1
1836	120,000,000	28,000,000	4⅓ to 1
1853	153,958,358	141,498,899	1.1 to 1

For the present year, the increase of bank notes has been about $30,000,000, while owing to heavy European balanees which were paid in coin, there has been no serious inercase in the amount of coin in the country. The proportron then stands thus :

Year.	Bank Notes.	Coin.	Proportion.
1854	$183,958,358	141,498,899	1 3-10

By comparing this result with that of the former year, it will be seen that the proportion of coin now in circulation, is more favorable in the present year, despite the panic that is now paralysing business, than it ever has been except during 1853.

That we have not enough of either gold or bank notes to supply our immensely increasing wants is undoubtedly true ; and it is also true that we must patiently wait till curtailed expenses, the increasing produce of our mines and restored confidence can give them to us.

Selected Railroad News.

Anthracite Burning Locomotive:—Mr. Leonard Phleger, of Tamaqua, has constructed an improved locomotive for burning anthracite coal, which promises to reduce the expense of railroad transportation very greatly. One of his locomotive Engines, the *Philadelphia Ledger* states, has been running daily between Philadelphia and Havre de Grace, on the Wilmington and Delaware railroad, for over two weeks. It has been attached to the express train, consisting of six or eight passenger cars, and consumes, as we are informed, only ten dollars' worth of coal per day. The wood-burning locomotive which it replaced, consumed $24 worth of wood per day. Phleger's engine has, it is said, fully as much power as the other locomotive, and runs at the same speed. The furnace and boilers of the locomotive do not now show the slightest signs of injury from fire. The above information was derived from the engineer in charge of the locomotive, from whom we also learn that the locomotive has given great satisfaction to all upon the line of the road, who have examined it, and that it also effectually prevents the annoyanee and danger of sparks. These are facts to be verified by the personal examination of those interested in the success of the experiment. If these representations are fully borne out after a sufficient test, the invention is a very important one to railroad companies. The furnaces and boilers of the Phleger locomotive are all built on an entirely new plan, from which the above improveioents result.

Since the above was in type, we have seen a detailed account of this improved locomotive, to which is attached the name of S. Norris, of Philadelphia, and is given from actual view of the performance of the engine. Mr. Norris says :

The cylinders 15 inches diameter, stroke 24 inches, weight 25 tons ; 4 driving wheels, 6 feet diameter, truck wheels, 30 inches diameter ; furnace 44 inches long by 33 inches wide ; boiler contains 657 square feet of fire surface, 125 tubes, 9 feet long by 2 inches diameter. The fire is blown by a fan which is driven by the exhaust steam, and can be used at pleasure while the engine is standing still. The bottom of the furnace is formed by a water bottom with no openiug, which is a great feature in his improvement ; a projecting water way which protects the tubes, (the coal never coming in contact with the tubes) forms an air-chamber, in which the gasses are consumed.

The cylinders are placed midway of the cylindrical part of the boiler. The height of the top of the boiler is only 54 inches from the rail ; in all other engines with a 6 foot wheel, the boiler stands about 8 feet above the rail. The low boiler is of great advantage when running at high speed, as the center of gravity is thrown *below the axle.*

Another advantage in his arrangement is that his exhaust nozzles are open to three inches diameter, which relieves the cylinder in exhaustiug the steam, avoiding the loss of power from the resistance occasioned by small exhaust nozzles, which are usually 1⅞ inches diameter.

The engine is capable of hanling, at a speed of 40 miles per hour, 8 long passenger cars, with 480 passengers.

This same locomotive, the *George Washington*, was tried on the Philadelphia and Baltimore railroad, and was perfectly successful, as I understand from Mr. Phleger.

The trial trips were made between Gray's Ferry and the Susquehaana river ; and in making the round trip to the Susquehanna and back to Gray's Ferry, 125 miles, only consumed 4000 lbs. of coal.

To haul the same load the same distance, it required four cords of wood in the ordinary locomotive.

Four cords of wood,.....$24
4000 lbs. of coal,.. 10

making a difference in favor of coal of $14 in a trip of 125 miles. Now, to take 300 trips in a year, would be a saving of $4,200 a year for each engine. This is conclusive evidence of the advantages, as far as economy is concerned.

This is a desideratum long wished for at the East, where anthracite coal must eventually take the place of every other species of fuel.

Experiments have been tried at various places and by many experienced engineers, but nothing so far until Mr. Phleger's engine, has even warranted the belief that the attempt would be successful. Of the principles of which Mr. Phleger has availed himself, for want of information we cannot say, but sincerely hope for the sake of our eastern roads, that this locomotive may be found to answer all the requirements that may reasonably be expected of an efficient railroad engine.

PEORIA AND BUREAU VALLEY RAILROAD.

It gives us great pleasure to announce that this road is *finished.* Construction trains run to Peoria, and the road will be opened for freight and passengers on next Monday. The new time table is before us, and from it we find that the passenger train is to leave this city at 2 o'clock P. M., and is to arrive at Peoria at 10 in the evening. From Peoria passengers will leave for this city at 7 A. M., and arrive here at fifteen minutes after three in the afternoon. The freight train for Peoria will leave the Rock Island depot at fifteen minutes past three in the afternoon. Arrangements are to be perfected to run a line of steamers to St. Louis, in connection with this road; and, as the worst obstructions to the navigation on the Illinois lie above Peoria, we may expect this will become a favorite route.

Thus another important avenue of commerce has been opened to Chicago. Peoria is one of the most beautiful cities in the state, and most heartily do we rejoice that we have a railroad connection with so desirable a point. It is surrounded by a rich and highly productive country. Its resources are already largely developed, as it has been settled for a considerable number of years. Some of the best agricultural districts in Illinois concentrate their valuable commerce at Peoria. Much of the trade from the towns and counties about Peoria, together, of course, with that of the city itself, has heretofore gone to St. Louis. Now that we have a direct railroad connection in only eight hours, our St. Louis neighbors must be content to supply Peoria merchants simply with groceries and southern fruits.

The distance from this city to Peoria is one hundred and sixty miles. It was expected that this road would have been in operation early in the summer, but circumstances not necessary to detail here, have caused some delay. The difficulties to be overcome would have proved beyond the ability of ordinary men to surmount; but when such men as Messrs. Sheffield & Farnam take hold of an enterprise, *it must go.* To them our city and state owe a debt of gratitude far beyond our time, and which, certainly, would not be at all in accordance with their modesty to express. We believe a celebration is on foot, and when that comes off, "may we be there to see." —*Dem. Press, Chicago.*

Locomotive for Centralia.—A magnificient looking locomotive for the Southern Division of the Central road, arrived here a day or two since. It is destined for Centralia, to assist in pushing on the work of construction at that point; from here it will go to Illinoistown, and thence by the Ohio road to the junction.—*Alton Telegraph.*

DECATUR DEPOT BUILDINGS.

There is not a railroad station in this state, with the exception of Chicago or Cairo, perhaps, which possesses more extensive or substantial depot buildings than our fast growing town. Our citizens may well be proud of them, for they are a valuable addition to Decatur, and an ornament to the whole line of railroad. The depot grounds are a great attraction, and already the favorite spot of old and young folks. Everybody looks with surprise at the changes which have taken place in the course of six months about town. In a few days the large and commodious passenger building will be under roof, and when finished, will present a beautiful appearance, being visible from most every point in town.

In the angle where the Illinois Central and Great Western railroads cross each other, a tower in octagonal form, 20 feet in diameter and 50 feet in height, has grown up, and forms the greatest attraction, giving the whole country around a romantic aspect. From the top, the roads can be seen for many miles. The plans for the building were made by Otto H. Matz, Esq., architect in Chicago, who designed all the buildings on the whole road, and whose knowledge and taste in architecture is too well known to need any recommendation on our part. There is harmony in every particle of the whole, combined with practical arrangement and convenience. The lower part of the tower contains a large baggage room, the upper part the superintendent's office, provided with an iron balcony in front; above it there is another third story for sleeping room and store room.

Two wings, extending 70 feet on one side, and 60 feet on the other, are to take up the ladies' and gentlemen's rooms, ticket office, dining room, kitchen, pantry, etc. A spacious passage inside in the rear of the tower, connects the two wings, and from here the main stairs bear into the upper story, which is divided into 17 apartments and bed rooms, partly to be occupied by the officers in employ. The brick walls are well laid up, and all the openings provided with elegant cast iron caps and sills, beautifully ornamented, and strong enough to last forever. At a distance, the building appears very much like a small castle in the Norman style, a style well adapted to the purpose, and truly executed by the architect.—*Decatur Gaz.*

☞ The laytng of the track on the Alabama and Tennessee River railroad, beyond Montevallo commoneed Monday last, and will bo pushed forward, wo understand, as long as the present supbly of iron holds out, whieh will carry tho road to Columbiana. We hopo tbe stockholders of the road, who will meet at Shelby Springs, on the 18th inst., will make such arrangements, as will carry tho road, not only to tho Coosa River, but to the 100 mile station. There it will begin to pay, and will provo advantageous to this plaee, tho stockholders, and all those interested in its suecess.—*Selma Reporter.*

Mississippi & Missouri R. R.—Wo understand that tho iron for the above road will begin to come over next week, that the construetion ears will soon follow and the work of putting down tho iron, which is to connect the Mississippi and Missouri rivers, tben commenee.—*Davenport Gazette.*

Steubenville and Indiana Railroad.—The cars on this road are now running regularly between Steubenville and Preston, near Dresden. The train consisting of five cars, runs well filled daily.—*Zanesville Courier.*

E. & C. RAILROAD.

In a very brief time, this road will be completed to Terro Haute. There remain but a few miles yet unfinished, Mr. Griswold, the president, is pushing on the work with even more than his usual energy. By the close of this month, with any kind of good working weather, we shall be united to tho beautiful Wabash City, Terre Haute. The Terre Haute Journal of last week says:

The progress of the work on this road, between this point and Evansville, during the past few weeks has been most rapid, it being now completed as far south as Sullivan upon this end, and Carlisle upon the south end. Thero is now but some ten or twelve miles between the above mentioned points, uneompleted. Arrangements have been made to run a hack line to make the eonneetion, until the entire eompletion of the road shall have been effected. This is a good arrangement, and will be duly appreeiated by the travelling public. By tho same energy which has been heretofore displayed upon the work, its completion will be effeeted by the first of Deeember. Push it aloug.

The Sullivan Democrat of last Saturday says:

The work of laying the iron on the traek of this road is fast approaebing eompletion. On this end of the route, the workmen are to reach the depot at this town during this forenoon. They have "rushed matters through" with eommendable alaerity; last Tuesday, we understood, full three-quarters of a mile was laid. The eorps eoming up is reported to be within a mile or so of Carlisle and eonseqently there is a gap of about a dozen miles in the whole ehain, to be laid. It is asserted by the bridge eontraetors that their work will all be done in time for the traeklayers. The workmen will in all probability, meet iu about ten days, when passenger ears will be immediately put on.—Hurrah for a through trip in two weeks! Hurrah for a daily mail!—*Journal, Evansville.*

Memphis and Little Rock Railroad.—The eontraetors for building the road from this city to Little Rock, during the past week, have placed this end of the line, from the Mississippi to Fifteen Mile Bayou, under eontraet, and workmen are already strung out along tho line over the whole fifteen miles, eutting out the timber and grading the road bed. Beyond that point, the experimental lines have not been eompleted so as to determine the best loeation, but will be, probably, in the next two or three weeks. As soon as Mr. Ford ean make the location, another seetion will be put into the hands of the workmen, a large number of whom are here waiting for it to be made ready for them.

The contraets already mado, provide for the completion of the different seetions before the 1st day of February next, and unless the weather prevents they will be done. The aetive exertions now being made by the eitizens of Memphis, to inerease the availablo means of the eompany, it is eonfidently believed, will be so far sueeessful, as to enablo the contractors to place the whole of the first division, extending to the St. Franeis river, in the course of construction within a very few days, and also to contraet for the delivery of tho neeessary eross-ties for tho traek, and with that impression one of them expeets to start to New York immediately, to purehase the iron rails for at least forty milos of road.—*Enquirer, Memphis.*

Illinois Central Railroad.—The last rail on the above road, conneeting Chicago with Galena, has been laid down, and on Monday next the first train of cars will pass over tho road. A long time has this road been in construction, and we ean readily fancy the joy of the Galenians at its eompletion. They ought to make a publie demonstration of their happiness.—*Davenport Gaz.*

☞ The Reading (Pa.) Steam Forge, is making hollow axles for railroad ears, the first ever turned on the continent. They havo been scientifically tested and aro not liable to fracture; can maintain more weight and last longer than tbe solid axle.—*Cleveland Herald.*

THE SAUT CANAL.

This great work is hurrying on to eompletion, and it is thought that water will be let into the locks on the 15th inst. The Commissioner appointed by the Governor of Miehigan to superintend the work, has been notified by Mr. Brooks, the indomitable contraetor, to be present on the 20th inst., to judge of and aeeept the work, if found in fulfillment of the eontract. Thus is this almost hereulean project brought to a sueeessful aecomplishment, and, in a few days more, the navigable waters of the "Father of Lakes" are to link hands with Huron through the great ehannel eut by the skill and energy of man. Well may we exclaim, with the Detroit *Inquirer*, in view of this prospeetive opening, "how glorious will be the prospeet to behold tho steamers, propellers and shipping of Oswego, Ogdensburg, Buffalo, Cleveland, Sandusky, Detroit and Chieago, proudly steaming the waves of Lake Superior, with no natural obstaele lying in their eourse between the Falls of St. Anthony and the harbors of England, Seotland and France! A well bestowed beneficenee and thorough energy have done that which, to the early navigators of the Hudson's Bay Company, and to the Catholie missionaries of two centuries baek, if told to them, would have been regarded by them as "a tale told by an idiot,"—and whieh now almost ehallenges belief."

To philosophise for the future in store for the Lake Commeree were vain. It is, undoubtedly, to undergo vast and progressive ehanges; for, when vessels lay at our doeks, loaded in the far North with all the eommodities of that rich mineral region, it may be supposed a new era will be inaugurated in our eommereial prosperity. Our eity must beeome the depot for the busiuess between the South and the Superior country, situated, as we are, at the point on the Lake nearest Cineinnati and Louisville. We must beeome prominent agents in the transaetion of that eommeree: Here will supplies be laid in—grain shipped—pork and beef paeked: Here will be reeeived, in return, the incomparably rieh peltries and furs—the iron and eopper of that region, to be re-shipped into the interior, or to be wrought into manufaetured artieles by our own handicraft: Here must gather the eapital and men to transaet this trade; and thus shall Sandusky harbor find its spaeious doeks, its wide and deep waters, alive with a eommeree whieh, hitherto, bas remained shut to the world.

This is no picture, inspired by the Indian Summer without; but sueh a pieture as we shall see embodied in reality if Sandusky businoss men are awakened to the importanee of an early effort in diverting the just opening commerce into this channel.—*Com. Reg., Sandusky.*

Nova Scotia Railroad.—The Halifax *Journal* says that two first class railway ears were landed from the barque Blaek Swan at that port from Boston, on the 9th inst. They are beautifully fitted up inside with every aeeommodation, and will earry sixty passengers each.—There is a tangible proof about our railroad, (adds the *Journal,*) that we feel pleased with.—There is enough iron to complete four miles, and as soon as the spikes arrive, that much will he put down without delay.—*State of Maine.*

Meteorie Illumination.—The most brilliant spectaele in tbe line of meteors ever witnessed in these parts, oeeurred on Friday night last at about 11 o'clock in the North by West. The are described was extended, and such was the brilliancy displayed that manuseript might have been read by its light. It shot up like ligbtning, giving a startling sensation and dimming, for the time being, the stars that might bave been seen in that part of the heavens a few moments previous.—*Adv. Chattanooga, Oct.* 28.

Over-Issue of Stock.—The Vermont Legislature have lately made the over-issue of stoek a eriminal offense, punishable by fine and imprisonment.—*Railroad Advocate, N. Y.*

Miscellaneous.

ATMOSPHERIC TRIP HAMMER.

Our readers are all familiar with the nature and description of the steam hammer, which has so materially modified and simplified the operation of forging heavy work of every description. The grand principle of the steam hammer—the use of a cylinder to modify and increase, or lighten the blow—has been recently applied to the trip hammer, with this difference, that instead of steam to effect the results required in the steam hammer, atmospheric air is made to do all that is necessary in the trip hammer. As in the steam hammer, so in the atmospheric trip hammer, by experience and care the operator is able to strike a blow of several tons, or tap his work as gently as a watchmaker does the delicate structures with which he has to deal. The hammer is fixed at the lower end of a stout, cylindrical rod, which is, in fact, the piston rod of the cylinder. The cylinder above it is strong, closed at the bottom, and open at the top; in this a piston, permanently fastened to the rod, moves air tight; the piston is kept in position by slides above the cylinder; these slides also afford the means of raising the hammer as the cam or tripper is made to operate on them, while its own gravity, and the pressure of the atmosphere, give it a sufficient downward motion.

There are two valves at the bottom of the cylinder, one to let the air out, and the other to let it into the cylinder. These valves are so constructed as to be entirely under the control of the operator. Now, it is evident that the first motion of the piston down the cylinder, if the exhaust valve is allowed to open, will expel the air, and the upward motion will leave a vacuum in the cylinder. At the second descent of the piston, it has not only its gravity, but also the pressure of the atmosphere constantly accelerating its force, so that, under these circumstances, it must strike a heavy blow. Now, if it is desired to use less force, in the descent of the piston, open the valve, which admits air, and the motion of the hammer may be checked or stopped entirely at the will of the operator. This is a simple and beautiful arrangement, and demonstrates how admirably philosophy may be brought to aid the mechanic in his rudest and most toilsome operations, giving strength or nicety to his hands, in obedience to his slightest wish.

Census of Rock Island.—According to a census just completed, the neighboring city of Rock Island contains a population of 5,300. Of this number, 3,152 are white males, 2,138 white females, showing a redundancy in favor of the males of over one thousand! The total colored population is 47. In 1850 Rock Island contained a population of only 1,711.

YALE COLLEGE.

We have received, through the politeness of a friend, the annual catalogue of this time-honored institution. The total number of students is 605. Recent additions have been made to the course of study, rendering it, if possible, more thorough than before. For some years past there has been a department of philosophy and the arts, embracing Chemistry and Civil Engineering. This department, we should judge from the catalogue, is duly appreciated. We are aware that an opinion is very generally entertained that engineering can only be learned in the field. Now, while we are prepared to grant that there are departments in engineering, which, like banking or commerce, require for their successful pursuit, a considerable degree of experience, which can only be obtained by practice; yet, we believe, that the man who enters on the field of practical life with a thorough knowledge of all that the accumulated experience of his predecessors has left recorded for his benefit, is immensely in advance of him who has to begin at the root, and not only learn out-door experience, but gain a knowledge of all the operations of the in-door business of the engineer, mapping, logarithmic computations, and the innumerable calculations of the detail of a survey, together with a thorough knowledge of the construction and use of instruments; and, it may be, somewhat of out-door experience may be better acquired in the retirement of the class-room, with no ulterior object in view, except the fitting for future life, than amid the active duties of the railroad engineer, who is driven to his utmost capacity of endurance to finish his survey in the promised time.

The Fort Smith (Ark) *Herald* publishes an interesting letter from Dr. Shumard, Surgeon and geologist of Captain Marcy's expedition, dated 'In camp, near River Brazos, 40 miles above Fort Belknap, Texas, Aug. 10.'

We learn from it that the expedition, consisting of Captain Marcy, Major Neighbors, Mr. Parker and Dr. Shumard, together with four soldiers and five Delaware Indians, after some severe suffering from heat and thirst succeeded in reaching the head of the Big Wichita, and subsequently the head of the Brazos.

Having reached the head of the Wichita, the party struck off in search of the source of the Brazos. They proceeded due south, and reached the Brazos after traveling about 20 miles. The Doctor says:

The river where he first struck it, runs like the Wichita through high Bluff banks, composed of red clay and gypsum. The water was about four feet deep, and as clear as crystal, but so intensely bitter that even our horses would hardly drink it. After traveling about 30 miles in a northern direction we came to a high hill on the prairie from which we obtained an extensive view of the surrounding country. In a due north direction, at the distance of about 30 miles appeared two mountains, each shaped like a truncated cone, and at least fifteen hundred feet above the level of the surrounding plain. These marked the head of the stream.

From them the head of the stream could be distinctly seen like a cord of silver, meandering through the prairie to the spot on which we stood. Beyond the mountains appeared a line of high bluffs, (the Llano Estaccado) which in the distance, looked like clouds floating upon the horizon. Having now satisfactorily ascertained the source of the river, we decided unanimously to return.

GOLD, AND OTHER MINERALS OF CANADA.

The *Toronto Leader* gives the following statement, based upon the report of Mr. Logan, the geologist, of mineral resources of Canada:

If Canada produces no coal, it has an abundance of the precious metals, and especially gold. Of this fact there is no sort of doubt. At the present moment, perhaps no greater calamity could befal the Province than the visitation of the gold fever. Nevertheless, the infection is here; and however much the fever may disturb the labor market, already submitted to a very violent action, there is no reason to fear that the passion for hunting gold upon the surface and within the bowels of the earth will become as great here as it is in California and Australia. Mr. Logan showed me some ten pounds weight of pure gold, picked from the surface on the River du Loup, some sixty-five miles southeast of Quebec. The only alloy it contains is from eleven to thirteen per cent. of silver. It is therefore found in far too pure a state to be used in the arts, or coined without being alloyed with copper to make it of sufficient hardness. Of the gold in Mr. Logan's possession—which is not his property, however—eight pounds' weight was in a bottle. The pieces were of various sizes, some of them very small, and many of them as large as an English horse bean. But in addition to this bottle of gold, there were several nuggets in a box, one of them weighing over half a pound. It is all surface gold that is in Mr. Logan's possession, having been picked up without the aid of any scientific process. Gold-bearing quartz, however, exists in abundance; but it is Mr. Logan's opinion, that, with unskilled labor, our gold fields cannot be rendered profitable. Mr. Logan has already stated in one of his public reports, that the gold country of Lower Canada extends over three thousand square miles.

He has since discovered, and will state in his next annual report, that it extends over ten thousand square miles. It is proper to state, that the ten pounds' weight of gold in the custody of Mr. Logan, cost as much if not more to obtain it than it is worth. Associated with the gold is found iridium, or white metal, nearly as hard as diamond, used for the points of gold pens. It exists, however, in very insignificant quantities. A rumor has been in circulation that Mr. Logan had some pecuniary interest in our gold regions. Discrediting the statement, I mentioned it to him, and was informed that he had not a farthing's interest in any metal or mine in the country.

In the geological collections are some excellent specimens of slate found in the Eastern Townships. A specimen of French slate, which has been a century in use on the roof of a building, is also in the collection. It is now as good as the day it was first dug out of the bowels of the earth. An analysis of the two kinds shows their composition to be nearly identical.

There are various kinds of Canadian marble in the collection: the handsomest of which is the serpentine. It is found in the Eastern Townships, and is identical with the *verde antique* of Italy.

There are some specimens of soap-stone also found in the Eastern Townships. The soap-stone resists fire, and is for that reason used to line furnaces. It is soft, and can be cut as easily as wood. It possesses great economic value.

The lithographic stone of Canada, of which specimens are in the collection, is of a superior kind. An impression of the Crystal Palace, done in London, on this stone, is very fine.

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

CORRECTED TO WEDNESDAY OF EACH WEEK.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'D.	ASK'D.
Alabama and Tennessee	1st mortgage, convertible till 1872	7	1872		
Baltimore and Ohio	Transferable. Taxed	6	1885		83
Do do	Coupons. Not Taxed	6	1875		85
Do do	" "	6	1880		87
Do do	"	7	1860		87
Do do		6	1885		92
Bellefontaine and Indiana	1st mortgage, convertible	6	1866		102
Buffalo and Penn. State Line	1st mortgage, not convertible	7	1866		101
Chicago and Rock Island	1st mortgage, convertible	7	1870		92
Chicago and Mississippi	1st " "	7	1862		91
Do do	2d " "	7	1874		84½
Chicago and Aurora	1st " "	7	1866		92½
Cincinnati and Fort Wayne					
Cleveland, Columbus, and Cincinnati	1st mortgage, convertible	7	1859		137
Do do do	No mortgage, convertible	7	1855		127
Cleveland and Mahoning					
Cleveland, Painesville and Ashtabula	1st mortgage	7	1861		96
Do do	2d " not convertible	7	1861		100
Cleveland and Pittsburgh	1st " convertible	7	1860		97
do do	1st " 2d sec. convertible	7	1873		90
Cleveland and Toledo	1st mort. not conv. '73	7	1863		94
Cleveland, Zanesville, and Cincinnati					90
Cincinnati, Hamilton and Dayton	1st mortgage " till 1855	7	1867		95
do do do	2d mortgage	7	1868		95
Cincinnati, New Castle and Michigan	1st mortgage, real estate, convertible	10	5 & 10 y's		100
Cincinnati Western	1st " " " "	10	5 & 10 y's		98
Cincinnati, Wilmington and Zanesville	1st "	7	1862		95
Cincinnati, Indianapolis and Chicago					
Columbus and Lake Erie					
Columbus, Piqua and Indiana	1st mortgage, convertible	7	1862		86
Do do do	2d "		1852		83
Columbus and Xenia	1st mortgage, convertible	7	1859		120
Covington and Lexington	2d " till 1862	7	1883		85
Do do	1st " not "	6	1862		85
Dayton and Michigan	1st " "	7	1867		97
Dayton and Western	1st " "	7	1862		86
Dayton, Xenia and Belpro	1st "	10	1864		95
Eaton and Hamilton	1st mortgage	7	1862		87
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.	7	1862		96
Evansville and Illinois	1st Mortgage, convertible 1857	7	1862		87
Frankfort and Lexington	1st " "	6			
Franklin and Warren					
Galena and Chicago Union	Pledge of 2d section, convertible	10	1853-6		130
Do do do	1st mort., 2d " not convertible	7	1862		95
Illinois Central	1st mortgage, not convertible	6	1875		71
Illinois and Wisconsin		10			
Iodiana Central	1st mortgage, convertible	7	1866		
Do do	" "	10	1857		
Indianapolis and Bellefontaine	1st " "	7	1860-1		96
Indianapolis and Lafayette	" "	7	1861		100
Jeffersonville	1st " not "	7	1861		87
Junction (Ohio)	1st " "	7	1867		90
Do do	2d " "	7			90
Lawrenceburg and Upper Mississippi	1st mortgnge, convertible	7	1866		95
Lexington and Big Sandy					
Little Miami	1st mortgage, not convertible	6	1863		94
Do	" " till 1855	7	1861		
Louisville and Nashville					
Lyons', Iowa, Central	1st mortgage, convertible	7	1873		
Mad River and Lake Erie	1st mortgage, convertible till 1855	7	1855-6		100
Do do	2d " "	7	1866		75
Do do	Dividend	7	1860		83
Madison and Indianapolis	1st mortgage, convertible after 1853	6	1861		
Marietta and Cincinnati }	1st "	7	1868		95
Do Do. } united	2d "				87½
Hillsborongb and Cincinnati }	1st "				95
Maysville and Big Sandy					
Maysville and Lexington	1st mortgage, convertible	6	1873		
Memphis and Charleston					
Michigan Central	No mortgage, convertible	8	1860		104
Do do	" "	8	1855-6		102
Do do	" not "	8	1857-8		101
Michigan Southern	1st " "	7	1860		98
Milwaukie and Mississippi	1st " " 1857	8	1862		100
Mobile and Ohio	1st mortgage 6s. 1884				
Nashville and Chattanooga					93
New Albany and Salem	mortgage on 1st section	10	1858-62		102
Do do	1st " on other sections, convert.	8	1864-75		92
New Castle and Richmond	1st " convertible	6	1873		90
New Orleans and Ohio, Ky	Guar. of McCracken Co				
New York and Erie	1st mortgage, not convertible	7	1867		
Do do	2d " convertible	7	1859		
Do do	Income, not convertible	7	1855		
Northern Cross, Ill	1st mort. conv	8	1873		93
Northern Indiana	1st mortgage, not convertible	7	1861		96
Do do	1st mortgage Goshen line				87½
Do do	Construction Bonds				
Ohio Central	1st mortgage, convertible	7	1861-69		
Do	2d " not convertible	7	1865		80
Ohio and Indiana	1st " "	7	1867		101
Ohio and Pennsylvania	" "	7	1865-6		103
Do do	Income. No mortgage, convertible	7	1872		97
Pacific, Mo					
Panama	1st mortgage, convertible	7	1866		90
Parkersburgh (or Northwestern Va.)	" Guar. City of Baltimore	7	1873		96
Pennsylvania	1st mortgage, convertible till 1860	6	1880		97
Peru and Indianapolis	1st " convertible	7			83
Rock River Valley Union	1st " convertible	7	1872		100
Sandusky and Mansfield	1st "	7	1860		84
Do do	2d "	10	1853-7		104
Scioto and Hocking Valley	1st " conv. coupons	7	1861		90
Southwestern, Tennessee					
Springfield and Columbus					
Steubenville and Indiana	1st mortgage, convertible	7	1865		85
Terre Haute and Alton	1st " convertible		1862-72		92
Do do	2d " do	8	1865		87
Terre Haute and Richmond	1st mortgage, convertible	6	1866		103
Toledo, Norwalk and Cleveland	1st "	7	1863		90
Do do do	2d "				95
Do do do	" Goar of C. C. & C.		1883		95

TABLES OF RAILROAD SHARES.

☞ The following quotations are not PER SHARE, but upon the HUNDRED DOLLARS.

	sbares.	off'd.	ask'd.
Baltimore and Ohio	100	55	
Bellefontaine and Delaware	50	50	
Bellefontaine and Indiana	50	65	
Belleville and Illinoistown			
Buffalo and Pennsylvania State Line			125
Central Military Tract			
Central Ohio	50		90
Chicago and Rock Island			80
Chicago & Miss., (Alton & Springf'd,)			
Cincinnati, Cambridge and Chicago			20
Ciucinnati and Fort Wayne			
Cincinnati Hamilton and Dayton	100		90
Cincinnati, Indianapolis and Chicago			
Cincinnati, Logansport and Chicago	50		90
Cincinnati Western	50		35
Cin. Wilmington and Zanesville	50		60
Cleveland, Columbus and Cin	100		105
Cleveland, Medina and Tuscarawas			
Cleveland, Painesville and Ashtabula	100		105
Cleveland and Pittsburgh	50		65
Cleveland and Mahoning			
Cleveland and Toledo	50		70
Cleveland, Zanesville, and Cincinnati			
Clinton Line			
Columbus and Lake Erio	50		70
Columbus, Piqua and Indiana	50		65
Columbus and Xenia	50		95
Covington and Lexington	50		60
Covington and Ohio, Va			
Dayton and Michigan	50		50
Dayton and Western	50		50
Dayton Short Line	50		
Dayton, Xenia and Belpre			
Detroit and Pontiac			
Eaton and Hamilton	25		55
Eaton and Piqua			
Erie and Northeast			112
Erie and Kalamazoo			100
Evansville and Crawfordsville			
Fort Wayne and Mississippi	50		
Fort Wayne and Southern	25		50
Franklin and Warren			
Galena and Chicago Union	100		100
Greenville and Miami	50		60
Hannibal and St. Joseph			
Hudson River			46
Henderson and Nashville			
Hillsboro' and Cincinnati	50		55
Illinois Central 10 per cent	100		10
Illinois and Wisconsin			
Indiana Central	50		65
Do do 10 per cent	50		70
Indianapolis and Bellefontaine	25		65
Indianapolis and Cincinnati	50		60
Indianapolis and Lafayette	50		80
Jeffersonville and Indianapolis	50		78
Junction (Ohio)	50		95
La Crosse and Milwaukie	100		
Lake Erie, Wabash and St. Louis			
Lawrenceburg and Upper Mississippi	50		60
Lexington and Frankfort			
Lexington and Danville			
Little Miami	50		100
Logansport and Pacific			
Logansport and Marion			
Louisville and Frankfort	50		70
Louisville and Nashville	100		
Macon, Georgia	10		100
Mad River and Lake Erie	50		70
Madison and Indianapolis	50		—
Madison, Indianapolis and Peru	50		
Marietta and Cincinnati	50		50
Marion and Mississinewa Valley			
Maysville and Lexington	50		
Maysville and Big Sandy			
Memphis and Charleston			
Michigan Central			100
Michigan Southern			90
Milwaukie and Mississippi			82
Mobile and Ohio			
Nashville and Chattanooga			
New Albany and Salem	50		50
New Orleans and Ohio			
New York Central			100
New York and Erie	100		50
Northern Indiana			95
Ohio and Indiana			80
Ohio and Mississippi	50		70
Ohio and Pennsylvania	50		85
Ohio River and Wabash			
Owl Creek Valley			
Pacific, Mo			
Panama			92
Parkersburg, or Northwestern Va			
Pennsylvania	50		91
Peru and Indianapolis	25		50
Sandusky and Mansfield	50		60
Sandusky, Mansfield, and Newark	50		
Sangamon & Morgan, or Great West'n,			
Scioto and Hocking Valley	50		60
Southwestern Indiana			
Southwestern, Tenn			
Springfilled Mt. Vernon and Pittsb'gh	50		60
Springfield and Columbus			
Stenbenville and Indiana			
Terre Haute and Alton			
Terre Haute and Richmond			102
Toledo and Illinois			
Toledo, Norwalk and Cleveland	50		90

STOCK TABLE.

CORRECTED WEEKLY.

Government Securities.

	INT.	DUE.	OFF'D.	ASK'D.
U. S. Loan	6	1856		105
Do	6	1862		114
Do	6	1867		118
Do	6	1868		118
Do (int. ceased July 1).	5	1853		102
Do Coupons		1862		118
Do "	6	1867		118
Do "		1853		101

State.

Alabama	5	....		95
Do	6	....		104
Arkansas	6	....		100
Georgia	6	....		
Do	7	....		
Illinois Canal Bonds		1860		98
Do do registered		1860		110½
Do do		1847		95
Do do registered		1847		96
Do do Internal Impt.	6	1847		83
Do Interest do	6	....		62
Indiana	5	....		80
Do	2¼	....		60
Do Canal Loan	6	....		94
Do do preferred	5	....		55
Do do deferred	5	....		22
Do special preferred	5	....		25
Do do deferred.	5	....		11
Kentucky, 30 years	6	1871		105
Do 15 years	6	....		108
Do large bonds	6	1869-72		105
Do	5	....		93½
Michigan	6	....		105
Ohio	6	1856		107
Do	6	1860		103¾
Do	6	1870		112
Do	6	1875		110
Do	5	1855		105
Do	5	1864		106
Pennsylvania	6	....		105
Do	5	1870		87
Tennessee, new loan	6	1890		101
Do Coupons	5	....		85
Virginia Coupons	6	1886		90¼

City Securities.

Albany	6	1867-9		107
Allegheny	6	1873		76
Baltimore	6	1870-90		101
Do	5	1865		89
Boston Bonds	4½	1860		102
Chicago	6	1876-7		95
Covington	6	1881		95
Cincinnati	6	1860		100
Do	6	1897		100
Do	5	1884		87
Do W. W	6	1865		103
Jeffersonville, Indiana	7	1872-82		88
Lawrenceburgh, Ia	7	....		90
Louisville	6	1880		85
Memphis	6	1882		92
New York	7	1857		103
Do	5	1858-60		99
Do	5	1870-5		103
Do	5	1890		104
Philadelphia	6	1876-90		91
Pittsburgh	6	1869-71		83
Do coupons	6	1883		83
Richmond	6	1882		94
St. Louis	6	1870		90
Wheeling	6	1872		106

County Bonds.

Bourbon, Ky	6	1881		80
Darke, O	7	....		95
Fairfield, O	7	1862		92
Fayette, Ky	6	1881-2		80
Guernsey, O	7	1862		99
Mason, Ky	6	1881		78
McCraken co. Ky., endorsed by New Orleans and Ohio R.R.				80
St. Louis	6	1866		85
Do	7	1871		108

Banks.

OHIO.

Ohio Life Insurance and Trust Co				95
Lafayette, Ciucinnati, (closing)				115
Franklin do				
Commercial do				
Mech. & Traders do				
State Branches				

KENTUCKY.

Bank of Kentucky and Branches				103
Northern, and Branches				110
Southern, and Branches				106
Bank of Louisvillo				112
Kentucky Trust Co				100
Farmers' Bank of Kentucky				110
Nowport Safety Fund Bank				100
Commercial Bank of Kentucky				

INDIANA.

State Bank and Branches				

TENNESSEE.

Stato Bank and Branches				
Union				100
Planters'				100

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g.
On New York	Sight	¾	1 prem.
Boston	Sight	¾	1 prem.
Philadelphia	Sight.		1 prem.
Baltimore	Sight	¾	1 prem.
New Orleans	Sight.		prem.
England		110½	112½.

SPECIE.

GOLD.

California, ₱ oz	$17 50	@	$17 65
Spanish Doubloons	16 50	@	16 60
Patriot Doubloons	15 60	@	15 80
Sovereigns	4 85	@	4 88
Guineas	5 00	@	5 00
American, new	1 00½	@	1 01
American, old	1 04	@	1 06
Portuguese	1 00	@	1 01

SILVER.

American Dollars	1 02	@	1 04
American, halves	1 02	@	1 04
Spanish Dollars	1 05	@	1 07
Spanish Quarters	1 02	@	1 03
Mexican Dollars	1 03	@	1 04
Five Franc pieces	95	@	96

LAND WARRANTS.

	Off'd.	Ask'd
160 acre warrants	$180	$189
80 acre warrants	90	94
40 acrew arrants	45½	47

Monetary and Commercial.

The past week has been noted for the continuance of excitement in financial matters. The developments noticed in our last have been the all-absorbing subjects of thought and action in the community. Financial operations, in consequence, are unsettled, and the usual procedures of business disturbed. The houses of Ellis & Sturges and T. S. Goodman & Co., having both assigned to V. Worthington, Esq., it became a matter of serious discussion among the creditors, and meetings were held, at which it was determined to ask these firms to assume the management of the husiuess for themselves; not from distrust in Mr. Worthington, hut from a settled confidence in the parties, and a helief that an earlier settlement could be obtained. The Citizens' Bank are giving general satisfaction in the course which they pursue. They are receiving checks on themselves in payment of notes which they bold. Another gratifying feature in connection with this institution, is that a placard was posted on one of the windows of the bank, stating that widows having deposits in the bank, would be paid on application at the office of an eminent lawyer. This was promptly responded to, and a number of deposits of this kind were paid.

We regret to be compelled to chrouicle, in addition to our previous misfortunes, the suspension of the firm of Geo. Milne & Co., on Tuesday. This firm is an old and respected one; and, having doue a business intermediate between the too cautious and the extended, it was supposed that they could safely weather the storm. The result shows, that amid general panic, uothing is safe hut the excess of caution.

The published statements of the suspended institutions so far restored a rigbt tone of feeling among those best acquainted in financial matters, that certified checks were sought after, and some private transactions in stocks were effected on this basis.

On Wednesday morning, the Mechanics' and Traders' Branch of the Stato Bank, closed their doors. Nothing as yet is definitely known of its condition. However, whatever may be the fate of depositors, no sacrifice should he made on the bills of this or on the Obio State Stock Banks that have suspended. The following letter, from the State Treasurer, is sufficient guarantee for this:

TREASURY OFFICE, Ohio,
Columbus, Nov. 11, 1854.

W. W. CONES, Esq.—Sir: In answer to your inquiry, I reply that the Notes of the Miami Valley Bank, Savings Bank of Cincinnati, Canal Bank of Cleveland, City Bank of Columbus, and all other Ohio Stock Banks, will be received for Taxes, and all other public dues, at this office, as heretofore. These notes are abundantly secured hy the pledge of Ohio and United States Stocks, in the offices of the Auditor and Treasurer of State; which Stocks are still commanding a premium in New York. No hillholder need necessarily lose anything hy Ohio Stock paper.

Very respectfully, yours, &c.,
J. G. BRESLIN,
Treasurer of State.

In general business, but little is doing; and in the transactions in produce, etc., that have been effected, parties seem rather willing to have the obligations of substantial houses than Bank notes. This is also the case with many who have had small deposits in the banks; so that some capital is thus thrown into business channels which must soon produce a sensible effect.

We have no heavy failures to note; a state of affairs more and more gratifying as the startling events already noted develope themselves.

STOCKS.

In view of the extreme confusion aud disturbance of every financial interest, we have deemed it prudent to suspend for a time the publication of Stock sales. Many transactions bave been made by parties who had engagements of the most pressing nature, and were compelled to sell at rates not equal to one-half the intrinsic value of the Stock. Again, parties who have borrowed on Stock security, freqnently buy in their Stocks at fictitious rates; so that quotations, differing widely, may find their way into the report of the transactions of the same week, each as remote as possible from the true value of the script.

OUR TABLE.

We correct our table of values according to the best information we can obtain, from sourceshere and at the East; but it may be regarded as an invariable rule, that the price that can be obtained is measured almost entirely hy the necessities of the parties who offer. We would not recommend operations based npon any quotations at the present time.

At the East we have advices of but little change. The pressnre continues. and money rates are firm. The banks discount but sparingly, and would much rather contract than increase. The stock of specie does not increase, and so long as this continues, it is not likely that they will discount any more freely than they do now. With regard to the specie drain, which it is hoped will soou he over, the New York Economist says: "The balance will soon bo in favor of New York, with the increase of cotton bills, so far as to check specie shipments, which are already less than at a corresponding period last year."

We notice in the reported failures of our bankinghouses in the New York journals, repeated mention of J. R. Morton & Co., of Cincinnati. This report undoubtedly arose from the circumstance that on the day of the suspension of Ellis & Sturges, and others, this firm, like some others, kept their house open, hnt did no business. However, they are doing their regular business, as usual; and we have had uo intimation of a suspension, or a near approach to it.

Our advices with regard tc Stocks continne to represent the market as dull, and the tendency downwards. With regard to this, the Economist says: "It is not to he wondered at, however, that the rates are lower, when we reflect upon the great depreciation in all property, and the loss of crops, which not only to some exteut prevents former investments, but compels some of them to sell stocks." Lower prices, under these circumstances, may ohtain for a time; but they are no evidence of diminution in the intrinsic value of the stock.

We quote from the sales of A. H. NICOLAY—

$14,000 Illinois and Wis. R. R., 1st mort., '73 (and int.)		25 60
374	Shares Illinois & Wis. R. R.	10 00
30	" New Haven & Northampton	40 00
20	" Metropolitan Bank	101 50
10	" Bank of North America	97 00

We select the following from the sales at the New York Stock Board of Nov. 9:

1000	Indiana 5's	82 00
2060	Kentucky 6's	103 00
7000	Virginia 6's	91 00
5500	Ill. Cen. R. R. Bonds	65 37½
5000	New York Cen. R. R. Bonds	84 00
50	Cleveland & Toledo R. R.	58 00
100	Erie R. R.	41 25

TERRE HAUTE & VINCENNES RAILROAD.—We understand the railroad is progressing finely between this place and Vincennes. It is said that passenger cars will soon be placed on both ends of the road—running from Terre Haute to Sullivan, and from Vincennes to Carsile—leaving the distance between Sullivan and Carlsile to be run by a hack.—*Terre Haute Courier.*

RAILROAD EARNINGS.

GREAT WESTERN RAILWAY.

AUDIT OFFICE,
Hamilton, Oct. 28, 1854.

Amount of traffic on the Great Western Railway, for the week ending October 27, 1854:—

Passengers	£7,764 16 0
Freight	2,017 15 9
Sundries	398 15 9¼
Total for the week	£10,181 7 6¼
Amount of previous receipts	79.412 7 11¼
Total receipts since 1st August.	£89.593 15 6
No. of passengers for week	13,477¼
No. of passengers previously	130,050
Total No. of passengers since 1st August	143,527½
No. of miles open	241

—*Montreal Pilot, Nov.* 3.

☞ The earnings of the Cleveland and Pittsburg railroad for October, 1854, are as follows:

For passengers	$24,302 82
Freight, Mails, &c.	29,846 55
	$54,149 37
Receipts for October, 1853:	
Passengers	$22,147 99
Freight, &c.	22,175 30
	$44,323 38
Increase	$9,825 99

—*Cleveland Herald.*

M. I. & P. RAILROAD.—The old Madison road, whose business has been depressed for some months back, is again reviving, and promise as fair show of receipts for the future. The earnings for the last two months have been as follows:

For September	$22,810 00
For October	23,108 95
	$45,918 95

These are the receipts of the Madison road alone, since the injunction which separated it from the Peru road.—*Indianapolis Journal, Nov.* 8.

OHIO & PENNSYLVANIA RAILWAY.—The receipts for October compare as follows:

Receipts in October, 1854	$142,353 88
Receipts in October, 1853	84,070 60
Increase, 70 per cent	$58,283 28
Receipts in 1854, to October 31	$897,268 80
Receipts in 1853, to October 31	529,793 84
Increase, 69 per cent	$367,474 96

This statement shows the earnings of the road, after deducting the sums paid to other companies. The road has earned in ten months nearly the amount of the estimate of the chief engineer for the whole year. The estimate for October was $95,000 to $100,000.

HUDSON RIVER RAILWAY. — The earnings for October show a small gain, as may be seen by the following comparison;

Earnings, October, 1854	$160,642 18
Earnings, October, 1853	153,258 30
Increase	$7,383 88

MICHIGAN SOUTHERN RAILWAY.—The earnings of this road for October are as follows:

From passengers and mail	$224,185 30
From freight and miscellaneous	62,191 78
Total	$286,377 17
Earnings, October, 1853	223,575 96
Increase	$62,801 21

The earnings of this road for the ten months ending October 31, amounted to $1,778,386 51
For the same period, 1853, they were 1,297,179 11

Increase, in 10 months, over 37 p c. $481,207 10
—*Am. Railway Times.*

EARNINGS OF THE CINCINNATI, HAMILTON & DAYTON R. R.—Through the politeness of the superintendent of this road, we are furnished with the comparative earnings of October this year and last.

October, 1854.

Passengers	$24,060 29
Freight	17,885 65
Express, &c.	1,069 68
Total	$43,615 62

October, 1853.

Passengers	$23,725 13
Freight	13,251 54
Express, &c.	1,109 15
Total	$38,085 82
Increase	$5,529 80

This is an increase of 14½ per cent. over the earnings during the corresponding month of last year.

NEW YORK AND NEW HAVEN RAILWAY.—At a meeting of the Stockholders in the New York & New Haven railway company, held at New Haven yesterday, Nov. 8th, it was resolved to repudiate the fraudulent Schuyler stock, and to employ counsel to contest the matter in the courts. A saucy resolution was also passed, inviting the present directors to *resign* their places. It is a hint that most men would "take."—*Hartford Times, Nov.* 11.

MIDDLESEX AND HARTFORD RAILROAD. — The survey of the Middlesex and Hartford railroad has been commenced. The Saybrook Mirror urges the farmers, mechanics, and others interested, "to take hold," and by liberal subscriptions, to put this road through. The route from Old Saybrook to Hartford, on the banks of the Connecticut, through its valley, is a very favorable one; and the road could, if those interested would take hold of it, be speedily put through.—*Hartford Times, Nov.* 11.

GAS.

AUBIN'S PATENT.—We are agents for this new and improved furnace, and having had one in operation at our office for several months past, can confidently recommend it as being simple in its operation, occupying little room and furnishing a pure and beautiful burning gas. From the peculiar arrangement of the retort it is not liable to *burn out*, thus saving a great part of the expensive repairs of other furnaces. We are prepared to erect these furnaces at our own risk and warrant them to produce good gas.

T. WRIGHTSON & CO.,
167 Walnut-st., Cin'ti.

REMOVAL.

The Office of the RAILROAD RECORD has been removed to No. **106** West Fourth St., north side, between Vine and Race streets, in the building occupied by the Cincinnati & Cleveland Short Line, the Cincinnati, Lebanon and Xenia, and the Cincinnati & Dayton Short Line Railroad Companies.

The location is in the very center of Railroad business, and but few steps from the Burnet House. Full files of railroad reports, maps, newspapers and other documents can always be found at this office, and it will afford us great pleasure to give any information, and answer any queries on railroad matters, when in our power. We cordially invite railroad men from the country, when visiting our city, to honor us with a call, and avail themselves of the facilities of our office.

TO RAILROADS AND CONTRACTORS.

HORSE POWERS.—The undersigned being agents for the sale of R. H. Pease formerly Emery & Co.'s Horse Powers, are prepared to furnish them to order. They occupy little room and do their work effectually. T. WRIGHTSON & CO.

NOTICE TO CONTRACTORS.

PROPOSALS will be received until the 11th day of December next, for the graduation and masonry of fifty miles of the Third Division of the Pacific Railroad (Kansas route) of Missouri, extending from California, Moniteau county, to Georgetown, Pettis county. The work will be divided into sections of about one mile each.

Plans, profiles, and specifications can be seen at the office of the subscribers in St. Louis, and also at the Engineer's office in Jefferson City, on and after the 20th day of November, where all information relative to the work can be obtained.

KIRKWOOD, PORTER & CO.
Nov. 9, 1854. 3t

THOS. M CASH,
PHILADELPHIA RAILWAY AGENCY.

For the purchase of all articles required by Railway Companies, On Commission.

Office, No. 80, South Fourth-street, near Walnut,
PHILADELPHIA.

REFERENCES

Richard Norris & Son, Locomotive Builders, Philad'a.
Wm. D. Lewis, Esq. Pres't Catawissa R. R. Co. "
Charles H. Fisher, Esq., "
Jno. Caldwell, Esq., Pres't S.C. R.R.Co. Charleston, S.C.
J. Pinckney Huger, Esq., Pres't. N. E. R.R.Co. "

Oct. 13-tf.

New Works on Civil Engineering.

THE Field Practice of Laying out Circular Curves for Railroads. By John C. Trautwine, Civil Engineer.—4th Thousand, in pocket-book form with tucks.

—ALSO—

A New Method of Calculating the Cubic Contents of Excavations and Embankments, by the aid of Tables and 10 Engraved Plates of Diagrams. By John C. Trautwine, C. E.; 2d edition.

Price, one dollar each. Postage on the Curves, five cents; on the Excavations and Embankments, eight cents. For sale by WILLIAM HAMILTON.
Hall of the Franklin Institute.
Sept. 21-3* Philadelphia, Pa.

ENGINEERING!!

The undersigned is prepared to furnish
SPECIFICATIONS, ESTIMATES, AND PLANS,
In general or detail of all kinds of
Steam Vessels, Engines, Boilers, Mill Work, &c
Particular attention given to the superintending of
LOCOMOTIVES, TENDERS, CARS,
And Railway Machinery of every Description,
While under construction.

AGENT FOR THE PURCHASE of, on commission, all articles required for Railroads, Steam Vessels, Locomotives, Engines, Boilers, Machinery, &c.
General Agent for
ASHCROFT'S STEAM GAUGE, ALLEN AND NOYES' METALIC SELF ADJUSTING CONICAL PACKING, DUDGEON'S HYDRAULIC JACK.

Also, for Water Gauges, Indicators, Steam Whistles, &c., &c. CHAS. W. COPELAND,
Consulting Engineer,
c5-tf 64 Broadway, N. Y.

RAILROAD MAP.

WE have now ready A RAILROAD MAP OF THE WEST, containing ALL THE RAILROADS constructing, completed, or proposed in the States of Ohio, Indiana, Illinois, and Kentucky, and portions of Wisconsin, Michigan Pennsylvania, Virginia, Tennessee and Canada, showing the termini, points upon the lines, connections, &c. of each line, all laid down accurately, by a competent hand.

The size of the sheet is 24 by 38 inches, and can be sent by mail.

Price—plain	40 cents.
Colored in outlines	50 cents.
Full colored	75 cents.

Liberal discounts will be paid to those wishing them in quantities.

Railroad companies desiring a map to illustrate their road cannot find one offering greater inducements as to correctness, &c., or on better terms; as any line can be made prominent, with its connections, &c.

All orders addressed to U. P. JAMES will secure prompt attention



(On Baltimore & Ohio Railroad, midway between Baltimore and the Ohio River.)

MANUFACTURERS of *Engine Lathes, Planing Machines, Drill Presses, Hand Lathes, and other Machinists Tools.* These tools are built in a superior manner, from the very best materials, and are particularly adapted for railroad shops and all others repairing first rate machinery. Our location is very advantageous for shipping work to the West or South. Orders and communications receive prompt attention. Address
nov9-6m. SHRIVER & BROTHERS, *Fulton Works, Cumberland, Maryland.*

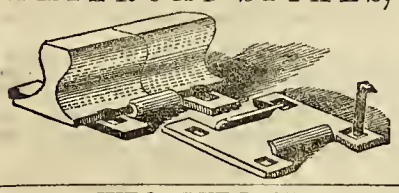
Notice.

THE copartnership heretofore existing between tho undersigned, under the firm of Smith & Tyson, is this day dissolved by mutual consent. Either partner is authorized to settle tho business of the concern.
J. HOPKINSON SMITH,
RICHARD W. TYSON,
Baltimore, July 1, '54. No. 25 South Charles st.

Notice of Copartnership.

THE undersigned have this day formed a copartnership, under the firm of J. Hopkinson Smith, in which Richard W. Tyson is a special partner, and J. Hopkinson Smith is the general partner.
J. HOPKINSON SMITH,
RICHARD W. TYSON.
Baltimore, July 1, 1854. [aug. '54-3*

RAILROAD SPIKES,



WROUGHT IRON

Chairs and Fastenings.

THE undersigned will continue to manufacture with increased facilities, HOOK & FLATHEAD R. R. SPIKES, of all Patterns, WROUGHT and CAST CHAIRS, and FASTENINGS, BOILER RIVETS, BOLTS, SHIP and BOAT SPIKES, &c.. &c.
The best quality of refined iron is used, and all orders filled with despatch. J. HOPKINSON SMITH,
No. 25, South Charles st.
☞ Please direct the name in full.
Baltimore, August 31-†

ADRIAN H. MULLER & CO.

AUCTIONEERS

Of the City of New York.

Hold their regular Auction Sales of Stocks, Bonds and other Securities every Wednesday at 12½ o'clock, at the Merchants' Exchange. They would respectfully tender their services in the negotiation of the same, either at private or public sale.
Office, No. 2, Pine Street, corner of Broadway, Metropolitan Bank Building.

REFERENCES BY PERMISSION:
Moses Taylor, Esq.; W. W. DeForest, Esq.; Geo. S. Robins, Esq.; Dow D. Williamson, Esq., Pres. Farmers' Loan and Trust Co.; Wm. F. Havemeyer, Esq., Pres. Bank North America; Edward Whitehouse, Esq.; Messrs. Camman & Co.; Messrs. Carpenter & Vermilye; Messrs. Fisher, Denny & Co.; Messrs. Wm. & Jno. O'Brien; Messrs. Weck, & Co. mh96*

NUGENT'S COLLEGE
OF
ENGINEERS & MECHANICS,
PUBLIC SQUARE, CLEVELAND, OHIO;
C. NUGENT, C. E., Principal.

THE design of this Institution is to afford young men an opportunity of acquiring a knowledge of the profession of Civil Engineering, and to Mechanics and Tradesmen a sound theoretical and practical knowledge of Mathematics, Architectural and Mechanical Drafting, Plain and Ornamental Penmanship, &c. For further particulars address the Principal. au.10.

ISAAC OSBORN DAVIS,
AUCTIONEER.
No. 38 West Third Street,
CINCINNATI, OHIO.

THE subscriber is prepared to make contracts to sell at auction any class of property that may offer on reasonable terms. ISAAC OSBORN DAVIS.

FOR SALE.—At the financial Agency and Stock Exchange, No. 38 Third street, the following Stocks and Bonds, viz,
$6,000 2d mortgage 7 per cent. Bonds Ohio and Mississippi Railroad Company
$6,000 1st mortgage 6 per cent. Bonds Covington and Lexington Railroad Company
$17,000 convertible 6 per cent. Bonds Covington and Lexington Railroad Company, redeemable Sept. 1st. 1872. guaranteed by the city of Covington
$5,000 first mortgage Bonds Little Miami Railroad Company
$10,000 1st mortgage 7 per cent. Bonds Columbus, Piqua and Indiana Railroad Company
$5,000 1st mortgage Bonds Cincinnati, Wilmington and Zanesville Railroad Company
$12,000 Bonds Springfield, Mt. Vernon and Pittsburgh Railroad Company
$20,000 second mortgage Bonds Maysville and Lexington Railroad Company
$10,000 1st mortgage 7 per cent. Bonds Scioto and Hocking Valley Railroad Company
$12,000 1st mortgage 10 per cent. Bonds Dayton, Xenia and Belpre Railroad Company.

RAILROAD STOCKS-

100 Shares Little Miami Railroad Stock; shares $50.
85 Shares Cincinnati, Hamilton and Dayton Railroad Stock; shares $100.
70 Shares Covington and Lexington Railroad Stock. shares $50.
80 Shares Ohio and Mississippi Railroad Stock; shares $50
17 shares Little Miami Railroad Stock, Shares $50.
150 Shares Cincinnati and Chicago Railroad Stock; shares $50.
25 Shares Ohio and Mississippi Railroad Stock; shares $50.
18 shares Eaton and Hamilton Railroad Stock; shares $25.
175 shares Cincinnati, Wilmington and Zanesville Railroad Stock; shares $50.
20 Shares Cincinnati and Indianapolis Railroad Stock; shares $50
50 shares Fort Wayne and Southern Railroad Stock; shares $50.
50 Shares New Albany and Salem Railroad Stock; shares $50.
40 shares Eaton and Hamilton Railroad Stock; shares $25
30 shares Southern Bank of Kentucky Stock; shares $100.
15 shares Kentucky Trust Co. Bank Stock; shares $100.
oct 12-tf ISAAC OSBORN DAVIS.

STEREOTYPE FOUNDRY,
AND AGENCY OF
L. JOHNSON & Co.'s TYPE FOUNDRY.

C. F. O'DRISCOLL, (Successor to A. C. JAMES,) is prepared to execute in the best manner all kinds of
STEREOTYPING,
including Books, Pamphlets, Music, and Jobs of every description. He will keep on hand an assortment of
Card and Job Type, Cuts, Rules, &c. &c.
from the foundry of L. JOHNSON & CO., of Philadelphia, and will furnish to order PRINTING MATERIALS OF EVERY KIND,
AT THE FOUNDRY PRICES.
C. F. O'DRISCOLL,
No. 167 Walnut Street,
Cincinnati, O

CHARLES FRODSHAM'S
IMPROVED WATCHES!
BEGGS & SMITH,
JEWELERS,
No. 6 West Fourth St.,
Adjoining the First Presbyterian Church,
CINCINNATI, O.,

HAVE received from Mr. Simon Willard, Boston, Agent for the United States, the sole and exclusive agency for the sale of CHARLES FRODSHAM'S NEW SERIES OF IMPROVED CHRONOMETER WATCHES, in the states of Ohio, Indiana, Illinois, Michigan, Iowa, Wisconsin, Missouri, Kentucky and Tennessee.
In the Watches of the New Series, Mr. FRODSHAM has succeeded by a more perfect method of compensation, a more correct adjustment in isochronism, and an entirely new and peculiar construction of the train, by which more power is obtained without increase of size, in producing timekeepers of wonderful and unrivalled accuracy. The great importance of the improved watches is a perfect regularity of time under every variety of climate, motion and position. So perfect are the adjustments, that the most violent exercise, such as horseback riding, jumping, etc., produces on them no sensible effect They are therefore, particularly adapted to Railroad purposes.
Liberty is given to refer to the following gentlemen, who, among many others, have proved the excellence of Charles Frodsham's Watches as timekeepers:

Gen. John S. Tyler,	.....	Massachusetts.
John E. Thayer, Esq.	.....	"
Enoch Train	.....	"
E. C. Bates,	.....	"
F. W. Thayer,	.....	"
Wm. Whiting,	.....	"
Geo. M. Thacher,	.....	"
David Dyer,	.....	"
Alvin Adams,	.....	"
Billings Briggs,	.....	"
David Weld,	.....	"
Hon. Ebenezer Lane,	.....	Sandusky.
E. F. Osborne, Esq.	.....	Ohio.

The Prices of the New Series Gold Cases, are According to Size, viz:

SIZE 12	
" 14	$230
" 16	
" 18	250
" 20	275
" 22	300

Recommendations:

Boston, Sept. 3, 1853.
The Compensated Lever Watch I purchased of you, made by Charles Frodsham, London, No. 7300, has varied but thirty seconds from mean time in six months, by actual daily comparison with your regulator.
Yours, &c., ALVIN ADAMS.
Mr. Simon Willard.

Boston, Feb. 4, 1854.
Mr. S. Willard Dear Sir—The Frodsham watch, No. 7557, I purchased of you last October, has performed wonderfully well. I have compared it almost daily by your Astronomical clock, and its variations for ninety days is but one second, or a loss of but one-hundredth of a second per day. I consider it better than any Marine Chronometer I ever used.
Yours truly,
FISHER A. NEWELL,
Late master of Scb., Honoluln.

Sandusky, Ohio. Jan. 1, 1854.
Mr. S. Willard, Dear Sir—More than six months ago I purchased of you two of Frodsham's best watches—up to this time, one of them, No. 7571, has altered from mean time but twenty-seven seconds, and the other, No. 7517, but twenty-three seconds in the same period.
Yours, respectfully.
E. F. OSBORNE.
To Mr. Simon Willard.

Gentlemen—On the 1st of April last I procured from Mr Willard, of Boston, one of Frodsham's improved series of watches. It was regulated and set to Cincinnati time. It has not, in that period, been suffered to run down, nor have the hands been moved, and to day it is 20 seconds only slow. Respectfully yours,
HENRY O. AMES,
Sup,t Cin. Ham. & Dayton Railroad.
August 18, 1854.

To Messrs. Beggs & Smith.
The following is an extract from a letter of William Brown, Esq., Springfield, Ohio, engineer on the M. R. & L. E. R. R., who has personally kept the rate of several of Frodsham's watches.
"Finally from what I have known of Frodsham's watches, I am very strongly impressed with the idea, that they are a decided improvement on all other timekeepers, and were they set in gimballs and used with the same care, I think their performance would equal that of Mr. Frodsham's celebrated box chronometer, and would answer the same purpose for determining longitudes."
Sept. 21-6*

Railroad Car Findings.

BRIDGES & BROTHER,

64 Courtlandt Street, New York.

Wheels & Axles, Jaws, Boxes, and Castings Fitted

Wrought Nuts, Bolts, & Washers,

Engine and Car Screw Bolts, all sizes; Coach Lag and Telegraph Screws,

LOCOMOTIVE ENGINE LANTERNS,

From the best Manufacturers, and at their prices. Car Hand, and Signal Lanterns.

Cotton Duck for Car Covering,

Of any required width to 124 inches.

ENAMELLED HEAD LININGS,

Plush and Curled Hair.

Hand Cars and Baggage Barrows. Passenger, Freight-Car, and Switch Locks, Door Knobs and Butts. Brass and Iron Wood Screws. Brass and Silver Plated Trimmings for Windows and Seats. Varnish. Coach Japan, and Glue: Paints, Varnish and Glue Brushes.

Silver Plated and White Metal Letters. Engine and Signal Bells, anti-friction or Babbitt Metal.

Portable Forges and Jack Screws.

Hemp Packing, American, Russia, and Italian. Conductors' Badges and Baggage Checks. Iron, Bronzed and Brass Hat Hooks. Ventilators and White Metal Rings. And all other Articles pertaining to Cars.

ALBERT BRIDGES,
Late Davenport & Bridges, Car Manufacturers, Cambridgeport, Mass.

ALFRED BRIDGES,
Late Davenport, Bridges & Co., Fitchburg, Mass.

†oc6

Locomotive Tires and Car Axles.

THE undersigned is prepared to supply Railroad Companies and Builders with Tires and Axles of superior quality and finish, made from faggotted charcoal iron, formed and finished entirely under the hammer. For the character of the manufactore he refers to builders and companies who have used them in the West.

A. S. WINSLOW
mr.24-†] 9 and 11 West Second St., Cincinnati.

O. ESCOL SELLERS.....C. D. DANA.

SELLERS & DANA,

AGENCY FOR THE SALE OF

Railroad Materials and Machinery,

THIRD STREET, (west of Burnet House.)

CINCINNATI, OHIO.

HAVING OPENED a depot for the sale of all articles used by Railroad Companies, we will fill orders promptly at manufacturers' prices, and are now prepared to furnish

Locomotives, Cars, Car-Wheels, and Axles. Ames' Tire and Crank Axles, Chairs and Spikes. Locomotive Head Lights, (of several makers) Car, Conductor's, Signal, Switch, Stoker and other Lanterns. Drawbridge and cross Road signal Lights; Gum Packing and Hose, assorted Car Trimmings, Enameled head and seat Linings, Plated and White Metal Letters.

—ALSO—

Machinists' Tools, particularly adapted to Railroad Work, Mill Work, Shafting and Shop outfits, Punching and Shearing Machines, for Boiler Work; Planers, Lathes, Drills, Portable Forges, etc., etc. Oak-Tanned Belting, of superior quality of all sizes. jy.1†3.

JAMES W. HOOKER,

Commission Merchant,

AGRICULTURAL WAREHOUSE,

—AND—

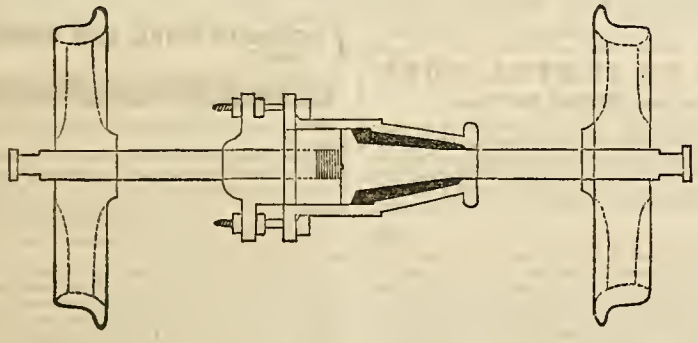
MACHINERY DEPOT,

35 Lloyd Street,

BUFFALO, N. Y.

Commission Dealer in Portable and Stationary Engines Iron Planers, Lathes, Universal Checks, Belting, Oils, Rubber Packing and Hose, Scales, Safes, Mill Stones and Machinery generally. Post Paid Letters will receive prompt attention je. 1-tf.

DENNEY'S DIVIDED CAR AXLE.



PATENTED JANUARY 31ST, 1854.

THE ATTENTION OF RAILROAD COMPANIES is respectfully invited to an examination of the merits of this valuable invention, which offers to add largely to the safety of life and property.

The valuable features of this arrangement of axle are, a saving of full fifty per cent. in motive power on crooked roads: the rails are protected from being destroyed by the flanges of the wheels coming in contact with them on the curves, as is the case with the stiff or rigid axle, which not only destroys the rail but puts a constant strain upon the wheel and axle, causing the wheel on the inner rail to trip or revolve upon the rail under the weight of the car and its load, while the opposite wheel is traversing its greater distance; the tendency of which, is to wear the wheel flat, and cause it, or the axle, to break sooner or later. There is less danger of the car leaving the track from its having become spread.

Axles fitted in this way do not require to be near so large, and yet contain more strength than the common axle, for the reason that the liberty given to the wheels, which allows them to accommodate themselves to the curvatures of the road, removes wholly the strain thrown upon the ordinary axle; and therefore, it requires no more strength of iron at any point between the wheels, than is contained in the bearings, which in the ordinary axle, is not more than one-third of the strength of the other portions of the axle.

The elongated bearing which forms the connection is so proportioned as not to wedge or become tight in the alloy, the wear being almost imperceptible, requiring to be set up not oftener than once in twelve months, by a slight tightning of the screw nuts. If, from long service, the alloy becomes worn out, it can be refilled, making it as perfect as when first filled up, and the gauge of the wheels will never become changed so as to injure the running of the car.

It is after a series of the most careful experiments, conducted through a period of time sufficient to test in the most satisfactory manner, the real merits of divided car axles, and a thorough and practical test in real service of over two years, that we now offer to Railroad Companies one that we are assured will give universal satisfaction in its operations, and both simple and cheap in its construction.

We are now ready to dispose of rights to use the above axle on the following terms: We guarantee full and perfect satisfaction by giving ample time to thoroughly test its merits, and will require no payment to be made until such satisfaction has been given. All applications to be made to

SAMUEL L. DENNEY,
Christiana, Pa.

Or, to **CHRISTIAN UMBLE,**
Gap, Pa.

jy.10†

TYLER DAVIDSON & CO.,

Agents for the

BOSTON BELTING COMPANY

India Rubber Machine Belting in any quantity, from 2 to 20 inches.

India Rubber Steam Packing;

Mixed	do	do	1-32 to ¼ inch thick.
Plain	do	do	1-32 to 1 inch thick.
Pure	do	do	

Pipe and Manhole Rings, all sizes;

Square or Rope Packing, do.

HOSE.

India Rubber, Hydrant, Conducting, Fire Engine, and Locomotive, of all sizes, manufactured from the best of Vulcanized Rubber, and for sale only by the agents.

Car Springs, and all other kinds of Vulcanized India Rubber used for Mechanical and Manufacturing purposes.

The undersigned, having been appointed Agen of the Boston Belting Company, beg leave to advise Dealers and Consumers that they are now prepared to supply the above goods in any quantities, on the most favorable terms. On hand and for sale,

50,000 Feet Vulcanized India Rubber Machine Beltings, from 2 inch to 20 inches, 3 and 4 ply.

TO STEAMBOATS AND RAILROADS.

India Rubber Hose, for Pavements, Streets, Gardens, Locomotives, Engines, etc.

40,000 feet Hose, 3, 4, 5, 6, and 7 plys, suitable for pavements, streets, gardens, locomotives, fire engines, etc., 1 to 3 inch, warranted extra quality. Also,

THE vulcanized India Rubber Break Springs now in use by all the Eastern Railroads, and posessing decided advantage over the Steel Springs now in use, for the following reasons:

1st, They are much easier put on.

2d, They are a great deal cheaper.

3d, They are much more durable than steel, and no time lost in making them, the weather having no effect on them.

ALSO—Large 6 inch hose for water stations. This is a new and important invention. The coldest weather will have no effect on them whatever They are warranted to remain as pliable, in the COLDEST of weather, as they are in 150 Fahrenheit heat.

Armitage Anvils,—10 casks, assorted weights n w in store.

Allen's Revolvers and Self-Cocking Pistols.—Now in store, a large assortment of the above, 3, 4, and 5 inch Revolvers; 3, 4, 5, and 6 inch Pocket Pistols. Also, Dueling Pistols.

Leland's Superior C. S. Car and Auger Bitts.—All sizes.

Brass Kettles, and Sheet Brass, &c.—Brass Kettles, assorted from 6 to 30; Sheet Brass assorted from No. 0 to 30; Brass Wire, do do do.

Star Breast Chains.—Four casks of those superior double-linked Chains, just received.

Walker's Trace Chains.—70 casks of those superior goods, warranted full length and sizes, 8 to 20 links, straight and twisted, now in store.

American Anvils.—Eagle brand, faced with with cast steel, and warranted by the manufacturers equal to Armitage's Mouseholo.

Plated Spoons.—Plain, tipped, and threaded heavy plate, on best quality of German Silver.

Premium Gimlet Screws.—10,000 gross just received.

Mill Saws. Hoe & Co.'s C. S. Wm. Rowland's, and W. H. Rowland's 6, 6½, 7, 7½, and 8 ft

Cross Cut Saws.—Hoe & Co.'s C. S., Jno ckerell's C. S. and G. S., Wm. Rowland's and W. & H. Rowland's 5, 5½, 6, 6½, 7, 7½, and 8 feet Also, 4 and 4½ feet Tennon Saws.

Axes—1000 doz. Axes, assorted Yankee and Kentucky patterns, first, second, and third quality.

Nails.—4000 kegs Shoenberger's and Wheeling Nails, now in store.

For sale by TYLER DAVIDSON & CO.,
mr 3 140 and 142 Main street

The Shortest, Quickest and Best
ROUTE TO LOUISVILLE.

MADISON, INDIANAPOLIS, PERU, TERRE HAUTE, MICHIGAN CITY, CHICAGO, GALENA, ST. LOUIS, AND NEW ORLEANS.

OHIO & MISSISSIPPI RAILROAD,

ON MONDAY, SEPTEMBER 18, AND UNTIL FURther notice, the Passenger Trains will run as follows:

For Louisville and New Albany.

Leave Cincinnati at 7.15 A. M. and 3.15 P. M., connecting with the Jeffersonville Railroad at Saymour, and arrive at Jeffersonville, opposite Louisville, at 1 o'clock P. M., and nt 9 P. M.

Returning—Leave Jeffersoncille at 8.30 A. M., and 3.15 P. M., arrive in Cincinnati at 2.30 P. M., and 9.30 P. M. No delays in connecting with any other Railroad,

Fare $2 50.

For Indianapolis.

Leave Cincinnati at 7.15 A. M., and 3.15 P. M., connecting with the Indianapolis and Cincinnati Railroad at Lawrenceburg, for Indianapolis, and all the principal cities and towns of the North and West.

Returning—These trains arrive in Cincinnati at 4.05 P. M., aud 9.30 P. M.

Fare $3 00.

For Lawrenceburg and Aurora.

Leave Cincinnati at 7.15 A. M., 10 45 A. M., 1.27 P. M., and 5 P. M., stepping at all the regular stations.

Returning—Leave Aurora at 6.50 A. M., 3.15 P. M., 2.55 P. M., and 8.23 P M., stopping at all the regular stations, and arrivo in Cincinnati at 8.10 A. M. 2.30 P. M., 4.05 P. M., and 9.30 P. M..

FREIGHT TRAINS for Jeffersonville and all intermediate stations, leave Cincinnati at 9.30 A. M.

For further information see handbills, or apply at the Ticket Offeo. on Fourth street, north side, four doors from Viuo street, oposite new Custom-house.

S. S. POST.
Chf. Eng'r and Supt.

Passengers, by leaving their address at the Ticket Office, will be called for hy St. Louis aud Cincinnati Omnibus Line.

Omnibuses call at all the principal Hotels, for each train. W. S. BABCOCK, Agent,

Sept 5. St. Louis and Cincinnati Omnibus Liuo.

Cincinnati to Indianapolis.

TO CHICAGO IN 15 HOURS,
TO ROCK ISLAND IN 25 HOURS.
TO ST. LOUIS IN 31 HOURS.

ALL THE WAY BY RAILROAD.

FOR Terre Haute, La Fayette, Michigan City, Chicago, Peru, Galena, Rock Island, and St. Louis.

Passengers will find this the most pleasaut route of any to the West, as it passes through the richest aud most thickly settled portion of the State of Indiana. In taking this route, passengers will reach Terre Haute, Lafayette, Peru, Michigan City, Chicago, Rock Islaud, Galena and St. Louis, as soon as by any other leaving Cincinnati, and with less fatiguo, in consequence of several of the other roads not being fully hallasted.

TO TERRE HAUTE AND LAFAYETTE BY DAYLIGHT, hy way of Hamilton, Eaton and Richmond.

CINCINNATI, LOGANSPORT AND CHICAGO RAILROAD.—Three daily trains, at 6.30 A. M., 8 A. M., and 4 P. M., from Cincinnati, Hamilton and Dayton Railroad Depot.

Passengers leaving Cincinnati on the 6.30 A. M. Lightning Express, reach Indianapolis at 11 A. M., resume at 1.15 P. M. for Terre Haute, and 12 M. for Lafayette, Michigan City, Chicago, Galena, Rock Island and St. Louis, reaching Chicago at 8.30 P. M., in time to conuect with night trains for Galena, Rock Island and St. Louis.

Baggage checked to Indianapolis.

Passeugers leaving Cincinnati at 8 A. M., Richmond Mail Passenger Train reach Richmond at 11.05 A. M., connecting with trains for Hagerstown and New Castle. Returning leavo Richmond at 3.10 P. M., nrriving in Cinninnati at 6 P. M. This train stops at all way and flag stations.

FARE:

From Cincinnati	to	Richmond	$1 75
"	"	New Castle	2 50
"	"	Indianapolis	3 50
"	"	Terre Haute	5 75
"	"	La Fayette	5 50
"	"	Michigan City	7 75
"	"	Chicago	9 00
"	"	Rock Island	14 00
"	"	Galena	14 25
"	"	Saint Louis	15 50

Passengers leaving Cincinnati on 4 P. M. train, sleep at Indianapolis, resume at 6 A. M. for Lafayette, Chicago and Rock Island, and 1.15 P. M. for Terre Haute.

For information and through tickets, please apply at the General Railroad Ticket Office, No. 169 Walnut st., noxt door helow the Gibson House, or to W. A. Latham, at the Cincinnati, Hamilton and Dayton Railroad office, corner of Broadway and Front Streets, under the Spencer House, or at the Sixth street Depot.

JOHN W. SHIPLEY, Agent.

The Omnibus Line will call for passengers in auy part of the city, hy leaving their orders at the offices.

oct. 19. W. H. SMITH Conductor.

Pittsburgh, Philadelphia,
BALTIMORE AND NEW YORK.

NEW ROUTE OPENED TO NEW YORK. ALL THE WAY BY RAILROAD, VIA **CINCINNATI, HAMILTON & DAYTON RAILROAD.**

The quickest, cheapest and most pleasant route to Pittshurgh, Philadelphia, Baltimore and New York.—Depot in the West end of the city.

Only route via Pittsburgh hy which through tickets can be obtained from Cincinnati to New York.

One less change of cars than any other route.

Passengers leaving Cincinnati, on 6 o'clock morning train of Cincinnati, Hamilton & Dayton Railroad, go through to Crestline without change of cars, and, after 30 minutes for dinner, proceed by Ohio & Pennsylvania Railroad, arriving at Pittshurgh at 8 o'clock P. M.: leave Pittsburgh via Pennsylvnnia Central Railroad, at 9 o'clock, P. M., and arrive in Baltimore and Philadelphia at 12 o'clock and 30 minutes (noon) next day; and from thence via Kensington and Jersey City, or Camden and Amhoy Railroads, arriving in New York at 4 P. M.

Second Train:

Leaves Cincinnati, Hamilton and Dayton Railroad at 8 o'clock and 20 minutes every morning; arrives at Crestline at 4:20 P. M., and Pittsburgh at 12 o'clock and 30 minutes, midnight; and after a comfortable night's rest, resume hy 7 o'clock A. M. Train, arriving in Philadelphia and Baltimore at 12 o'clock and 30 minutes, midnight.

Tho only offices in Cincinnati at which Through Tickets ean ho purchased from Cincinnati to New York, via Pittshurgh and Philadelphia, are under the Spencer House, and one door below the Gibson House on Walnut street.

FARE:

From Cincinnati	to	Pittshurgh, first class	$ 7 00
"	"	" front car	5 00
"	"	Philadelphia	14 00
"	"	Baltimore	14 00
"	"	New York, via Pittsburgh and Philadelphia, all the way hy railroad	16 00

For through tickets and information, please apply at Cincinnati, Hamilton and Dayton Railroad Office, north west corner of Broadway and Front streets, under the Spencer House, or to J. W. SHIPLEY, at Railroad Office on Walnut street, between Fourth and Fifth streets, one door south of the Gibson House, or at Sixth street Depot.

H. O. AMES, Superintendeut.
W. A. LATHAM, Agent.

The Omnibus Line will call for passengers hy leaving their orders at the offices.

Sep. 7,-tf. WM. H. SMITH, Conductor.

NOTICE TO CONTRACTORS
Mobile and Girard Railroad.

SEALED PROPOSALS will be received by the undersigned at this office, until the first day of December, for the Clearing. Graduation, Track-Laying, together with the huilding of all Bridges and Culverts of the Western Division of the Mohile and Girard Railroad, extending from Mohile to Greenvile, covering a distance of 130 miles.

The work will generally he divided into one mile sectlons. and hids may be made for one or more of these sections. Separate proposals are desired for the Track-laying, huilding of Bridges and Culverts, likewise for the huilding of the Trestle-work, 5½ miles in length, across the Tensas and Mohile Rivers, with the intervening swamps. The trestle-work will be 12 feet high, huilt upon Black Cypress Piles, found in abundance and adjacent to the line; the two rivers will he crossed with the common Pile Bridging with Truss Pivot Draw in the center of each.

Specifications with the form of the contract and proposals can he had of the undersigned upon application.

Plans, profiles aud estimates of that portion of the line are now ready for examination. Parties proposing will please designate it as such upon the envelope.

The country is healthy, with no swamps after leaving the Tensas River. From Mobile to the river, 18.5 miles the grading is light and country very healthy at all seasons of the year. After the line leaves the Tensas River, it passes through, and on the ridge that divides the Alahama and Conecuh waters, easy of access by the Alahama River, and through a section of country well stocked with provisions.

Payments will be mado one-third (⅓) in current funds, one-third in tho eapital stock of the Company, hearing (.08) per eent. interest payahle in stock, until the road is completed, then to cease and hecome common stock of the road, and relying upon the earnings of the same for dividends; the halance (⅓) ono-third to he paid in the (.08) per ceut. convertihle honds of tho Company, maturing in (5) or more years, at the option of the contractors, coupons payahle semi-annually either in Columhus, Ga., Mohile, Ala., or at New York, at the option of the holder.

To hidders personally unknown to the undersigned, hond and approved security will he required to an amount not exceeding (¼) the amonnt of the contract, for the timely and faithful completion of the same.

22½ miles of the road from Girard west, will he open for husiness the first of Novemher, and 62 miles 9 months therefrom; it is the intention to have the entire lino of 245 miles open for husiness early in 1858.

Sept. 28, 1854-9t. GEO. S. RUNEY.

Baltimore & Ohio Railroad.

380 MILES BETWEEN WHEELING AND BALTIMORE.

THIS Road was opened to the Ohio River in the spring of 1853, and has already established a high character with the husiness community of the West. Its facilities for the transportation of freights are already superior to those of any other great through line—while the attractions of tho country through which it runs, and its many admirahle provisions for the expedition, comfort and safety of travelers, it has received snch favor as a passenger road, (with its present connections,) as to show that it will become the preferred route for all portions of the West and South-West as soon as its further connections are formed hy the completion of the Central Ohio, North-Western Virginia and other Railroads now rapidly finishing.

FOR PASSENGERS BY THIS ROUTE,

Through Tickets from all Parts of the West,

ARE NOW SOLD IN

Cincinnati, Louisville, Madison, Indianapolis, St. Louis, Chicago, Toledo, Detroit, Cleveland, Columhus, Zanesville and other Cities.

AT ALL OF WHICH ARRANGEMENTS HAVE BEEN EFFECTED

For Sending Travelers Direct to
WASHINGTON, BALTIMORE, PHILADELPHIA, NEW YORK, and other ATLANTIC CITIES.

FOR FREIGHTS IN EITHER DIRECTION

The fullest accommodations ale provided. In motive power and Cars, the company has ahundant resources, which are heing further extended to meet the demands of Western Trade. In the dispatch and regularity of transpart, and in the careful landing of property, this road challenges a comparison with its rivals. At Baltimore, the road connects directly in the streets and at the wharves with the

PHILADELPHIA AND NEW YORK RAILROADS,

The numerous Steamers of the Parker Vein Line to New York and Boston, the Ericsson Steamers by Canal to Philadelphia and New York,

And various other Lines of Steamers and Sailiug Vessels to the Eastern Ports, and to Richmond, Norfolk, Charleston, Savannah, etc.

J. B. FORD is the Company's Receiving Agent at Wheeling.

WM. G. HARRISON, President. *JOHN H. DONE*, Mast. of Transportatien, Baltimore.

je. 8†

COLUMBUS PIQUA, AND INDIANA RAILROAD.

New route from Columhus, West and from Urbana, East.

On and after Monday September 19, 1853, two trains per day, (Sunday excepted) each way, will run on this Road, between COLUMBUS and URBANA. Will leave Columhns at 4.50 a.m., and 3.30 p.m.—arriving at Urbana at 8.12 a.m., and 6.14 p.m. Returning—will leave Urbana, for Columbus, at 9.15 a.m., and 3.00 p.m.—arriving at 12.05 and 6.55 p.m.

The 4.50 a.m. train, from Columhns, will connect with the night Express train from Cleveland and arrive at Urbana in time for the morning train north for Sandusky and intermediate points. Persons arriving hy the morning Cleveland and Zanesville trains can have a few hours at Columhus and leave hy the 3.30 p.m. train—arriving at Urhana in time to get supper and take the 5.35 p.m. train for Dayton and Cincinnati.

The 9.15 a.m. train from Urhana connects with the morning train from Cincinnati and Dayton that arrives at Urhana 8.40 a.m.—arriving at Columbus at 12.05 p.m in time for the 1 p.m. train for Cleveland, connecting with the Buffalo and Dunkirk hoats. The 3.00 p.m. train will leave Urhana on the arrival of the Sandusky train—reaching Urhana at 2.45 p.m.—and arrive in Columhus in time for the varions night trains.

A line of Omnihuses will connect with the trains at Urhana for the conveyence of passengers to and from Piqua and Greenville over a good Macadamized road.

A. G CONOVER, Sup

Piq ua, Sept. 13, 1853. s29-tf.

Shortest Route to Indianapolis, Chicago, and St. Louis by Indianapolis & Cincinnati Railroad,

VIA LAWRENCEBURG,

IN connection with the **OHIO & MISSISSIPPI RAILROAD.** Passenger Trains leave Cincinnati at 7:15 A. M., and 3:15 P. M. Arrive at Indianapoiis at 11.30 A. M., and 8:30 P. M.

By morning train passengers arrive at Chicago in 14 hours, and 8t St. Louis in 28 hours.

Freight shipped to Indianapolis and all other points West and North without delay at cheapest rates.

Cars run from Lawrencehurgh to Terre Haute, Lafayette, Peru and Chicago, without unloading.

Offiee, foot of Main street corner of Water street.

SIDNEY RICE,
Ciucinnati, Sept. 28, 1854· Agent.

Railroad Line.

Cincinnati, Hamilton & Dayton Railroad.

Fall Arrangement.

COMMENCING MONDAY, OCTOBER 9th, 1854.

PASSENGER Trains will leave the Sixth-street Depot as follows:

First Train

At 6.30 A. M., Lightning Express for Hamilton, Richmond, Indianapolis, Terre Haute, Lafayette and Chicago, direct.

Second Train

At 8 A. M., for Hamilton, Eaton, Richmond, Dayton, Troy, Piqua, Sandusky, Toledo, Chicago, Clyde, Cleveland, Buffalo, New York, Boston, Pittsburgh, Philadelphia, Baltimore, Washington, etc.

Third Train

At 2.15 P. M., for Dayton, and intermediate stations, Troy, Piqua, etc.

Fourth Train

At 4 P. M., for Hamilton, Richmond, Indianapolis, Terre Haute, Lafayette Chicago, Dayton, Springfield, Urbana, Kenton, Carey, Crestline, Pittsburgh, Philadelphia, Baltimore, Washington, etc.

Fifth Train

At 5.20 P. M., for Hamilton and intermodiate stations.

The 1st Train, Express,

Will stop at Cumminsville, Lockland and Glendale.

2d, 3d, and 4th, Trains,

Will stop at all regular stations.

Fifth Train

Will stop at all regular stations and at flag stations on signal or notice to the Conductor.

The 1st Train

Will connect at Richmond at 9 A. M., with Train of Indiana Central Road for Indianapolis; arrive at that place at 11.30 A.M., thence to Terre Haute, Lafayette, and Chicago without detention. Time as short as by any other route.

2d Train

Will connect at Dayton at 10.30 A. M., with Mad River Train for Sandusky and intermediate points; also at Crestline at 4.20 P. M., with the Ohio & Pennsylvania Train for Pittsburgh, Philadelphia, Baltimore, Washington, etc. The same train will connect at Clyde with Toledo and Cleveland Train to Toledo, Chicago, and intermediate points. Also, with Dayton and Michigan Railroad to Troy and Piqua, and at Piqua with Doyle & Co's Canal Packet Line to all points on Wabash and Miami Canals, and at Dayton with Dayton and Greenville Railroad to Greenville, Union, and all points on Bellefontaine and Indianapolis Railroad at 2.30 P. M.

3d Train

Connects at Dayton with Train for Troy, Piqua, etc. Also, with train of Dayton and Western Road for Indianapolis

Fourth Train

Will connect at Richmond at 6.40 P. M., with Indiana Central Train for Indianapolis, Terre Haute, Lafayette, and at Dayton with Mad River and Lake Erie Railroad for Springfield, Urbana, Kenton, Carey, Crestline, Pittsburgh, Philadelphia, Baltimore and Washington.

FARE:

From Cincinnati	to	Hamilton	$ 60
Do	do	Eaton	1 35
Do	do	Richmond	1 75
Do	do	Indianapolis	3 50
Do	do	Terre Haute	5 75
Do	do	Lafayette	5 50
Do	do	Chicago	9 00
Do	do	Dayton	1 50
Do	do	Troy	2 10
Do	do	Piqua	2 35
Do	do	Springfield	2 10
Do	do	Toledo	5 75
Do	do	Cleveland	6 00
Do	do	Pittsburgh, first class	7 00
Do	do	do front car	6 00
Do	do	Philadelphia	14 00
Do	do	Baltimore	14 00
Do	do	New York, via Pittsburgh and Philadelphia, (Railroad all the way)	16 00

For further information or tickets apply to W. A. LATHAM, General Agent, at the office, corner Broadway and Front streets, under Spencer House, or at the Office on Walnut street, next door to the Gibson House, or at the Sixth street Depot.

HENRY O. AMES,
Cincinnati, Oct. 19, 1854. Sup't.

Marietta & Cincinnati Railroad.

OPEN between CHILLICOTHE and GREENFIELD, Connected by Stage at Hillsborough, with Hillsborough and Cincinnati, and Little Miami Railroad Trains, forming a through daily line each way.

On and after Monday, the 8th of May, passenger trains will run as follows, viz:

Leave Chillicothe at 9 00 A. M.
Returning do Greenfield at 5 30 P. M.

Passengers from Cincinnati leave by Little Miami Railroad, at 7 40 A. M., dine at Hillsborough and reach Chillicothe the same Evening.

Fare from Cincinnati to Chillicothe, $3 45.

J. W. STOWELL,
Chillicothe, May 6th, '54— Sup't.

Railroad Line.

Fall Arrangement.

LITTLE MIAMI RAILROAD.

THIS IS THE ONLY ROUTE AUTHORIZED TO receipt Passengers, via Lake Shore Railroad.

Passengers by 6 o'clock A. M., Train Little Miami Railroad, breakfast at Cincinnati, and dine the following day in New York, Philadelphia or Baltimore.

The 6 o'clock A. M. Train, Little Miami Railroad, is the only Morning Train leaving Cincinnati by which passengers can reach Philadelphia direct, and is the ONLY Train leaving Cincinnati direct for Baltimore.

FROM CINCINNATI

To New York in	34	hours.
To Philadelphia in	31	"
To Baltimore in	31	"
To Boston in	36	"
To Buffalo in	16½	"
To Dunkirk in	15	"
To Cleveland in	9½	"
To Sandusky in	6¼	"
To Pittsburgh in	14	"
To Wheeling, in	11	"

FOUR DAILY TRAINS.

FIRST TRAIN.—Lightning Express at 6 o'clock A. M., for Cleveland, Dunkirk, Buffalo, Albany, New York and Boston; Crestline, Pittsburgh, Baltimore, Philadelphia, and New York; Zanesville, Wheeling, Baltimore, Philadelphia and New York; Washington City, etc.; Connects to Sandusky, also at Xenia to Springfield.

SECOND TRAIN.—Accommodation Express, at 8 o'clock, A. M., for Cleveland, Dunkirk, Buffalo, Albany, New York, and Boston; Crestline, Pittsburgh; Zanesville, Circleville and Lancaster; Hillsboro'. Connects at Sandusky with steamer BAY CITY, to Detroit.

THIRD TRAIN.—Accommodation, at 3.05 P. M., for Xenia; Circleville and Lancaster; Blanchester and Chilicothe; Hillsboro'.

FOURTH TRAIN.—Night Express, at 5 P. M., for Cleveland, Dunkirk, Buffalo, Albany, New York and Boston; Crestline, Pittsburgh, Philadelphia and New York; connects at Xenia to Springfield.

One Train on SUNDAY, for Columbus, at 2.30 P. M.

FARE AND THROUGH TICKETS.

For prices of fare, through tickkts, and all information, please apply at the company's new office, No. 233 west side of Walnut street, six doors south of the United States Hotel, or at the old-established General Railroad office, in the three-story yellow building, southeast corner of Broadway and Front-street, directly opposite the Spencer House, Railroad Hotel and Mailboat Landing, or at the Eastern (Little Miami) Depot, East Front-street.

P. W. STRADER, Gen'l Agent.

OMNIBUS LINE.

The Omnibus Line calls for passengers at all the principal hotels; and by leaving directions at the office, No. 233 Walnut street, six doors south of the United States Hotel, or at the office southeast corner of Broadway and Front-street, opposite the Spencer House, directly on river bank, they will call in any part of the city.

J. H. HOWELL,
oct. 19. Conductor.

Change of Time on Cincinnati, Hamilton, Eaton & Richmond Railroad.

ON and after TUESDAY, April 4th, 1854, the Morning Train for Richmond and Indianapolis, will leave Depot, foot of Sixth street, at 6.10 o'clock, A. M.

Passengers by this Train connect at Indianapolis with the 1 o'clock, P. M. Train on Lafayette and Indianapolis Railroad for Lafayette and Chicago; arriving at Chicago by 9 o'clock, P. M., of same day, being 9 hours less time than by any other railroad route leaving Cincinnati.

Also, connect at Indianapolis with 1.15 P. M. Train for Terre Haute.

Trains for St. Louis leave Chicago at 11 o'clock P. M., after the arrival of 1 P. M. Train from Indianapolis in the morning, making this the quickest route by far between Cincinnati and St. Louis.

Evening Train will leave as usual, at 3.30 P. M. connecting at Richmond with 7 P. M. Train for Indianapolis; arriving at Indianapolis at 10.30 P. M.

FARE—Cincinnati to Richmond.....$1 75
Cincinnati to Indianapolis..... 3 00
Cincinnati to Chicago..... 9 00

ap. 6 D. M. MORROW, Sup't.

RAILROAD HOTEL.

CINCINNATI, O.

THE GIBSON HOUSE, Cincinnati, is situated on Walnut-street, between Fourth and Fifth, in the immediate neighborhood of all the Railroad Offices. For comfort and convenience it is believed that this hotel is unsurpassed. It is heated with steam from the first floor to the fifth, thus making it the most desirable winter house in the West. The proprietor hopes to enjoy a share of the patronage of Railroad men.

A. WETHERBEE, Proprietor.

Covington and Lexington Railroad.

1854. 1854.

OPEN to Paris.—Direct Railroad connection with Lexington, Frankfort and Louisville.

Two Daily Passenger Trains.

On and after MONDAY Oct. 9th, 1854, and until further notice, Trains will run as follows:

Express Train leaves Covington at 7 o'clock, A. M. stopping at Grant's Bend New Philadelphia, Canton, Benton, Clarkson, Demossville, Butler, Irving, Falmouth, Callenville, Boyd's, Berry's, Robinson's Garnett's Cynthiana, Laird's and Kiser's and arriving at Paris at 11.30 A. M.

Returning, leave Paris at 12 o'clock M., stopping as above, and arriving at Covington at 4.35 P. M.

Through passengers by this train connect directly at Paris with Maysville and Lexington road, and arrive at Lexington at 1 o'clock P. M., connecting at Lexington with the stage lines for Danville, Winchester, etc., and with the afternoon train of the Lexington and Frankfort road, for Frankfort and Louisville.

Returning, leave Lexington at 10 o'clock, A. M., and arrive at Covington at 4.35 P. M., in time for the Evening Express Trains North and East.

The Accommodation Train leaves Paris at 5.30 A. M., stopping at all regular and flag stations and arriving at Covington at 10 25 A. M.

Returning, leave Covington at 2.40 P. M., stopping as above, and arriving at Paris at 7.35 P. M.

Through passengers by this train lie over night at Paris and arrive at Lexington at 8.30 next morning.

Freight Trains leave Covington daily, Sundays excepted, at 2.40 P. M.; freight received up to 12 M., for the train of same day.

RATES OF FARE.

Covington to Lexington	$3 00
Covington to Paris	2 40
Covington to Cynthiana	2 00

FOR THROUGH TICKETS,

Apply at the Cincinnati, Hamilton and Dayton Rail road Ticket Office, W. A. Latham, Agent; Little Miami Railroad Ticket Office, P. W. Strader, Agent; or at the Depot, Coviagton.

J. M. DOUGHERTY,
Superintendent.

☞ The Omnibus Line will call for Passengers in any part of the city, by leaving directions at the above offices. CLAYTON & GRANT.

oct. 17.

Cincinnati, Wilmington and Zanesville Railroad.

OPEN TO LANCASTER.—Two daily Trains, (Sundays excepted) between Lancaster and Cincinnati. On and after Monday, June 26th, 1854, until further notice, trains will run as follows:

The morning Train leaves Lancaster at 5.10 A. M., and arrives at Cincinnati at 11 15. Returning leaves Cincinnati at 3.05 P. M. and arrives at Lancaster at 9.30 P. M

The downward accommodation train leaves Lancaster at 10.05 A. M., and arrives at Cincinnati at 5.40 P. M.

The upward accommodation train leaves Cincinnati at 7.30 A. M., and arrives at Lancaster at 4.00 P. M.

Trains will stop for passengers as follows: At Amanda, Stout's, Circleville, Williamsport, Four Corners, New Holland, Washington, Rattle Snake, Sabina, Cross Roads, Wilmington, Sligo, Clarksville and Morrow; and on the Little Miami Road at Deerfield, Butterworth's, Water Station, Loveland, Miamiville, Milford and Plainville, and on proper signal by flag, or to the Conductor, at Branch Hill and Linwood, at Turnpike.

The downward Trains connect at Morrow with the Trains on the Little Miami Road for Columbus.

Lines of Omnibusses and Packets will run between Circleville and Chillicothe, and Stages and Packets between Lancaster, Logan, Nelsonville, Athens and Pomery; and Stages between Lancaster, Somerset and Zanesville connecting with the morning train from, and evening train to, Cincinnati.

Fare from Cincinnati	to	Washington	$2 50
" "	"	Circleville	3 00
" "	"	Lancaster	3 60
" "	"	Chillicothe	4 00

For other information and Tickets, apply at Ticket office, corner of Broadway and Front sts, and at the Little Miami Depot, or to the Station Agents on the line.

E. W. WOODWARD,
Engineer and Superintendent.

☞ The Omnibus Line will call for and deliver passengers to and from the trains to any part of the City.

J. HOWELL, Conductor.

☞ The Company will not be responsible for baggage exceeding $50 in value, unless the same be returned to the Conductor or Agent, and freight paid at the rate of a passage for every $500 in value above that amount.

je. 29

Locomotive for Sale.

ONE 8 wheel, 16 ton Engine, Cylinder 13 by 20, 4½ feet driving wheels, 2 pair drivers connected, and truck. Tender holding about 1400 gallons.

The Engine is in good condition; manufactured by Rogers, Ketchum & Grosvenor, Patterson, N. J.

Address ENOCH JOHNSON,
Sup't C., Z. & C. RR.
jy.20-tf. Akron, Ohio.

WHEELBARROWS!



ON hand, Wheelbarrows, of my own manufacture suitable for Railroad, Turnpike, Canaling, etc., in ots to suit purchasers. Orders filled for any reasonable amount.
HENRY RCCKEY,
jy. 20. No. 21 East Front st.

CAR MANUFACTORY,
Dayton, Ohio.

E. THRESHER & CO., having enlarged their shops, are prepared to contract on favorable terms, for building every variety of railroad Cars, in any quantity and on short notice, made of the best materials, and of the most approved workmanship.

They are prepared also to furnish jaws and boxes; the Washburn Wheel, 30 and 33 inch, adapted to inside or outside bearing; cast iron frogs, steel plated; and switches of the most approved patterns.

They also manufacture blacksmith tuyeres, Harris' Patent; portable bolt forges; bolt heading and bolt cutting machines; upright drills, wheel presses; wood planers; tenoning and mortising machines, etc.

They respectfully invite the attention of railroad directors and superintendents to their establishment.
Dayton, Jan. 24th, 1853. jan.25-†

S. C. THOMSON & CO.,
MANUFACTURERS OF
PATENT PAD LOCKS,

For Railroad Switches, Merchandise Cars, Stores, Cemeteries, Iron Safes, &c.,

Cor. Railroad Avenue and Market st.,
'an.12† NEWARK, N. J.

PROSSER'S PATENT
Lap-Welded Iron Boiler Tubes.

TUBES screwed together, flush on both sides, for Artesian wells, etc. Free-joint Tubes, for Core Bars, Awning Frames, Leaders, etc.

Brass Boiler Tubes.

Patent Wrought Iron Blacksmiths' Water Tuyeres, Water Backs, etc.

Agents for Krupp's celebrated Cast Steel for Shafts' Railway Axles, Tires, Platers' Rollers, etc.

P. S.—All Tools necessary for the construction or keeping in order of Tubular Boilers.
THOS. PROSSER & SON
au.17† 28 Platt street, New York.

Norris' Locomotive Works,
PHILADELPHIA.

ENGAGED for many years in manufacturing Locomotives, offer to Railroad Companies to construc of any plan or size,

LOCOMOTIVES OF SUPERIOR QUALITY.

Our facilities for doing work have been largely increased this year, and orders can be executed with dispatch
jy. 27. RICHARD NORRIS & SON.

ALBERT H. NICOLAY,
AUCTIONEER.

HOLDS his regular auction sales of Stocks, Bonds, and other securities, every Monday and Thursday, at 12½ o'clock, at the Merchants' Exchange. First class Stocks, and Bonds, at private sale.

Office No. 4 Broad street, New York.

KENTUCKY LOCOMOTIVE WORKS.
CORNER OF KENTUCKY AND TENTH STS.
LOUISVILLE, KY.

THE Proprietors of the Kentucky Locomotive Works would respectfully inform Railroad Companies and the public generally that, having completed their establishment, they are now prepared to receive and execute orders with fidelity and dispatch.

They will contract for

Locomotives, Passenger, Baggage, Freight, Gravel and Hand Cars,

Of every style and pattern, as well as all kiods of St and Machinery required for railroads.

Particular attention will be paid to repairing, which they have every facility.

They are also prepared to contract on favorable terms for building all kinds of Machine Tools, such as Turning Engines, Lathes, Planers, Drills, Slotting, Splitting, and Shaping Machines, of every variety of pattern.

Having also a large FOUNDRY connected with the establishment, orders for Castings are solicited, and will be filled with promptness.

Car Wheels of any pattern can be furnished on short notice. Double and single plate and Spoke Wheels of all sizes constantly on hand.

☞ Communications or orders must be addressed to
OLMSTED, TENNYS & PECK,
Je.8-tf Louisville, Ky.

Lightner's Patent Axle Boxes for Railroad Cars.

THE attention of Railroad Managers and others is called to this valuable improvement in

AXLE BOXES.

The first cost and "fitting up" of these boxes is 20 to 25 per cent below that of most boxes in use. They will save about 75 per cent in consumption of oil. The construction is simple; they are not liable to become loose, nor "heated" by severe service. The Resevoir is held closo to the shaft, and the oil journals, are secure from dust yet easy of access; the brasses may be removed from the journals, while under the car, in a few minutes. Cars furnished with these boxes run from 4 to 5 weeks without replenishing the oil, and are not detained from the road for repairs ONE TENTH part of the time which is necessary when other boxes are used.

The business of a railroad can be done with a much less number of cars, with these boxes than if any other kind are used.

The first railroad men in the country have certified that Lightner's improvements in AXLE BOXES are among the first of the times.

Models and Testimony of the above Boxes, may be examined, and arrangements may be made for the right to use the same, with the subscriber.
WILLIAM SHERBURNE,
PRINCIPAL AGENT,
May 18.6* Office, No. 167 Broadway, New York.

GUNPOWDER,
MANUFACTURED BY
The Hazard Powder Company.
HAZARDVILLE, CONN.
H. G. HAZARD, President.
A. E. DOUGLASS, Secretary.

THE undersigned are always prepared to furnish Mining and Blasting Powder to any extent, delivered at any point on the lines of railroads, or any other places of public improvements in the West or South, at the very lowest rates. Also, SAFETY FUSE of the best Eastern manufacture.

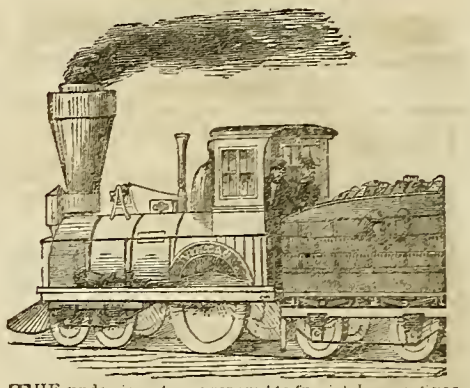
We would respectfully urge all contractors and consumers to call upon or correspond with either of us before arranging for their supplies elsewhere.

To the trade generally we would offer all the brands of Sporting and Rifle Powder manufactured by the above concern.
M. D. W. LOOMIS,
Southeast corner Main and Second Sts.
Cincinnati, Ohio.
S. H. LOOMIS,
Nashville, Tenn.
August 16, 1854. [au.18†

Myers' Patent Cylindrical Car.

NOTICE.—The Subscriber having become proprietor of MYERS' PATENT CYLINDER CAR, for a considerable portion of Western territory, including the State of Ohio, offers the same to Rail Road Companies on favorable terms. The public will be furnished within a short time with complete explanations of its operation, together with the results of actual experiments testing its applicability to all the uses for which it is recommended.
W. CLOUGH,
South-western Car Works.
Madison, Indiana, May 11.

Cincinnati Locomotive Works!



THE undersigned are prepared to furnish Locomotives equal in efficiency and durability to the best Eastern manufacture. Also, Shaping and Slotting Machines suitable for railroad shops. Also, all kinds of heavy forging and casting done at short notice. Also, bolts for bridges cut with dispatch.
ap. 20 MOORE & RICHARDSON.

ASHCROFT'S
METALLIC STEAM GAUGE.
(BOURDEN'S PATENT,

THE subscribers offer for sale this valuable Gauge. It is adapted to Locomotive and other steam boilers, indicating with accuracy the continual variations of steam within the boiler, enabling the Engineer to maintain a uniform and safe pressure. Any of the Eastern Railroads may be referred to for proof of its importance and value.
BRIDGES & BROTHER,
sep.15-tf 64 Courtlandt St., New York.

WASON'S
CAR MANUFACTORY,
Near the Pittsburgh R. R. Shops,
CLEVELAND, OHIO.

Passenger, Baggage, Freight, Dumpers, Hand Cars, &c.,

Of the best quality in all respects, style, workmanship, and material, made to order with promptness.

Orders respectfully solicited, with the assurance that no pains will be spared to give entire satisfaction in all cases.
CHARLES WASON,
Late of the firm of T. & E. Wason, Springfield,
†oc20 Massachusetts.

Notice of Copartnership.

MR. PETER MARIE, heretofore of the firm of Decoppet & Co., has this day formed a copartnership with Mr. Rudolph Kanz, (for many years with the banking house of Messrs. L. Von Hoffmon & Co.,) under the firm of MARIE & KANZ, at 27 William street. Their attention will be devoted to the purchase and sale on commission of Stocks, Bonds and Foreign Exchanges, and to the negotiation of business paper.
New York, Sept. 1, 1854. [sept. 7-1*

ENGINEERS' & SURVEYORS' INSTRUMENTS!
JAMES FOSTER, Jr.
MATHEMATICAL AND PHILOSOPHICAL
INSTRUMENT MAKER!

HAVING removed from his old stand to south-west corner of Fifth and Race street, and increased his facilities for making instruments, is now ready to supply Levels, Transits, Theodolites, the Dumpy or Gravatt Level, Circular Protractors of Troughton & Simms model, Surveyors Compasses, Pocket Compasses with and without sights, in great variety. All kinds of Land Chains; Ivory and Box wood Scales of all kinds and graduation; Drawing instruments of all kinds, brass and German silver. Measuring tapes of all kinds, Magnets, Magnifyers, Barometers, Spy Glasses, &c., &c. Repairing promptly attended to. ap.6-6*.

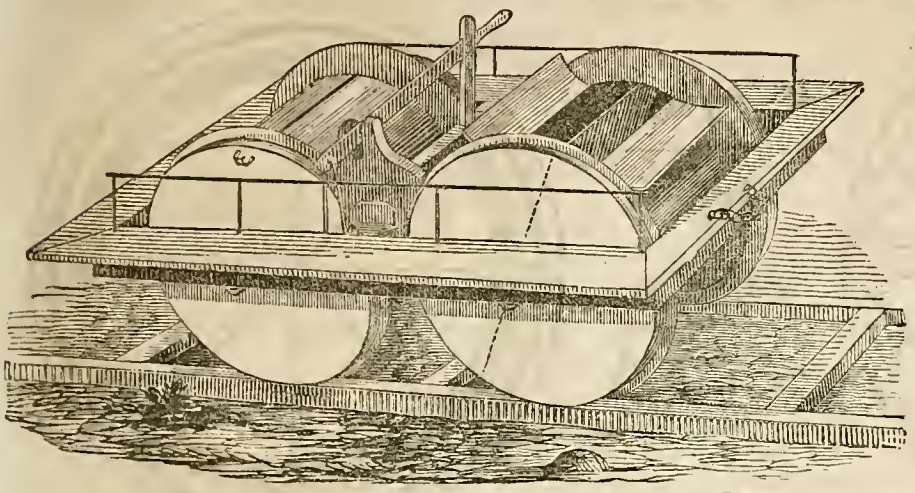
ENGINEERS' MATERIALS.

EGGERS & CO.,
WHOLESALE DEALERS IN
PAPER & STATIONERY,
Since first January,
No. 127 Walnut St., bet. Third and Fourth.
CINCINNATI.

Keep the most complete stock in the West of everything used by Engineers. On application, a catalogue with prices will be forwarded. [jy.21-†.

MYERS' PATENT CAR,

FOR COAL, GRAIN, &c., &c.



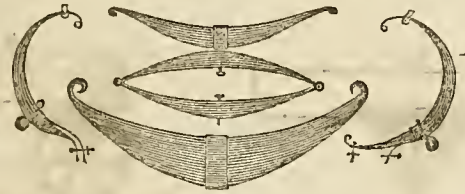
FOR PARTICULARS OF COST, RIGHT OF USE, &c., ADDRESS,

C TIERS MYERS,

No. 33 WALNUT ST EET,

dec15-3* **PHILADELPHIA.**

McDANEL & HORNER,

LOCO-  AND CAR

MOTIVE SPRING

MANUFACTURERS, WILMINGTON, DEL.

Locomotive and Car Springs of all descriptions manufactured on the most reasonable terms, made of the best STEEL, which we have manufactured to order from the BEST SWEDE IRON. Orders from any part of the United States will be thankfully received and promptly attended to

McDANEL & HORNER

All Springs ordered from a distance will be delivered on shipboard at *Philadelphia* free of charge

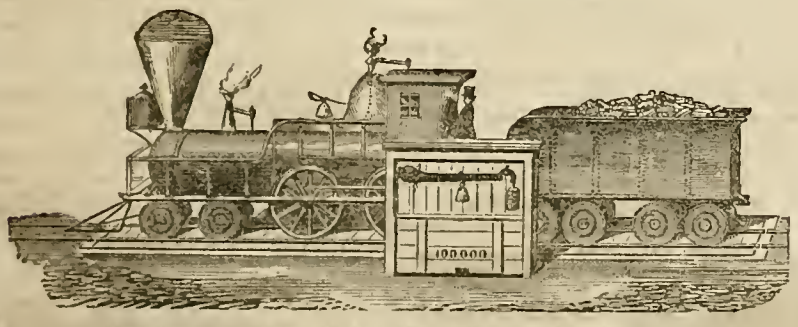
References.

NORRIS BROTHERS, Locomotive Builders, Philad.
A. C. GRAY, Pres't New Castle Manuf. Co.
U. WELLS, R. R. Car Manuf. Petersburg, Va.
I. R. TRIMBLE, Supt. Philad. R. R. Co.
M. B. MILLEN, Gen. Supt. C. R. R. Savannah, Ga.
EMERSON FOOTE, Supt. M. & W. R. R. Macon, Ga
THOMAS DOUGHERTY, Master Mach. do.
THOS. SHARP, Supt. R. F. & P. R. R. Richmond, Va

†May 19.

ISAAC RIGDON. EDWARD C. RYLAND. WM. HUDDART.

OHIO SCALE WORKS.



Rigdon, Ryland & Co.,

No. 39 Vine Street, between Front and Columbia streets,

CINCINNATI.

WE are now prepared to furnish **Railroad Track and Depot Scales** of all sizes, which we warrant in every respect equal to any manufactured in the United States.

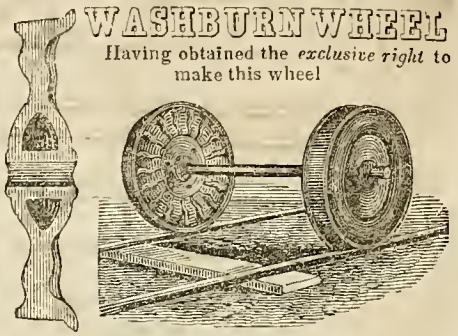
Being practical workmen ourselves, we feel confident that we can furnish the West and South with as good an article and cheaper than can be bought East.

Cincinnati, June 20, 1854.

FULTON CAR WORKS,

CINCINNATI, OHIO.

THE Proprietors of this establishment would respectfully call the attention of Railroad Companies in the West and South to their establishment at Cincinnati.—Their facilities for manufacturing are extensive, and the means of transportation to the different points speedy and economical. They are prepared to execute to order on short notice, eight-wheeled Passenger Cars of the most superior description. Four or eight-wheeled Baggage, Cattle, Freight and Gravel Cars. Also, Crank and Lever Hand Cars, Trucks, Wheels, and Axles fitted.



Having obtained the *exclusive right* to make this wheel

In Cincinnati, Covington and Newport, they are now prepared to furnish Railroad Companies with that Celebrated wheel, with or without Axles. Also, Journal Oil Boxes of any pattern, and Castings for cars fitted to order at the shortest notice.

Address KECK & HUBBARD,
Fulton Car Works Cincinnati, Ohio.
ap.12 Office 62 East Second Street.

MUSKINGUM WORKS,

ZANESVILLE, OHIO.



DOUGLASS, SMITH & CO.

WOULD respectfully call the attention of Railroad Companies to their establishment at Zanesville

They are prepared to execute orders, on short notice, for

Passenger Cars of the most superior description,

Second Class Passenger, Mail Express, and Baggage Cars; Freight, Cattle, four or eight wheeled Gravel Cars.

We manufacture a superior

CAR WHEEL,

Over 2500 of which are now running on the Central Ohio Railroad, and many of these have been in use on the road over two years, having in that time only three to crack, and two to be renewed in consequence of the wearing of the Chill. We have also commenced the manufacture of the celebrated

WASHBURN WHEEL,

And are prepared to furnish this wheel, with or without axles. Also, castings for Cars fitted to order at the shortest notice.

BOLLMAN'S PATENT IRON & WOOD BRIDGE.

We are also agents and builders of the above celebrated Bridge. Are now placing upon the piers an iron bridge on this plan over the Muskingum river at Zanesville. We are ready to contract with companies for the construction of this Bridge. All orders addressed

DOUGLASS, SMITH & CO.,
au4tf. Muskingum Works, Zanesville, O.

J. DAVENPORT. . . . M. D. WELLMAN. . . . C. M. RUSSELL

DAVENPORT, RUSSEL & CO.,

Railway Car Manufacturers,

MASSILON, OHIO.

THE subscriber, late of the firm of Davenport, Bridges & Co., Fitchburgh, Mass., having associated himself with Messrs. Wellman and Russell, under the above name, would respectfully solicit calls for any kind of Passenger, Baggage, Post Office, Freight, Coal, Gravel or Hand Cars.

Having had fifteen years experience in the business and having secured the best of workmen from the Car Factory in Cambridge, Mass., I feel confident that perfect satisfaction can be given in all work entrusted to our care.

We have now on hand the best of dry White-Oak with which we think we can build Cars as cheap and as well as any other establishment in the States.

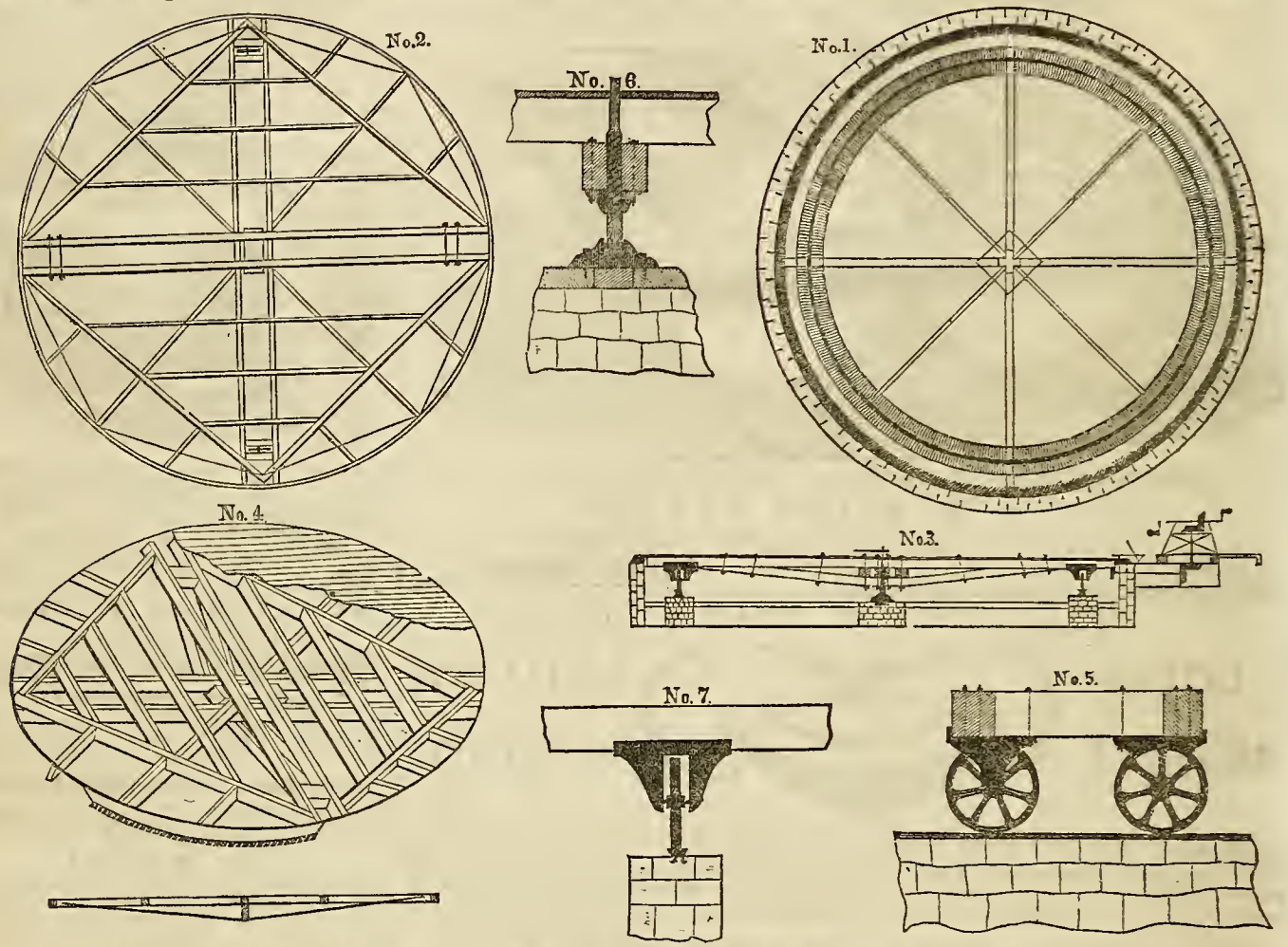
Feb. 16†* JOSEPH DAVENPORT.

RAILROAD IRON, LIGHT WEIGHT.

470 TONS, 47 lbs. per yard, good quality and pattern, now lying at New Orleans. For terms apply to VOSE, PERKINS & CO.,
ap.27-tf New York

CARHART'S IMPROVED TURNTABLE.

Now building for 13 of the Principal Roads in Ohio, Indiana, New York, New Jersey, and North Carolina.



This Table, together with an Engine and Tender of 30 Tons Weight, can be Turned by One Man in 25 Seconds.

RAILROAD COMPANIES in want of *Turntables* of a permanent and durable character, at a low price, are respectfully referred to the annexed references. The undersigned being confident that the manner of turning engines by his Table is the most permanent, expeditious, and cheapest in the United States, solicits the attention of Engineers, and others, to his improvement. The undersigned being a practical mechanic, and having devoted his time, for the past five years, exclusively to the construction of Turn and Transfer Tables, Draw and other Bridges, is prepared with every facility for executing orders in that line with promptness and satisfaction.

The price, which is always based upon the use of the best materials and best workmanship which can be procured in the market where used, can be determined only by the locality.

REFERENCES:

New York & Erie Railroad Company.
Hudson River Railroad Co.
Ohio & Pennsylvania Railroad, J. Edgar Thomson, President, S. W. Roberts, Sup't and Engineer, Pittsburgh, Pa.
Penusylvania Central Railroad, O. W. Barnes, Resident Engineer, Pittsburgh.
Toledo & Cleveland Railroad, Wm. Ferguson, Chief Engineer, Cleveland Ohio.
Columbus, Piqua & Indiana Railroad, A. J. Conover, Chief Engineer, Piqua, Ohio.
Cleveland, Zanesville & Cincinnati Railroad, W. H. Grant, Chief Engineer, Akron, Ohio.
Cleveland, Columbus & Cincinnati, and Cleveland & Erie Railroads, L. Tilton, Sup't, Cleveland, Ohio.
Little Miami & Columbus & Xenia Railroads, William H. Clement, Sup't, Cincinnati. Ohio.
Cincinnati, Wilmington & Zanesville Railroad, E. W. Woodward, Engineer, Circleville, Ohio.
Central Ohio Railroad, G. W. Fulton, Sup't, and S. Medbury, Engineer, Zanesville, Ohio.
Camden & Atlantic Railroad, and Dauphin & Susquehanna Railroad, R. B. Osborne, Engineer, Philadelphia.
Bellefontaine & Indiana Railroad, W. M. Roberts, Engineer, Pittsburgh, J. Nottingham, Sup't, Marion, Ohio.
Cleveland & Pittsburgh Railroad, J. Durand, Sup't, Cleveland, Ohio.
Wilmington & Raleigh Railroad, North Carolina.
Central North Carolina Railroad.
Cincinnati & Indianapolis Railroad, Indiana.
New Albany & Salem Railroad, Indiana.
Michigan Central Railroad, Michigan.
Dayton, Xenia & Belpre Railroad, Ohio.
Pomeroy Railroad, Engineer at Cincinnati.
Springfield, Mount Vernon & Pittsburgh Railroad, Ohio, Charles Anthony, President.

DESCRIPTION OF PLAN.

Fig. 1, of the above cut, represents the foundations, consisting of *Bank* and *Track Walls*, the latter made of cut, the former of hammer-dressed stone, with cut stone coping. The Track is bent of the ordinary T rail, spiked and leaded to the stone track walls. The Center Pier is made of cut stone, with a step for screw and pivot bolted to the same.

Fig. 2, shows the framing.

Fig. 3, is a side view of Main Truss, with the mode of gearing, including the mitre-wheels, iron crank frame, rack and pinion, foundations, pivot wheels and pedestals.

Fig. 4, gives a perspective view of rim, segments, decking, etc.

Fig. 5, is an end view of the main trucks, with pedestals and wheels.

Fig. 6, is a screw for pivot, 6 inches in diameter, working in a steel step through a nut for adjustment.

Fig. 7, shows a cross section of track wall, well, and pedestal

For further particulars please address,

D. M. CARHART, Cleveland, Ohio.

MATHEMATICAL INSTRUMENTS.



T. F. RANDOLPH & BRO.,

N. W. Corner Fifth and Walnut sts.

No. 1, 2d Story, Apollo Building,

CINCINNATI, O.,

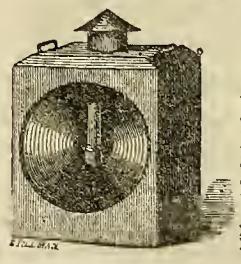
MANUFACTURERS OF

Surveyors' and Engineers' Instruments, Theodolites, Transits, Levels, &c., &c.,

REPAIRING AND ADJUSTING INSTRUMENTS DONE TO ORDER.

Orders promptly attended to.

LOCOMOTIVE LANTERNS.



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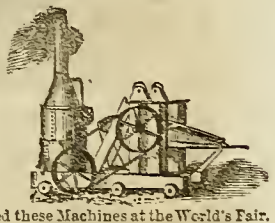
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nov17†

Railroad Record.

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W. WRIGHTSON, }

CINCINNATI:

THURSDAY MORNING,.....NOV. 23, 1854

E. D. MANSFIELD,

May be found at the office of the Railroad *Record*, 106 West Fourth-street, between Vine and Race, (north side) between the hours of 11 A. M. and 1 P. M.

OPENING OF A CONTINUOUS LINE OF RAILWAY, VIA WHEELING, TO BALTIMORE; AND ITS EFFECTS.

The carriage of freight between the valley of the Ohio and the Atlantic states, was carried on prior to 1825, by two waggon routes; one by Wheeling to Baltimore, and the other by Pittsburg to Philadelphia. This mode of transportation was, of course, very slow, and very expensive. A heavy loaded waggon, from Philadelphia, was twenty days making the passage; and from Baltimore about the same. *The whole amount of this cost of time and money was paid by the Western people;* for it enhanced by so much the price of merchandize, and diminished by so much the price of produce at home.

In 1825, the New York and Erie canal was opened. Although there was then only a land carriage over Ohio, it immediately changed the current of transportation, for produce, from the northern part of the valley. The effect on New York city was prodigious. There has been nothing in its whole history which produced anything like its commercial effect. It cast the balance in her favor, the shipment of produce and the importation of merchandize.

A few years after, the Ohio canal completed the second part of this great commercial change. The water communication from the Ohio to New York was complete; and, consequently, the transportation of all kinds of heavy freight was greatly cheapened, both in time and money. Philadelphia followed, at a great distance, with an inferior canal, obstructed by inclined planes over the mountains.

Baltimore, notwithstanding the scheme of the Chesapeake canal, found that she *must* pass the mountains by railway. The railway, the Baltimore and Ohio, was commenced at a much earlier date than those of New York and Philadelphia; but dragged slowly along, not for want of energy, but for want of faith in railways by monied men. Again New York went ahead; and the completion of the Cincinnati, Cleveland, and Columbus line placed New York in advance, as to railways, as she had been as to canals. The great throng of passengers rushed on through Cleveland, Dunkirk, and Buffalo, to New York. Merchandize followed, and already the New York lines of railway are rivalling the New York canal in the transportation of freights.

But we have come to another era, when Baltimore and Philadelphia will again enjoy equal advantages, which they have not done in the last twenty years, by the completion of their railway lines to the heart of the Ohio valley. The first step in this new era, is the completion of the Ohio Central railroad to Wheeling. This makes a COMPLETE CENTRAL LINE OF RAILWAY BETWEEN CINCINNATI AND BALTIMORE—639 miles. The line by Crestline and Pittsburg, to Philadelphia, is 717 miles; and the line by Dunkirk to New York is 858 miles; so that Baltimore has now regained her natural position, *which is nearer to Cincinnati than any great Atlantic city.* What effect will this have on the future commerce of these cities? In an *absolute* sense, neither of these cities can be injured by any railway, canal, or any other public means of inter-communication; for they all improve the country, and take nothing away. But, *relatively*, the effect will be decided. Baltimore, if possessed of a liberal spirit, and an energetic (though discreet) enterprise, may, and must receive great commercial advantages, from her *line of railway through the heart of the country.*

It is too late to say (as was long said), that railways cannot carry heavy freight and compete with canals. There is not a railway depot in Ohio which does not disprove, point blank, all the theories and vain delusions once held on this subject. The railways are covered with freight; and it is this fact which explains the constant demand for double tracks and new machinery. The increase of railway freights is enormous, and the amount will be carried beyond their utmost capacity of movement.

The Baltimore and Ohio railroad was completed to Wheeling in January, 1853, but was not in good working order till the latter part of that year; yet, it may give us some idea of the *effect* of such a work on Baltimore and on the West, by comparing the *movement* of freight on that road in 1851, when completed to Cumberland, with that of 1853, when completed to the Ohio river; thus—

	In 1851.	In 1853.
Flour	471,872 bbls.	666,160 bbls.
Iron	10,956 tons.	7,852 tons.
Coal	139,110 "	225,474 "
Live Stock	10,553 No.	12,481 No.
Coffee	2,329,978 lbs.	7,766,192 lbs.
Sugar	3,792,589 lbs.	4,733,017 "
Dry goods	20,328,131 "	25,718,033 "
Groceries	14,731,313 "	23,778,508 "
Grain	17,330,150 "	23,210,150 "

These are but a portion of the articles, but enough to compare by. The increase in two years, on freight, is 50 per cent.! The increase in 1854, though we have not the returns, is known to be quite as great.

Now, however, we have the completion of the Ohio Central to Wheeling; and it is most obvious that this gives Baltimore a railway inlet *to the entire valley of the Ohio.* The effect of this will undoubtedly be to give Baltimore commercial advantages, in connection with the West, equal to those of New York. In a short time, we shall have, also, the completion of the Cincinnati and Marietta railroad; and also the Hampfield, by which a more direct route will be opened to Philadelphia. The effect of the completion of all these great railways will be to give the valley of the Ohio new facilities for the transportation of its produce, and to equalize the advantages of the great Atlantic cities.

The transportation of both freight and passengers will be reduced to a minimum; and the prices of products be equalized over the whole country. This will be an immense advantage to the farmers, in all parts of the West, and will increase the *annual income* of the states in the valley of the Ohio by the *whole difference made by the reduced cost of moving its products.* This effect has already been produced to a great extent, by the completion of the New York and Pennsylvania lines; but will be yet greater, when all our eastern lines are finished.

In the completion of the Ohio Central road, we must not forget, that it lies on the *old route* to the Atlantic, which unquestionably gives it an advantage, and a return to which will be natural and pleasing. At any rate, to the central counties of Ohio, the completion of this work is a great benefit.

RAILROADS AND MINERAL LANDS.

Where should railroads first be built—at all times a serious question, now amid monetary difficulties and shattered public confidence, is one of intense and absorbing interest.

During the past year, many a scheme has been started; surveys made and roads located; stock subscribed and money spent; but now, nothing is more evident than that some must wait for a settling down of the chaotic elements of financial confusion. Which, then, are the most important, and which shall first be built?

It is very common to suppose that a railroad must depend for its support chiefly on the through travel and freight, and secondarily on the agricultural productions of the regions which it traverses; and consequently, hardly a road is projected that has not some pre-eminent claim to the *entire* traffic between North and South, East and West. It is evident that all these rival claims cannot be supported by the through travel; and therefore, that many of them must depend on local business. Experience too has proved con-

clusively that channels of trade once opened and become fairly settled are not easily diverted into other directions. Hence we may infer as a general rule, that a new road making pretensions to a trade already taking a different direction must live for some years on other means, however well founded its claims may be.

The truth is, these schemes are too often based on a one-sided view of the objects and destiny of the railway. And was it not for the creative principles contained within itself, their utter failure or languishing existence, would soon prove the fallacy of the principle on which they were constructed.

It is not the mere accommodation of the commerce of distant regions of country that should be regarded and depended on as the one vital and living principle of the railroad. No,this, though important, is trivial compared with the great destiny of developing the dormant resources of our country, of bringing into active and energetic existence the agricultural and mineral interests which alone constitute the wealth of the nation, and afford in their turn life and activity to the manufacturer.

We are surrounded with a region rich in nature's gifts, with a soil unsurpassed in fertility and resting on deposits of iron and coal, whose value though known to be great we cannot estimate because the shaft of the miner has not yet told us the full extent of their richness. And yet how few of all our projected lines have the most remote reference to these important objects.

In this connection, it may not be uninteresting, nor uninstructive, to compare for a moment the actual business and value of some of our exclusively Commercial and Mineral roads.

The nett earnings of the Philadelphia and Reading R. R., 95 miles in length, according to the Am. Railway Times, for the last fiscal year, was.....	$1,251,987
Or, per mile.....	13,178
Those of the New Jersey Central, 63 miles, for the same period, were.....	179 210
Or, per mile.....	2,844
Those of the New Jersey R. R., 31 miles.....	316,259
Or, per mile.....	10,201
Those of the Camden and Amboy R. R., 65 miles, were.....	478,413
Or, per mile.....	7,360
Those of the New York and New Haven R. R., 61 miles, were.....	443,993
Or, per mile.....	7,278
Those of the New York and Erie R. R., 445 miles, were.....	2,969,326
Or, per mile.....	6,672

Here, then, we have this remarkable result of a railroad stretching into a mineral region, earning between 50 and 100 per cent. in the nett more than roads, in the same region which aim at through travel. The conclusion, we think, is evident, that in place of multiplying railroads designed to rival each other in the strife for the commerce of distant sections of country, it would be far better to turn attention toward the exhaustless mineral regions, which only wait for railroad facilities to invite the enterprise of intelligent capitalists.

Railroads.

RAILROAD CELEBRATIONS.

Opening of the Ohio Central R. R.—The formal opening of this road took place on Wednesday of last week. The cars had run over the road for several days previous; and the superintendent was satisfied that "all was right" before the day was fixed. The grand excursion on this occasion consisted of about two hundred invited guests, gentlemen of wealth and enterprise, whose capital and advice had contributed largely to the completion of this important work. Their trip over the Baltimore and Ohio and Ohio Central roads, is said to have been of a most satisfactory nature. They were suitably entertained by all the principal cities through which they passed; and these entertainments were marked by a flow of wit and humor rarely witnessed. The great body of the excursion reached Cincinnati on the morning of Thursday last, and were entertained at the Burnet House. In the evening, in company with many of the principal citizens, the party partook of a sumptuous supper, which will be remembered by all present as one of the most interesting occasions which they have had the fortune to witness. There is a benefit resulting from the interchange of sentiments and good wishes between the choice of spirits of distant sections of our land. And this gathering of the enterprise and capital of the East with the hard working men of the West —men who have borne the burden of gigantic undertakings, and carried safely through the immense interests entrusted to their care —was marked by that eloquent flow of kindly feeling and of wit, which may be heard and appreciated, but not conveyed to silent paper. The sentiments of the toasts were ably and beautifully responded to by gentlemen from various sections; and the entertainment was highly expressive of the satisfaction that might be expected to follow the successful completion of one of the most important works of which our railroad system may boast.

Opening of the Illinois Central R. R. to Galena.—On Wednesday of last week, another link in the great chain of railroads was formally dedicated to the purposes of trade and travel. At 8 o'clock, a gay crowd of guests, from Chicago, consisting of both gentlemen and ladies, started in the cars, "westward bound," to meet at Galena, the people of the emporium of the upper Mississippi valley.

The excursion was joined on the way by the guests from the principal towns, and all arrived safely at Galena at about four in the afternoon. The supper in the evening is represented as a pleasant affair; and the presence of the ladies served not a little to add to the enjoyment of the occasion.

Illinois Central Railroad.

The formal opening of this road from Freeport to Galena, 62 miles, affords occasion for the following review of the present state of completion of the whole work, which we find in the Chicago Democratic Press:

Following the main trunk south from Freeport, there is a space of about 48 miles to a small town called Amboy, 40 miles south of Dixon, which is not yet completed. The work is in a forward state, and will be finished early in January. From Amboy, south to Vandalia, a distance of 196 miles, it is finished and in operation. From Vandalia to Sandoval, 25 miles, and also a small gap of about five miles, near Centralia, remain to be completed.

From Centralia, south to Cairo, 112 miles, the road is completed and in operation, and as soon as the five miles near Centralia are completed, which will be in about a week, St. Lonis will have a railroad connection with Cairo by the Ohio & Mississippi, and Illinois Central roads. Three parties are laying track on the 22 miles south of Vandalia, and by or before the 15th of December, Chicago herself, by the Aurora or the Chicago and Mississippi and the Illinois Central roads, will have a direct railroad connection with Cairo. Our communication, therefore, with New Orleans and the Gulf cities, is never to be subject to the frosts of winter or to low water on the Mississippi and the Illinois. All the main line, therefore, will be finished by the first of January, except sixteen miles from Galeua to Dubuque. Of the main trunk, all will be finished from Cairo to Galena, except 48 miles south of Freeport, by the 15th of December. From this city, the Chicago branch is completed to a point 40 miles sonth of Urbana, a distance of 166 miles from Chicago, making, with the 454 miles of the main trunk already in operation, 574 miles of railroad which have been built and put in operation by this company in a little more than two years. From this point, 40 miles south of Urbana, about 80 miles of the Chicago branch remain to be completed early in the spring. The grading is in a state of forwardness, and as soon as the iron can be brought on, after the opening of navigation, it will be finished and put in operation. Chicago will derive, however, nearly all the advantages the road can afford us by a connection with the lower Mississippi after the fifteenth of December.

Our citizens may well congratulate themselves at the near completion of this gigantic enterprise. It is designed to develope the resources of our state, and to have a snbstantial influence npon our prosperity far beyond the hopes of the most sanguine. It penetrates one of the finest agricultural regions in the world; and it must uot be forgotten, that exhaustless beds of coal are fonnd beneath the magnificent prairies through which it passes.

Resistance of Railroad Curves.—R. A. Wilder, Esq., engineer and superintendent of the Milne Hill and Schuylkill Haven railroad, informs us, that in his practice of the location of the new portions of his road, he has found that the usnal formula, by which curves are "flattened" upon grades, is somewhat incorrect. The speed of trains, which is an important element in such comparisons, is fixed upon his road at from eight to twelve miles per hour; whereas an ordinary equation of curvature to grade is as a radins of 400 feet to a grade of 26 feet per mile, Mr. Wilder has found that a curve of such radius is only equivaleut in the practical working of his road, to about twenty-one feet per mile.

We give the result of Mr. Wilder's experience as a useful physical fact, inasmuch as ordinarily there is little exact knowledge of the resistauce of *curves*. It must not be overlooked, that in this case the *speed* is that of the slow burden trains.—*Railroad Adv.*

OHIO AND INDIANA R. R. CONVENTION.

We have received, through the politeness of the committee, a printed copy of the Rules and Regulations adopted by the convention of the railroads of Ohio and Indiana, at their adjourned meeting, at Dayton, Oct. 25, 1854.

Those who have watched with a careful eye the progress of railroad interests, have been convinced of two things: that the business of railroads generally has largely increased, and that also there are many points in which railroads have suffered serious imposition. How far these impositions have been the result of rivalry and competition, it is not now our purpose to discuss. These things have undoubtedly had their effect; but it is sufficient to know that the evil did exist, to prove that it needed some remedy to be applied in season. This remedy has been sought for in the present convention, and thus far, we are happy to say, without any indications of that spirit of monopolism and combination which is so apt to follow a long series of disconnected efforts.

The subjects mainly under the consideration of the convention were such as related to the revenue of the roads. It is very evident that so long as railroads continue to be the greatest interest of the country, it is of the highest importance that the integrity of their stock should be well maintained. It is not enough for a road to pay a handsome dividend for a few years, while its first crossties and iron last; enough must be laid aside out of its earnings to meet the necessary expenses for renewing everything of a perishable nature which may be employed in the construction or working of the road; and it is for this purpose more particularly that the changes proposed are intended to be applied.

Mails, expresses, fares and freight, have each received their share of attention; and in each particular, reform has been resolved upon.

But, upon these questions, we shall quote the report itself. The following roads were represented:

Mad River and Lake Erie; Cincinnati, Hamilton, and Dayton; Cleveland, Columbus, and Cincinnati; Bellefontaine and Indiana; Cleveland and Pittsburg; Central Ohio; Steubenville and Indiana; Dayton, Xenia, and Belpre; Dayton and Western; Ohio and Mississippi; Greenville and Miami; Springfield and Columbus; Dayton and Michigan; Cincinnati, Wilmington, and Zanesville; Columbus and Xenia; Cleveland, Plaincsville, and Ashtabula; Terre Haute and Richmond; Lafayette and Indianapolis; Madison, Indianapolis, and Peru; Indianapolis and Bellefontaine; Indianapolis and Cincinnati; Indiana Central; Jeffersonville railroad.

The conclusions arrived at are contained in the following rules and regulations:

1. MAILS AND MAIL SERVICE. — That railway companies charge, as the lowest remunerative price for one hundred square feet of car room, including a distribution room and conveniences of lights, stove, fuel and fare of route agent, sent once each way daily, thirty-seven and a half cents per mile for each mile run, or $235 per mile for 313 days. For any additional room, either in the same car, or any other car or train, twenty-five cents per mile for each one hundred square feet. The mails to be received and delivered on the railway, at either way or terminal stations; all other expenses to be paid by the department.

2. EXPRESS FREIGHT. — That express freight, carried on passenger trains, should be charged at the rate of not less than nine cents per ton per mile; that the iron safe should be rated at four hundred pounds, and charged at the same rate as goods; and that small packages should be collected in a trunk or box at the terminus, and also charged as goods. Messengers should be charged half price of first class passenger fare.

3. EXTRA BAGGAGE.—That ordinary personal baggage, to the amount of eighty pounds for each passenger, should be carried without charge; that in all cases over eighty pounds, the charge should be at the rate of not less than one half cent per one hundred pounds per mile; and that each railroad company should limit its liability for baggage to an amount not exceeding one hundred dollars.

That railway companies should release themselves, as far as possible, from all responsibility for the transportation of baggage consisting of articles not strictly for the personal use of the passenger carried. Trunks containing goods should be taken as freight or express matter.

4. COLLECTION OF FARES IN CARS.—That each railroad company issue a special notice to passengers, accompanying such rates of passenger fare as it may establish, stating that a discount of five cents will be made on each ticket purchased at the office, and that a corresponding discount will be made to each passenger taking the cars at stations where no tickets are sold.

5. FREE PASSES AND HALF-PRICE TICKETS.— That no *Free Passes*, or tickets to pass free on any railroad, shall be hereafter granted to any person to be used after the first day of January next, except by a company to its own directors, officers, agents, and employes on the road of such company, and under such rules and regulations as the directors thereof may establish.

That the carrying of passengers (except children under twelve years of age), on railroads at half fare, or for any other rate below the regular price or fare established for carrying passengers of a similar class, be confined to passengers going to and returning from the regular Annual State Agricultural Fairs, under such regulations as the Superintendents of roads shall adopt to prevent imposition: Provided, that children under five years of age shall pass free under the tickets of their parents or guardians, and that children between five and twelve years of age shall be charged half price: Provided further, that this resolution shall not prohibit local excursion trains, with reduced fares, at the discretion of the several companies: And provided, also, that delegates to railroad conventions for general purposes, shall be entitled to pass free in going to and returning from the same, on the certificate of the secretary of the company sending such delegates; which certificate shall specify the time and place of holding such conventions, and that the holder (naming him), has been duly appointed a delegate to the same.

That the several companies here represented, require written passes to be issued on their respective roads to every employe of inferior grade, from his superior, stating that such employe is going on the business of the company, for each trip he may so pass; which pass shall be taken up and returned to the proper officers of the company by the conductor, with other passage tickets.

That NO FREE PASS will hereafter be issued or renewed to any *shipper or forwarder of freight*, as such.

That from and after the first of January next, NO RETURN PASS will be issued to any *owner* or *driver of stock*; nor will any such owner or driver be passed free on any other train than that which carries his stock.

That no letter of introduction or certificate shall be given to any employe or other person, recommending him to the courtesy of a free pass.

6. AGENTS AND RUNNERS.—That the companies represented in convention shall discharge all persons in their employ as agents or runners, for soliciting passengers or freight, by the first day of November next, and discontinue the employment, directly or indirectly, of all persons in such capacity thereafter.

That whenever, hereafter, it shall be important to circulate or post bills in any place where two or more companies are interested in so doing, the same, if practicable, shall be done at the joint expense and under the joint direction of such companies.

That all bills or other publications containing official announcement in reference to transportation business, shall be issued with a responsible signature; and that simultaneous with such issue, copies thereof shall be forwarded to the companies interested in such business; and nothing disparaging or derogatory to other lines of road shall be inserted in such bills or publications.

That no employe of any company shall, under any circumstances, be permitted to solicit passengers, under the penalty of immediate dismissal from the employment of such company.

That no compensation shall be allowed, directly or indirectly, to any person for the sale of tickets, except at the regular offices established by any company on its line, or at the business termini of its road; and no passenger tickets shall be sold at other places: Provided, that through tickets for any connected line of roads, or of roads and steamboats, may be sold at any regular ticket office on such line of roads; but the same shall be done as a matter of reciprocity, and without charge.

7. FARES AND FREIGHTS.—That the railroad interests here represented will be best promoted by the adoption, as near as practicable, of a rate of fare of not less than two and a half cents per mile for passengers transported in cars of the first class; of not less than two cents per mile for through passengers, in cars of the second class; and of not less than one cent per mile for emigrant passengers, when carried in connection with freight trains.

That the rates for the transportation of freight,

when carried on trains at an average speed not exceeding ten or twelve miles per hour, should not be loss than two cents per ton per mile for all heavy and cheap articles in quantities not less than a car load; and not less than three cents per ton por mile, for the same articles in small quantities; not less than four cents per ton per mile for all light and valuable articles in large quantities; and not less than five cents per ton per mile for the same articles in small quantities; and not less than twenty-five cents por car per mile, for single deck cars loaded with stock: Provided, that when lines of roads, at certain seasons of the year, are compelled to compete with water communications, such liues may modify their rates accordingly; subject, however, to the approval of the executive committee hercinafter provided for.* Provided, also, that the forcgoing shall *not* be construed in any manner to affect any existiug contracts heretofore made by any company to carry coal and stono at less rates.

That the classification of all through freights to and from New York, Philadelphia, and Baltimoro, shall be the same as adopted by the convention of railroad snperiutendents, held in New York, on the 26th day of September last.

That for the purpose of placing the emigrant business in the hands of the several railroad and steamboat companies, and shielding the emigrants from imposition, thoso tickots only which are issued by other railroad and steamboat companies, ruuning in conuection, shall be received on and after tho first of December next; and that al tickets issued by individuals after that date shall be rejected.

That routes, composed of lines or parts of lines of roads between important points, with a difference in distance over the shortest line not exceoding twenty-five per ceut., shall be deemed competing routes; that the rates of fare shall be governed by the parties composiug the shortest route; and that all settlements between compauies relating to such tickets, shall be made *pro rata*: Provided, that no company composing a portion of any short routo shall be required to receive less than a *pro rata* proportiou of short route fare.

This rule shall also apply to any two or more routes composed in part of steamboat transportation, and also to the transportation and settlement of freights as well as of passengers.

Routes, composed of lines or parts of lines of roads between two important points, with a difference in distance over the shortost line exceeding twenty-five per cent., may be formed by agreement; but the companies composing such competing routes, shall uot transport freight or passengers at less rates than those established by the shortest route.

That uo company shall be required to abrogate existing contracts with any other companies; but may suspend the operatiou thereof, with tho assent of the other contracting party or parties, until the system adopted by this convention be tried, and its stability and adaptation to the purposes designed be fairly tested.

8. Executive Committee.—That there shall be an Executive Committee of three appointed—two in Ohio and one in Indiana—to whom complaints shall be made of any allegcd violations of the rules and agreements that may be established upon the recommendation of this convention; and upon the receipt of such complaint or complaints, said committee, or a majority of them, shall proceed at once to inquire into and report upon the same, unless the parties, or either of them, shall desire to be heard outside of said committee; in which case said committee, or a majority of them, shall require three good and well qualified men to investigate, decide, and report upon the facts; which report and decision the said committee shall communicate to the several companies who may be parties to the rules and agreemonts hereby recommended.

That the Executive Committee, or a majority of them, shall have power to call a convention of the roads herein interested, whenever, in their judgment, the interest of the parties may requiro it.

S. Crawford, of Dayton, and Jacob Strader and J. C. Wright, of Cincinnati, were appointed such committee.

The Cleveland, Painesville, and Ashtabnla railroad dissent from the action of the convention only so far as may become nccessary in order to compete with routes not running through the state.

9. Resolutions.—*Resolved*, That the proceedings of this couventiou, (subject to the dissents of the Cleveland, Painesville, aud Ashtabula railroad company, and of the Central Ohio railroad company,) be approved aud adoptcd.

Which resolution was unanimously agreed to.

That the railroad companies in the States of Ohio and Indiana, not here represented, and those of adjoining states, having lines of roads counecting with any of the railroads of Ohio or Indiana, be aud thoy are hereby respectfully requested to agree and become parties to the rules and agreements adopted by this convention.

That the proceedings of this convention, together with its former proceedings, be revised by tho committee of three heretofore appointed, and be published under the direction of said committee, A. Kelley, *President*.

Wm. S. C. Otis, S. Brush, } *Secretaries*.

* To so much of this as relates to the approval of the Executive Committee, the Central Ohio railroad company by their delegates, entered their dissent and protest, and refused to adopt tho same.

BLUE RIDGE R. R. AND KNOXVILLE & KENTUCKY R. R.

The snspension of the publication of the Register during the recent epidemic, preveuted our notice of the fact, that tho depots for the Blue Ridge railroad company, and the Knoxville and Kentucky railroad company, were located by Mr. Lythgoe, the chief engineer of the former, upon the lands of Messrs. King & Co., immediately north of the town. As we are reminded of this omission, an occasion is presented to say a word or two with reference to the prospects of these companies. Respecting the former, we may say, that the corps of ongiueers engaged iu the location of the Teunessee portion of the road, will soon complete their work, so as to be able to furnish the contractors' profiles, etc., and the compauy with satisfactory estimates. The work at the southern end of the liue is still progressing as rapidly as a large operating force can drive it along. Of the Knoxville and Kentucky road, though no location has yet beeu made definitely and conclusively, yet the company are eugaged in efforts which we think will result in the speedy construction of the road. Col. Crozier, who has heretofore acted as the president of the compauy, in order to preserve the organization, (at no time having it in contemplation to devote his whole time to the work,) resigned the office a few days since, and the Board of Directors elected Col. Wm. M. Chnrchwell to fill the vacancy. It is Col. Chnrchwell's purpose, we understand, to decline being a candidate for re-election to Congress from this District, in order that he may devote his energies to the work of making this road. How far he will be able to succeed, can in a great measnre be determined by his antecedents as a financier.

While referring to these roads, we may, with some propriety, say a word or two respecting a discussion which had been going on in South Carolina recently, both by the press and candidates for the Legislatnre, as to the propriety of committing the State of South Carolina as s stockholder to the extent of $1,000,000 to the Blue Ridge railroad company. The discussion has been provoked by a newspaper published at Spartanburg, in which it is alledged, that to enable South Carolina and the city of Charleston to have railway commnnication with the valley of the Ohio, Spartanburg rather than Anderson C. H., should be the starting point, and the ronte should be the valley of the French Broad, rather than that of the Tennessee. Whether the Spartan is right or wrong in the comnptation of distances from Knoxville to Charleston, by the ronte which it advocates, we do not know; in the event it is, however, the distance by the Tennessee valley route is only three miles greater; and there is this consideration which we desire to press npon the public mind of South Carolina, in order that no member of the approaching Legislature of that state, or any other citizen may be misled, viz.: *In Tennessee there is no other charter for the construction of a road from Knoxville in the direction of South Carolina than that which is consolidated with the Blue Ridge company.* Of course, so far as Knoxville is concerned, it is a matter of little or no interest whether her railway connection with the sea-board at Charleston is by the one passage of the Blue ridge or another, especially in view of the fact that the difference in the distances by the two routes proposed is only three miles. But we are not prepared to co-operate with any party in South Carolina in building a road from Spartanburg to Knoxville, *via* the French Broad route. We have, as we have said before, no charter, and as a matter of course, we have no state loan, and could not expect to obtain any; we have, indeed, neither private or public funds to be expended in the construction of such a road; nor are we aware that there is a single individual in Tennessee who is expecting a road to be made from Spartanburg to Knoxville. In view of these facts, we trust that the State of South Carolina will bestow the aid upon the Blue Ridge company, as, in that event, the state will have co-operation, in the construction of this great highway to the valleys of the Tennessee, Ohio, and Mississippi, on the part of Tennessee and her citizens, to the extent, at least, of $2,500,000, in the form of subscriptions of stock and state bonds.

In 1836, Tennessee was pledged to the enterprise then styled "the Louisville, Cincinnati, and Charleston railroad," in the sum of $1,300,000; now she promises and has already secured nearly a million more than that sum, in the event the Blue Ridge railroad company shall succeed in obtaining the means to bring their road to our southern border; and of this, we do not now entertain the shadow of a doubt.—*Knoxville Register, Oct.* 18.

RAILROAD CONVENTION.

The general managers of most of the New England, New York, New Jersey, and Canada roads, have held a meeting at the Astor House, for the discussion of tha general subjects of the policy and management of their roads. By a recent resolution, the representatives of all the roads in the United States, are invited to parlicipate in the futnre proceedings of the convention, one meeting of which will take plice in New York on Thursday, 23d inst.

Miscellaneous.

THE ADIRONDACK IRON ORES.

The approaching completion of works, destined to introduce these celebrated ores to market, makes them, at the present time, a subject of general and deserved interest. Ever since Professor Emmons, as state geologist, made the whole world acquainted with the extent, richness, and purity of these ores, and so faithfully appealed to national spirit for their occupation and improvement, it has remained a subject of deep regret that they were so inaccessible as to preclude their being worked on an extensive and profitable scale. The present earnest spirit of public improvement had not been aroused, and so far as mining depended upon *railroads*, in 1840 and '42, a *gold mine* might almost have remained undisturbed for the want of them.

But, as will be seen in another part of our present number, the Sackett's Harbor, and Saratoga railroad will be in operation within one year, by which 300 or 400 tons of these ores may be brought, *daily*, to tide water, at an expense of but $2 a ton. The near prospect of such a result is a good occasion for reminding our readers of the location, extent, and character of the Adirondack iron ores.

These beds are situated in Newcomb, Essex county, and are within 125 miles of tide water. The portion of the state in which they are comprised, is the highest of the great table land of northern New York, being about 1889* feet above the sea. The principal beds are near Sanford and Henderson lakes, which are a part of the head waters of the Hudson river.

There are four beds which have been especially examined, called respectively the SANFORD, COARSE-GRAINED BLACK, FINE-GRAINED, and CHENEY ore beds.

The SANFORD bed is within eighty rods of the lake of the same name, and to which, by a gentle descent, the ore can be easily carried, and loaded on cars or boats. This bed has been traced with certainty for 1667 feet in length, and 514 feet in width, beyond which limits it is believed to extend in length for two and a half miles. This bed lies upon an angle of about twenty-five degrees, favorable to perfect drainage, and is covered by a soil from one to three feet in depth, which is also heavily timbered. Estimating only the *measured* bed, at only two feet thickness, 6,832,734 tons of ore are contained; equal to 3,000,000 tons of iron of the highest quality. Nearly all of this ore can be raised without gunpowder, and can be mined and loaded on the cars for only one dollar per ton. These estimates are those of Mr. J. R. Thompson, the superintendent of the iron mines and works.

Professor Emmons describes the Sanford ore as entirely free from pyrites, and almost equal exemption from sulphurets, and other substances likely to injure the iron. With a single exception, the Sanford ore is the purest known. This ore, as are all the others, is a black magnetic oxide,—makes the best kind of iron, and *makes fast*.

The COARSE-GRAINED BLACK ore bed is some two miles from the Sanford bed, and has been clearly traced for more than 700 feet in width, and for 3,168 feet in length. This immense bed has the same purity as the Sanford bed, but is, in the opinion of Professor Emmons, the best of all for quality of ore, and of the iron produced from it. Possessing both the important qualities of hardness and great tenacity, the iron from this bed is the best adapted for such parts of machinery as are subject to great friction and great strain, as for axles of locomotives and cars, pedestals, piston rods, crank pins, trees, etc., etc.; and also for chain cables, anchors, spikes, nails, etc. This bed furnishes the bar iron from which the only American cast steel has ever been successfully manufactured. The Adirondack cast steel, made at Jersey city, not only received the Gold Medal at the great London Exhibition, but, which is quite as good an endorsement, has received the strongest commendations from the foremen and managers of the largest machine shops, rolling mills, stone yards, and other establishments in the country. The Allaire Works, T. F. Scott & Co.'s Works, the Glendon rolling mills, the United States Navy Yard at Washington, the Springfield Armory, and other works, have used it with the highest success.

The FINE-GRAINED ore bed is within a quarter of a mile of the black-grained bed; is 150 feet wide, and has been traced, in length, 5,742 feet, or more than one mile. This vein is very valuable also, and promises an excellent quality of iron.

The CHENEY bed is a large mass, about three miles from the black-grained bed.

These ores contain from 70 to 80 per cent. of iron.

As the *best* and most reliable kinds of iron, for boiler plates, axles, engine frames, cables, wire, spikes, nails, and for *steel*, is made only with *charcoal*, and as the best kind of this fuel is furnished at the least cost, and in the greatest abundance in the vicinity of these ores, it is believed that so long as a demand exists for iron for such purposes, northern New York can surpass, in its manufacture, even those districts in which iron is found along with *anthracite* coal. While with the latter fuel, ordinary irons will be made at the least cost, the charcoal iron of the Adirondack region will compete successfully, at but a slightly greater price, with all other American stock, for the purposes mentioned.

The company owning the Adirondack ore beds, have a capital of $3,000,000, and possesses a charter empowering them "to mine and manufacture IRON and STEEL—to make PIG IRON and BLOOMS, also BAR IRON, RAILS, RAILROAD CHAIRS, SPIKES, ENGINES, LOCOMOTIVES, CARS, CAR-WHEELS, AXLES, and all kinds of machinery, tools and utensils, made in whole or in part from iron and steel. Also to manufacture LUMBER, CHARCOAL and BARK for TANNING purposes, and to make flour from all kinds of grain."

The estate of this company comprises 103,277 acres of land including the ore beds described, and large tracts of hard wood and pine lumber lands; the latter, in one surveyed lot of 3,500 acres, having over 20 M. to the acre, or 80 million feet in all. This estate, with the high value to be conferred by the railroad improvements in progress, and with the liberal privileges of its charter, make the "Adirondack Iron and Steel Company" one of the most important in the great interest with which it is identified.

Should we visit the Adirondack region we may find other matters of interest to lay before our readers.

* The actual elevation of the Adirondack Works at the village of McIntyre.

IMPROVED SPARK ARRESTER.

The spark arresters applied in the repair shops of the New York Central railroad company, are probably superior to any others in use for the purpose designed. Such is our own opinion, from their lightness, simplicity, and ample capacity for draught; and in the fact that for many of the engines they are used in preference to any of the patented forms. Their peculiar points are in the form and construction of the deflecting cone, and in the application of the wire netting. The form and dimensions of the inside chimney are also different from the usual proportion. The deflecting cone is made of sheet iron. Its form may be understood by describing its shape in its cross-section. The rolling or bent portion is two semi-circles, each twelve inches in diameter and twelve inches apart. In plan, it would be half of a hollow-cylindric ring, of three feet outside diameter. The sides of the *cone*, proper, are tangent to the inside of the circular surface of the ring, the angle of the point of the cone being a right angle, or 60o. For such a deflector of three feet diameter, the top of the outer casing is four feet diameter. From a little above the outer edge of the deflector, a wire netting extends diagonally (or conically) downwards, so as to meet the inside of the outer casing. Above, all is open. The sparks are thus deflected by a very large cone and by the *netting*. There is no back pressure of steam against the latter, as is the case in the "bonnet pipe." The deflecting process is so complete as to secure about all of the sparks. The smoke is not "trailed" on the outside.

The inside chimney, for a 16 by 20 inch cylinder, is 16 inches at the base; contracted to 11 inches at 8 inches *above* the base; and afterwards regularly enlarged to 14 inches at the top. The cone is placed centrally over the two blast pipes, by plumbing downwards when the boiler and frame of the engine are *level*. Great care is exercised in this respect, and a more than usually perfect vacuum is obtained in the smoke box; thereby materially increasing the strength and efficiency of the draught.—*R. R. Advocate.*

NEW ALBANY & SALEM RAILROAD.

Much dissatisfaction has recently been expressed about the management of this road, and a desire expressed for a meeting of the stockholders to examine it. Before any such move is made, we ask the community to consider the following facts:

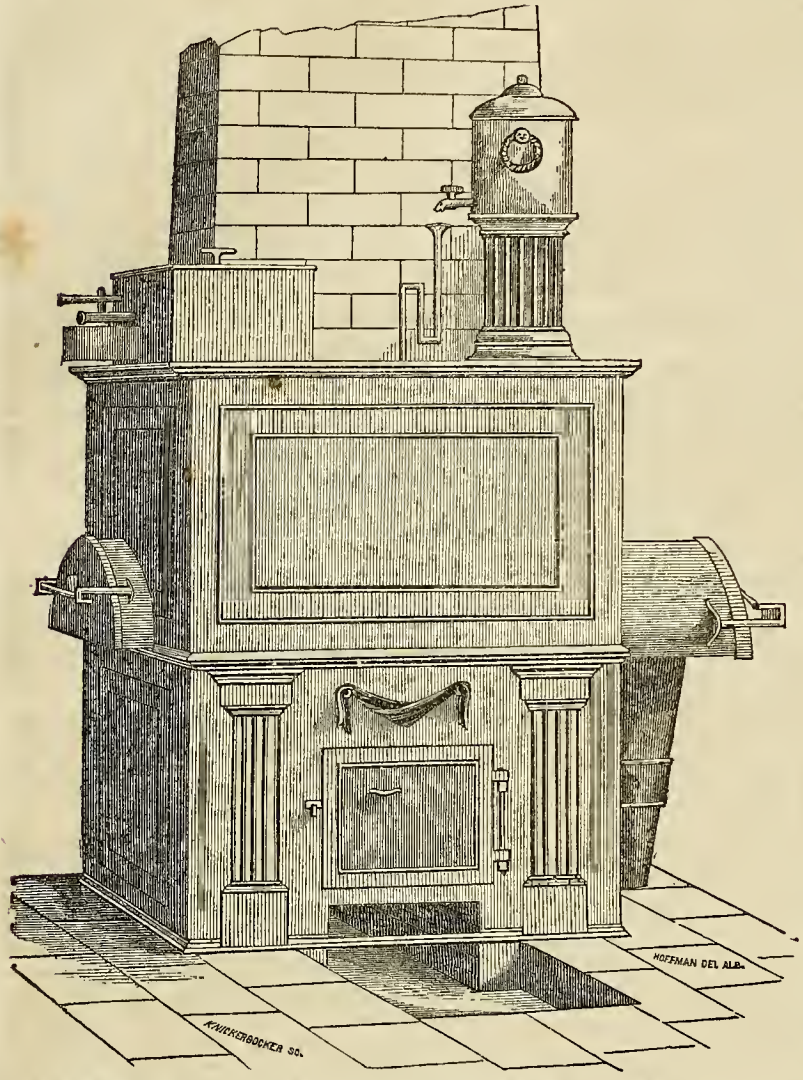
The road is one of great length, has been built with unusual rapidity, the business has been far greater than was anticipated, and consequently the power on the road was not sufficient for its business. Negotiations are going on for increased apparatus, which have been somewhat retarded by the recent panic in the money market. We have good reasons to believe, that in due time these negotiations will be effected, increased power will be secured, the Board will be freed from its present embarrassments, and the business of the road will be greatly increased, and promptly done. The president is now actively at work, and the ability heretofore manifested in overcoming difficulties will, we doubt not, soon give credit and standing to the road.

Too much, as we have before remarked, has been looked for from the road, the injuries done to the engines and cars greatly exaggerated, and the excitement greater than the circumstances would justify. The road is now doing a business of from $60,000 to $70,000 per month, and in due time will take its stand among the first roads of the country. We trust the community will bear with patience for a short time, and all will yet be well. To place the road in a good condition, some two or three hundred thousand dollars should be expended; and if there are those who would increase their stock, or subscribe, it would greatly assist the directers, and add much to the interest of the road. We have all confidence that the business will soon be done in a style to give general satisfaction. There is not a road in the country of the same length, and doing as much business, upon which fewer accidents have occurred.—*Montgomery Journal.*

WILMINGTON AND RALEIGH RAILROAD COMPANY.—The annual meeting of this Company was held at Wilmington, N. C. on Thursday. The Journal says:

From the report of the President and Directors, we learn that the gross receipts of the Company for the year have been $382,880.62; expenditures $291,220.73 nett profits $191,559.89; from which deduct interest and exchange, $63,697.12 and there is left as nett profits to stockholders, $127,962.77. The liabilities of the Company on the 1st of October were $1,052,070.47.

N. AUBIN'S GAS GENERATOR.—Patented September, 26, 1854.



The superiority of Gas Light over all other systems of illumination is now so well established, that its use is rapidly spreading wherever it can be obtained. But, owing to the difficulties and inconvenience accompanying the generating of gas for lighting, inhabitants of cities and a few very large establishments only have been able to enjoy what is now considered as indispensible to the pleasures and business of modern society.

The apparatus to which your attention is now called, and for which a patent has been granted in the United States, fills up a vacancy in the numerous contrivances, calculated to extend to a larger number the requirements of social life. By its use, all those who have been deprived of gas light, though willing to pay for it, are enabled at once to become their own gas manufacturers, and not only to procure gas, but to introduce into their dwellings, or places of business, a *more agreeable*, much healthier, better, and yet cheaper article than they could obtain from gas companies in the towns.

This apparatus is not an experiment; it has now been long enough in practical operation to have proved its usefulness and superiority. It can be managed by any common laborer after an hour's practice.

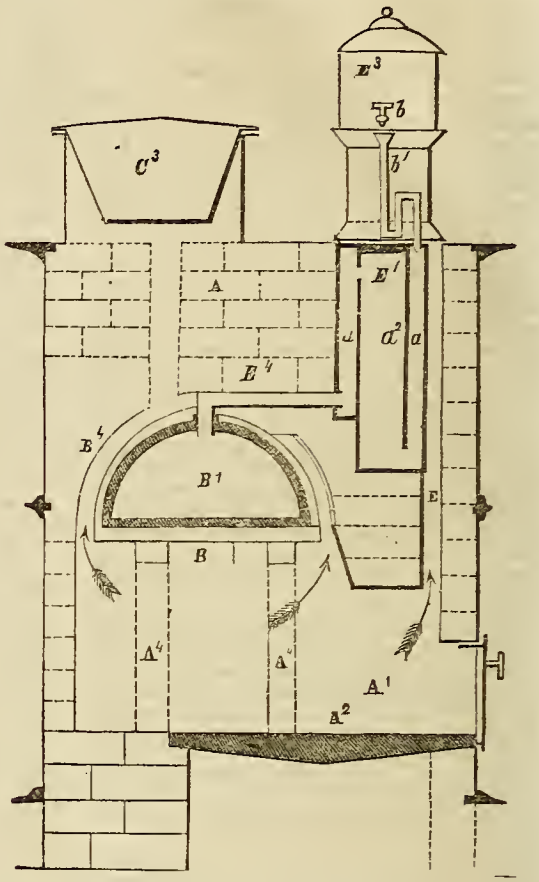
The annexed engraving shows a front perspective view of the improved Gas Generator. The size of furnace calculated for any large dwelling, factory, etc., occupies a space three feet square. It is encased in cast iron, and the interior is of fire bricks, shaped for the purpose. It can generate (during a day of twelve hours) gas enough for 500 hours of 1 large burner, (a five feet burner,) or 10 hours for 50 burners, or 5 hours for 100 burners, at a cost of at most $3, and less if on a larger scale.

The same light, with coal gas, at $3 per thousand cubic feet, would cost *seven dollars and-a-half!*

On account of the superior richness of the gas generated from rosin, or other material, by our improvement, it burns, as compared with that from coal, in a proportion of two to five, and therefore the space required for generating and keeping it is in the same proportion.

The following condensed extracts from the specifications attached to the patent will sufficiently indicate the construction of the apparatus and its advantages:

Fig. 2.



In the above diagram A is a furnace of fire bricks with a fire space A^1 provided with a grate A^2 and an ash pit $A.^3$ There are one or more thin arches A^4 over and across the fire space which support a platform of fire brick B for the gas generating retort B^1 to lie upon, and in a measure protect it from the direct action of the fire, and consequently it lasts much longer. It is made of iron, open at each end, and provided with doors secured by bars, wedges and brackets, or screw bolts if preferred.

The retort B^1 may be partially covered on the sides with fire tile, which covering may be extended entirely over the top as represented in the drawing, if desired. There is a flue B^4 around and over the retort B^1 opening into the chimney. The flue B^4 has another flue leading from it up under the vessel C^3 so as to heat it, and the materials in it from which the gas is to be made.

There is another flue E, leading from the fire place up and around the steam generator and heater E^1. The steam generator and heerer E^1 consists of two small cylindrical vessels *a*, a^1, placed upon the opposite side of a larger one, a^2, which is connected to *a* at the bottom, and to a^1 at the top as represented. E^3 is a vessel provided with a cock *b* to supply the generator E^1 with water through the siphon pipe b^1 which conducts the water on to pieces of bricks, furnace stone, or other refractory or porous substance, with which the apartments *a* and a^2 should be filled so as to gradually and regularly convert the water into steam that is introduced into the generator E^1, and prevent it from assuming the globular form and falling to the bottom and forming steam suddenly. The steam generated as above described is heated to a higher temperature, and passes into the retort B^1 through the pipe E^4 uniting with and aiding in generating the gas which may be made of rosin, oil, grease, turpentine, tar or other substance rich in carbon and hydrogen, at the same time expelling the gas and undecomposed matter from the retort to the cooler, where the undecomposed matter is separated from the gas with facility and without further trouble. The rosin, oil or other material is put into the vessel C^3 which is heated as before described so as to melt the same. The liquid passes through a strainer, then through a cock (seen in fig 1) and finally into the retort $B.^1$ The apparatus having been constructed as above described, the vessel E^3 is supplied with water, the vessel C^3 with rosin or other material, and a fire made upon the grate. When the apparatus is sufficiently heated, the attendant turns the cocks so as to supply the requisite quantity of melted matter and water to the respective retorts where the steam and gas are generated.

The manufaeture of gas for illumination has been attended with many disadvantages which have generally prevented its introduetion into private establishments or small communities; and when obtained from eoal, the generating, cooling, purifying apparatus are costly and oeeupy a large spaee, requiring a partieular study for their proper management; and their very offensive odor exeludes them from dwellings. When made from rosin, grease or other material introdueed in a liquid state into a heated retort, it is liable to mueh loss and difficulty; for if the temperatue is allowed to rise above the dull red heat, a portion of the gas generated is decomposed and deprived of mueh of its illuminating power and the earbon liberated is deposited in the retort and in the pipes leading from it, eventually clogging them and stopping suddenly the process. If the apparatus is kept at a lower temperature, mueh of the material used is lost and carried off in the form of vapor. These disadvantages whieh in all previous inventions for furnishing gas to private establishments have been found so great as to render them useless, we elaim to have overeome entirely. By introducing highly heated steam into the gas generating retort in the manner speeified, (the main improvement which we claim) more gas possessing greater illuminating power, and in less time, is produeed; the retort and pipes are not elogged, and the gas itself is more permanently fixed, ean be kept in the gasometer any length of time, and requires no purifying.

The superiority of the present apparatus consists then in generating gas which

First. Is cheaper than eoal gas.

Second. Can be prepared by any person.

Third. Produees a superior, more pleasant light, with less than half the volume required by eoal gas.

Fourth. Can keep without loosing of its illuminating power and therefore be made in any suitable quantity for future use.

Fifth. Besides without emitting noxious compounds so injurious to health, plants, ornaments; without heating the apartment as coal gas does.

Sixth. Requires for keeping but less than half the space of other gas.

Seventh. And ean be generated in a private establishment without any unpleasant smell.

The suceessful operation of this apparatus has demonstrated that it is the only generator whieh not only insures to consumers on a small scale, or isolated from cities, all the praetieal advantages of gas manufactured on a large seale, but moreover proeures a more agreeable, a mueh healthier and a better illumination.

☞ For further information as to eost of Gas Generators, Gasometors, Pipes, etc., stating the number of lights required, apply to

T. WRIGHTSON & CO.

167 *Walnut street Cincinnati.*

☞ Rights for Towns, Cities, Counties or States disposed of to gas engineers, gas fitters, or others by applying as above.

☞ The Miehigan C. R. R. Co's. steamers Western World and Plymouth Roek, have gone into winter quarters. The other boats of this line will continue to run between Detroit and Buffalo for some time, should the weather permit.—*Chicago Weekly Press, Nov. 18th.*

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

CORRECTED TO WEDNESDAY OF EACH WEEK.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'D.	ASK'D.
Alabama and Tennessee	1st mortgage, convertible till 1872	7	1872		
Baltimore and Ohio	Transferable. Taxed	6	1885		83
Do do	Coupons. Not Taxed	6	1875		85
Do do	" "	6	1880		87
Do do	"	7	1860		87
Do do		6	1885		92
Bellefontaine and Indiana	1st mortgage, convertible	6	1866		102
Buffalo and Penn. State Line	1st mortgage, not convertible	7	1866		101
Chicago and Rock Island	1st mortgage, convertible	7	1870		92
Chicago and Mississippi	1st " "	7	1862		91
Do do	2d " "	7	1874		84½
Chicago and Aurora	1st " "	7	1866		92½
Cincinnati and Fort Wayne					
Cleveland, Columbus, and Cincinnati	1st mortgage, convertible	7	1859		137
Do do do	No mortgage, convertible	7	1855		127
Cleveland and Mahoning					
Cleveland, Painesville and Asbtabula	1st mortgage	7	1861		96
Do do	2d " not convertible	7	1861		100
Cleveland and Pittsburgh	1st " convertible	7	1860		97
do do	1st " 2d sec. convertible	7	1873		90
Cloveland and Toledo,	1st mort. not conv. '73	7	1863		94
Clevelend, Zanesville, and Cincinnati					90
Cincinnati, Hamilton and Dayton	1st mortgage " till 1855	7	1867		95
do do do	2d mortgage	7	1868		95
Cincinnati, New Castle and Michigan	1st mortgage, real estate, convertible	10	5 & 10 y's		100
Cincinnati Western	1st " " " "	10	5 & 10 y's		98
Cincinnati, Wilmington and Zanesville	1st "	7	1862		95
Cincinnati, Indianapolis and Cbicago					
Columbus and Lake Erio					
Columbus, Piqua and Indiana	1st mortgage, convertible	7	1862		86
Do do do	2d "		1852		83
Columbus and Xenia	1st mortgage, convertible	7	1859		120
Covington and Lexiugton	2d " " till 1862	7	1883		85
Do do	1st " not "	6	1862		85
Dayton and Michigan	1st " "	7	1867		97
Dayton and Western	1st " "	7	1862		86
Dayton, Xenia and Belpro	1st "	10	1864		95
Eaton and Hamilton	1st mortgage	7	1862		87
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.	7	1862		96
Evansvillo and Illinois	1st Mortgage, convertible 1857	7	1862		87
Frankfort aad Lexington	1st " "	6			
Franklin and Warren					
Galena and Cbicago Union	Pledge of 2d section, convertible	10	1853–6		130
Do do do	1st mort., 2d " not convertible	7	1862		95
Illinois Central	1st mortgage, not convertible	6	1875		71
Illinois and Wisconsin		10			
Indiana Central	1st mortgage, convertible	7	1866		
Do do	" "	10	1857		
Indianapolis and Bellefontaine	1st " "	7	1860–1		96
Indianapolis and Lafayette	" "	7	1861		100
Jeffersonville	1st " not "	7	1861		87
Junction (Ohio)	1st " "	7	1867		90
Do do	2d " "	7			90
Lawrenceburg and Upper Mississippi	1st mortgage, convertible	7	1866		95
Lexington and Big Sandy					
Little Miami	1st mortgage, not convertible	6	1863		94
Do	" " till 1855	7	1861		
Louisville and Nasbville					
Lyons', Iowa, Central	1st mortgage, convertible	7	1873		
Mad River and Lake Erie	1st mortgage, convertible till 1855	7	1855–6		100
Do do	2d " "	7	1866		75
Do do	Dividend	7	1860		83
Madison and Indianapolis	1st mortgage, convertible after 1853	6	1861		
Marietta and Cincinnati }	1st "	7	1868		95
Do Do. } united	2d "				87½
Hillsborongh and Cincinnati }	1st "				95
Maysville and Big Sandy					
Maysville and Lexington	1st mortgage, convertible	6	1873		
Memphis and Charlestou					
Michigan Central	No mortgage, convertible	8	1860		104
Do do	" "	8	1855–6		102
Do do	" not "	8	1857–8		101
Michigan Southern	1st " " "	7	1860		98
Milwaukie and Mississippi	1st " " 1857	8	1862		100
Mobile and Ohio	1st mortgage 6s. 1884				
Nashville and Chattanooga					93
New Albany and Salem	mortgage on 1st section	10	1858–62		102
Do do	1st " on other sections, convert.	8	1864–75		92
New Castlo and Richmond	1st " convertiblo	6	1873		90
New Orleans and Ohio, Ky	Guar. of McCracken Co				
New York and Erie	1st mortgage, not convertible	7	1867		
Do do	2d " convertible	7	1859		
Do do	Income, not convertible	7	1855		
Northern Cross, Ill	1st mort. conv	8	1873		93
Northern Indiana	1st mortgage, not convertible	7	1861		96
Do do	1st mortgage Goshen line				87½
Do do	Construction Bonds				
Obio Central	1st mortgage, convertible,	7	1861–69		
Do	2d " not convertible	7	1865		80
Ohio and Indiana	1st " "	7	1867		101
Ohio and Pennsylvania	" "	7	1865–6		105
Do do	Income. No mortgage, convertible	7	1872		97
Pacific, Mo					
Panama	1st mortgage, convertible	7	1866		90
Parkersburgh (or Northwestern Va.)	" Guar. City of Baltimore	7	1873		96
Pennsylvania	1st mortgage, convertible till 1860	6	1880		97
Peru and Indianapolis	1st " convertible	7			83
Rock River Valley Union	1st " convertible	7	1872		100
Sandusky and Mansfield	1st "	7	1860		84
Do do	2d "	10	1853–7		104
Scioto and Hocking Valley	1st " conv. coupons	7	1861		90
Southwestern, Tennesseo					
Springfield and Columbus					
Steubenville and Indiana	1st mortgage, convertible	7	1865		85
Terre Haute and Alton	1st " convertible		1862–72		92
Do do	2d " do	8	1865		87
Terre Haute and Richmond	1st mortgage, convertible	6	1866		103
Toledo, Norwalk and Cleveland	1st "	7	1863		90
Do do do	2d "				95
Do do do	" Guar of C. C. & C		1883		95

STOCK TABLE.

CORRECTED WEEKLY.

Government Securities.

	INT.	DUE.	OFF'D.	ASK'D.
U. S. Loan	6	1856		105
Do	6	1862		114
Do	6	1867		118
Do	6	1868		118
Do (int. ceased July 1).	5	1853		102
Do Coupons		1862		118
Do "	6	1867		118
Do "		1853		101

State.

Alahama	5	....		95
Do	6	....		104
Arkansas	6	....		100
Georgia	6	....		
Do	7	....		
Illinois Canal Bonds		1860		98
Do do registered		1860		110¾
Do do		1847		95
Do do registered		1847		96
Do do Internal Impt.	6	1847		83
Do Interest do	6	....		02
Indiana	5	....		80
Do	2½	....		60
Do Canal Loan	6	....		94
Do do preferred	5	....		55
Do do deferred	5	....		32
Do special preferred	5	....		25
Do do deferred.	5	....		11
Kentucky, 30 years	6	1871		105
Do 15 years	6	....		108
Do largo bonds	6	1869-72		105
Do	5	....		93½
Michlgan	6	....		105
Ohio	6	1856		107
Do	6	1860		103½
Do	6	1870		112
Do	6	1875		110
Do	5	1855		105
Do	5	1864		106
Pennsylvanla	6	....		105
Do	5	1870		87
Tennessee, now loan	6	1890		101
Do Coupons	5	....		85
Vlrginia Coupons	6	1880		90¼

City Securities.

Albany	6	1867-9		107
Allegheny	6	1873		76
Baltimore	6	1870-90		101
Do	5	1865		89
Bostou Bonds	4½	1860		102
Chicago	6	1876-7		95
Covingtou	6	1881		95
Cincinnati	6	1860		100
Do	6	1897		100
Do	5	1884		87
Do W. W	6	1865		103
Jeffersonville, Indiana	7	1872-82		88
Lawrencehurgh, Ia	7	....		90
Louisville	6	1880		85
Memphis	6	1882		92
New York	7	1857		103
Do	5	1858-60		99
Do	5	1870-5		103
Do	5	1890		104
Philadelphia	6	1876-90		91
Pittsburgh	6	1869-71		83
Do coupons	6	1883		83
Richmond	6	1882		04
St. Louis	6	1870		90
Wheeling	6	1872		106

County Bonds.

Bourhon, Ky	6	1881		80
Darke, O	7	....		95
Fairfield, O	7	1862		92
Fayette, Ky	6	1881-2		80
Guernsey, O	7	1862		99
Mason, Ky	6	1881		78
McCraken co. Ky., endorsed by New Orleans and Ohio R.R.				80
St. Louis	6	1866		85
Do	7	1871		108

Banks.

OHIO.

Ohio Life Insurance and Trust Co				95
Lafayette, Cincinnati, (closing)				115
Franklin do				
Commercial do				
Mech. & Traders do				
State Branches				

KENTUCKY.

Bank of Kentucky and Branches				103
Northern, and Branches				110
Southern, and Brauches				106
Bank of Louisville				112
Kentucky Trust Co				100
Farmers' Bank of Kentucky				110
Newport Safety Fund Bank				100
Commercial Bank of Kentucky				

INDIANA.

State Bauk and Branches				

TENNESSEE.

State Bank and Branches				
Uuion				100
Planters'				100

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g.
On New York	Sight	¾	1 prem.
Boston	Sigbt	¾	1 prom.
Philadelp hia	Sight		1 prem.
Baltimore	Sight	¾	1 prem.
New Orleans	Sigbt		prem.
England		110¼	112¼.

SPECIE.

GOLD.

California, ℔ oz	$17 50	@	$17 65
Spanish Doubloons	16 50	@	16 60
Patriot Doubloons	15 60	@	15 80
Sovereigns	4 85	@	4 88
Guineas	5 00	@	5 00
American, new	1 00½	@	1 01
American, old	1 04	@	1 06
Portuguese	1 00	@	1 01

SILVER.

American Dollars	1 02	@	1 04
American, halves	1 02	@	1 04
Spanish Dollars	1 05	@	1 07
Spanish Quarters	1 02	@	1 03
Mexican Dollars	1 03	@	1 04
Five Franc pieces	95	@	96

LAND WARRANTS.

	Off'd.	Ask'd
160 acre warrants	$180	$189
80 acre warrants	90	94
40 acrow arrants	45½	47

Monetary and Commercial.

Since our last issue, there has been a gradual quieting down of feeling and excitement noticed during the preceding two weeks. The suspended banks are proceeding in the settlement of their affairs, and interested parties are patiently waiting for the results.

During times of panic and confusion, such as those we have just experienced, in addition to the distrust naturally developed, when no one knows with any approach to certainty, the extent to which the unseen evil may spread, there is another feeling which frequently manifests itself, and which, while it exhibits the wickedness of mere avarice, often results in loss to those who foster it. We refer to a disposition to increase the confusion by a spread of vague suspicions and disconnected rumors, for the purpose of profiting by others' fears and credulity. Numerous prophecies are made by those who either believe or pretend to believe that ruin—absolute and inevitable—threatens every interest. Under some such influences as these, some parties have been boarding gold, and prophecying that exchange would range from 10 to 15 per cent., and gold from 5 to 10.; and persuading themselves that their impressions must prove true, have purchased largely; and now that things are beginning to assume a more settled shape, find that speculation is not always profitable. Exchange is offering at 1¼ per cent., and gold does not command more than from one to 1¼ per cent. The commencement of the winter business, pork packing, has doubtless contributed somewhat to this result. Our produce must find a market, and bills of exchange are much more convenient than large amounts of gold and silver. Add to this, also, that while some banks in Ohio and Indiana have suspended, the number is not sufficiently great to warrant the fear of a general breaking down of banking interests, such as predicted by panic makers; and it is easy to conclude that the dark days of the crisis must soon pass.

In stocks we have but little to quote; there are many transactions, and prices are irregular.

CINCINNATI STOCK SALES.

AT THE STOCK BOARD,

MERCHANTS' EXCHANGE

And at Private Sale.

Sales made, but not reported this week.

At the East, in business circles, there is quoted a growing ease in money matters. This is more generally felt in outside rates, as the banks do not yet feel safe in extending facilities to their customers. The heavy Fall payments, however, are over, and dealers generally are contracting their operations. Rates of interest, however, are unchanged, being quoted at 7 per cent. for call loans to leading honses. First class paper, not much offering, 10 to 15 per cent. for favorite names, and 16 to 18 for others.

The stock market exhibits the full effect of Western and Southern difficulties; sales are forced, and as many who formerly bought for investment, are holding back, the transactions that are effected in Wall-street, depend chiefly on Wall-street capital. It is, of course, impossible for any man to say at what rate his stock will be sold, if once offered.

Sales by A. H. Nicolay, Nov. 16—

$13,000 Junction Railroad Second Mortgage Bonds, due November 1st, 1862; interest payable 1st May and 1st November, in New York, $1,000 each 61¼

$1,000 City of Racine, Wisconsin, 7 per cent. Bond, redeemable Februaay 10th, 1873, issued to the Racine, Janesville and Mississippi Railroad Company, and having on it the endorsement of that Company. Interest coupons payable in New York annually on the 10th day of Februaary 66½

$1,000 Chicago and Mississippi Railroad, 2d Mortgage 7 per cent. Bond, dated 1st June, 1853, and redeemable 1st January, 1874; Interest Conpous payable at the Metropolitan Bank, 1st January and 1st July 50

$8,000 Cleveland and Toledo Railroad Income Bonds, due July 1st 1864; Interest payable 1st July, and 1st Jannary, in New York 72½

$16,000 State of Missouri 6 per cent. Bonds, dated April 15th, 1853, and due April 15th, 1873; Interest payable 1st of January, and 1st July, at the Bank of Commerce, New York, $1,000 each 83¾

$1,000 New York and Harlem Railroad 1st Mortgage 7 per cent. Bond, dated May 1st, 1853, and redeemable May 1st, 1873; Interest 1st May and 1st November 83

STATEMENT OF THE STATE BANK OF INDIANA, ON OCTOBER 31, 1854.

MEANS.

Bills Discounted	$863,574 47	
Bills of Exchange	3,334,010 98	
		$4,198,585 45
Snspended Debt	$180,000 48	
Banking Houses and Furniture	152,596 82	
Other Real Estate	45,892 02	
		379,089 23
Due from Eastern Banking Institutions	514,067 00	
Due from other Banking Institutions	694,015 70	
Remittances and other items	173,572 79	
		1,381,655 81
Notes of other Banks	$272,879 00	
Gold and Silver	1,086,968 86	
		1,359,847 86
		$7,319,178 44

LIABILITIES.

Capital Stock		$2,150,107 44
Surplus Fund	$1,108,955 99	
Profit since last Dividend	211,543 02	
		$1,320,499 04
Due to other Banks	$225,520 65	
Sinking Fund, School Tax and other items	41,925 07	
Undrawn Dividends	4,045 63	
		271,491 35
Individual Deposits		634,234 64
Surplus Circulation to supply estimated loss of notes		143,198 00
Circulation—		
Under Fives	$517,961 00	
Fives and upwards	2,478,327 00	
	$2,996,288 00	
Less notes on hand	192,640 00	
		$2,803,648 00
		$7,319,178 44

JAMES M. RAY, Cashier.

COMPARISON.

OF THE CONDITION OF THE BANK ON OCTOBER 31, 1854, WITH THAT OF OCTOBER 31, 1853.

Notes disc'd on Oct, 31, 1853	$1,598,532 00		
" " " 1854	863,574 00		
Decrease of Notes disc'd			$734,958 00
Bills of Exch. on Oct. 31, 1853	2433,862 00		
" " 1854	3,338,010 00		
Decrease of Bills of Exchange			103,852 00
Suspended debt on Oct. 31, 1853	147,099 00		
" " " 1854	180,600 00		
Increase of Suspended Debt			33,501 00
Eastern means on Oct. 31, 1853	394,177 00		
" " " 1854	514,057 00		
Increase of Eastern means			199,890 00
Means in Eastern and other Banks, Oct. 31, 1853	931,108 00		
Means in Eastern and other Banks, Oct. 31, 1854	1,208,082 00		
Increase means in other B'ks			276,974 00
Circulation Oct. 31, 1853	3,834,765 00		
" Oct. 31, 1854	2,803,648 00		
Suspended Circulation (estimated as last)	143,198	2,946,846 00	
Decrease of Circulation			887,919 00
Specie on hand, Oct 31, 1853	1,377,804 00		
" " " 1854	1,656,968 00		
Decrease of Specie			220,836 00
Surplus Fund on Oct. 31, 1853	979,199 00		
" " " 1854	1,108,956 00		
Increase of Surplus Fund			129,757 00

During the past year the Bank has redeemed over two and a half millions of dollars of her circulation in specie or Eastern Exchange, while it will be seen by the preceding exhibit, her entire means are larger now than they were at the beginning of the year.

J. M. RAY, Cashier.

RAILROAD EARNINGS.

MEMPHIS AND CHARLESTON RAILROAD.—The following is a statement of the receipts of this road for the past month of October, with the receipts for the corresponding month of last year:

	October, 1854.	October, 1853.
Freight account	$14,509 39	$10,250 28
Passage "	8,217 33	5,986 82
Mail service	470 00	431 62
	$23,196 72	$16,668 72

The above statement shows an increase of $6,528 over the receipts of October of last year. This is most convincing evidence of the increasing prosperity of the road.

ANDROSCOGGIN AND KENNEBEC RAILROAD.—Comparative exhibit of the earnings of the road, for four months in 1853 and 1854;

	1853.	1854.
June	$14,453 45	$15,088 91
July	13,831 81	15,090 91
August	15,888 07	18,512 09
September	15,143 72	19,533 02
	$56,317 65	$68,254 93

Increase, 21¼ per cent.

MICHIGAN CENTRAL RAILROAD.—The earnings of this road for the month of October, 1853 and 1854, compare as follows;

	1854.	1853.
Passengers	$167,178 40	$95,658 16
Freight	95,842 38	97,985 28
Miscellaneous	4,658 28	6,525 00
Total	$267,679 01	$200,163 44
Increase		$67,515 57

GREAT WESTERN RAILWAY.

AUDIT OFFICE,
Hamilton, Nov. 4, 1854.

Amount of traffic on the Great Western Railway, for the week ending November 27, 1854:—

Passengers	£7,291	11	2
Freight	2,007	17	0
Sundries	398	18	2
Total for the week	£ 9,698	6	4
Amount of previous receipts	89,593	15	6
Total receipts since 1st August	£99,292	1	10

No. of passengers for week 18,115
No. of passengers previously 138,527¼
Total No. of passengers since 1st August 156,642¼
No. of miles open 241

GEORGE DARTNELL.

—*Montreal Pilot, Nov.* 10.

GRAND TRUNK RAILWAY OF CANADA.

AUDIT OFFICE,
MONTREAL, Nov. 2, 1854.

Return of traffic for the week ending Saturday, the 21st of Oct., 1854:—

5003	Passengers, first class	$5,305 95¼
912½	" second "	768 44
4118	Tons merchandise	10,464 14
213,255	Feet of lumber	1,269 21
1173½	Cords of firewood	1,670 63
	Mails, &c.	913 88
		$20,392 25¼

Total currency ..... £5,093 1s. 3d.

COMPARATIVE STATEMENT.

1854, week ending Oct. 21	£5,093	1s. 3d.
1853, week ending Oct. 22	2,704	3s. 7d.
Increase	£2,388	17s. 8d.
Miles open	292	
Total receipts for current half year, commencing July 1st, up to week ending Oct 14th, 1854	£78,582	12s. 3d.
	$314,331	04

JAMES HARDMAN, *Auditor.*

WARSAW AND ROCKFORD RAILROAD.

We learn that the Board of Directors of this road, which met the first of this week at Rock Island, so modified the contract with Culver, Kent & Co., as to give to them an extension of nine months for completing the road around the Upper and Lower Rapids. They also extended the time for completing the road from Nauvoo, to Oquako, to the 1st of January, 1856. Important modifications were also made in relation to the payments which the railroad company were to make to the contractors.

Culver, Kent and Co., have contracted for iron sufficient for thirty miles of the road, and have also made arrangements for an ample supply of funds for the rigorous prosecution of the work.

Next week the work, which for the last month has been suspended, will be resumed, and the grading completed between this place and Nauvoo by the opening of spring. By June next the track will be laid, and the rolling stock put on.

We are assured that Culver, Kent and Co., have now made connections with certain New York capitalists, that they will be able, without any kind of doubt, to perform the conditions of their contracts now modified. Their former failure was more to be attributed to the unexpected stringency of the money market, than to any defect in their calculations. The road now stands upon a firmer basis, and has a better prospect for speedy construction than ever before. — *Warsaw Express.*

WE have now attached to this office an extensive **Composition** and **Press Room** and **Bindery**, under the personal supervision of the proprietors of the RECORD. With confidence, therefore, we call the attention of RAILROAD OFFICERS and others to our extensive establishment, containing every facility for turning out superior work in any and every department of the PRINTING BUSINESS.

We are fully prepared to furnish **Railroad** and other **Reports**, with or without **Maps** or other **Illustrations**, gotten up at short notice and in superior style. Also, **Blanks of any description**, adapted to the wants of the various departments of the **Railroad service**, and to the wishes and tastes of the parties.

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AUBIN'S PATENT.—We are agents for this new and improved furnace, and having had one in operation at our office for several months past, can confidently recommend it as being simple in its operation, occupying little room and furnishing a pure and beautiful burning gas. From the peculiar arrangement of the retort it is not liable to *burn out*, thus saving a great part of the expensive repairs of other furnaces. We are prepared to erect these furnaces at our own risk and warrant them to produce good gas.

T. WRIGHTSON & CO.,
167 Walnut-st., Cin'ti.

TO RAILROADS AND CONTRACTORS.

HORSE POWERS.—The undersigned being agents for the sale of R. H. Peaso formerly Emery & Co.'s Horse Powers, are prepared to furnish them to order. They occupy little room and do their work effectually. T. WRIGHTSON & CO.

NOTICE TO CONTRACTORS.

PROPOSALS will be received until the 11th day of December next, for the graduation and masonry of fifty miles of the Third Division of the Pacific Railroad (Kansas route) of Missouri, extending from California, Moniteau county, to Georgetown, Pettis county. The work will be divided into sections of about one mile each.

Plans, profiles, and specifications can be seen at the office of the subscribers in St. Louis, and also at the Engineer's office in Jefferson City, on and after the 20th day of November, where all information relative to the work can be obtained.

KIRKWOOD, PORTER & CO.
Nov. 9, 1854. 3t

THOS. M CASH,
PHILADELPHIA RAILWAY AGENCY.

For the purchase of all articles required by Railway Companies, On Commission.

Office, No. 80, South Fourth-street, near Walnut,
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REFERENCES

Richard Norris & Son, Locomotive Builders, Philad'a.
Wm. D. Lewis, Esq. Pres't Catawissa R. R. Co. "
Charles H. Fisher, Esq., "
Jno. Caldwell, Esq., Pres't S.C. R.R.Co. Charleston, S.C.
J. Pinckney Huger, Esq., Pres't. N. E. R.R.Co. "
Oct. 13-tf.

New Works on Civil Engineering.

THE Field Practice of Laying out Circular Curves for Railroads. By John C. Trautwine, Civil Engineer.—4th Thousand, in pocket-book form with tucks.

—ALSO—

A New Method of Calculating the Cubic Contents of Excavations and Embankments, by the aid of Tables and 10 Engraved Plates of Diagrams. By John C. Trautwine, C. E.; 2d edition.

Price, one dollar each. Postage on the Curves, five cents; on the Excavations and Embankments, eight cents. For sale by WILLIAM HAMILTON.
Hall of the Franklin Institute.
Sept. 21-3* Philadelphia, Pa.

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SPECIFICATIONS, ESTIMATES, AND PLANS,
In general or detail of all kinds of
Steam Vessels, Engines, Boilers, Mill Work, &c
Particular attention given to the superintending of
LOCOMOTIVES, TENDERS, CARS,
And Railway Machinery of every Description,
While under construction.

AGENT FOR THE PURCHASE of, on commission, all articles required for Railroads, Steam Vessels, Locomotives. Engines, Boilers, Machinery, &c.
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Also, for Water Gauges, Indicators, Steam Whistles, &c., &c. CHAS. W. COPELAND,
Consulting Engineer,
•5-tf 64 Broadway, N. Y.

RAILROAD MAP.

WE have now ready A RAILROAD MAP OF THE WEST, containing ALL THE RAILROADS constructing, completed, or proposed in the States of Ohio, Indiana, Illinois, and Kentucky, and portions of Wisconsin, Michigan Pennsylvania, Virginia, Tennessee and Canada, showing the termini, points upon the lines, connections, &c. of each line, all laid down accurately, by a competent hand.

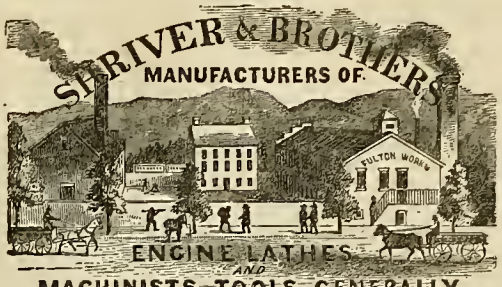
The size of the sheet is 24 by 38 inches, and can be sent by mail.

Price—plain	40 cents.
Colored in outlines	50 cents.
Full colored	75 cents.

Liberal discounts will be paid to those wishing them in quantities.

Railroad companies desiring a map to illustrate their road cannot find one offering greater inducements as to correctness, &c., or on better terms; as any line can be made prominent, with its connections, &c.

All orders addressed to U. P. JAMES will secure prompt attention



(On Baltimore & Ohio Railroad, midway between Baltimore and the Ohio River.)

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nov9-6m. SHRIVER & BROTHERS, *Fulton Works, Cumberland, Maryland.*

Notice.

THE copartnorship heretofore existing betwoen tho undorsigned, under the firm of Smith & Tyson, is this day dissolved by mutual consent. Either partner is authorizod to settle the businoss of the concern.

J. HOPKINSON SMITH,
RICHARD W. TYSON,

Baltimoro, July 1, '54. No. 25 South Charles st.

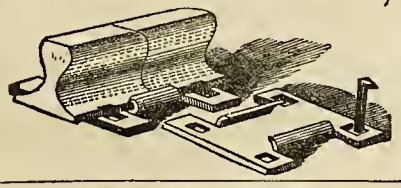
Notice of Copartnership.

THE undersigned have this day formed a copartnership, under the firm of J. Hopkinson Smith, in which Richard W. Tyson is a special partner, and J. Hopkinson Smith is the general partner.

J. HOPKINSON SMITH,
RICHARD W. TYSON.

Baltimore, July 1, 1854. [aug. '54-3*

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WROUGHT IRON

Chairs and Fastenings.

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The best quality of refined iron is uscd. and all ordors filled with despatch. J. HOPKINSON SMITH,
No. 25, South Charles st.

☞ Please direct the namc in full.

Baltimore, August 31-†

ADRIAN H. MULLER & CO.

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Hold their regular Auction Sales of Stocks, Bonds and other Socurities every Wednesday at 12½ o'clock, at the Merchants' Exchange. They would respectfully tender their services in the negotiation of tho same, oither at private or public sale.

Office, No. 2, Pine Street, corner of Broadway, Metropolitan Bank Building.

REFERENCES BY PERMISSION:

Mosos Taylor, Esq.; W. W. DeForest, Esq.; Geo. S. Robins, Esq.; Dow D. Williamson, Esq., Pres. Farmers' Loan and Trust Co.; Wm. F. Haycmeyer, Esq., Pres. Bank North Amerlea; Edward Whitehouse, Esq.; Messrs. Camman & Co.; Messrs. Carpenter & Vermilye; Messrs. Fisher, Dcuny & Co.; Messrs. Wm. & Juo. O'Brien; Messrs. Week, & Co. mh96*

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AUCTIONEER.

No. 38 West Third Street,

CINCINNATI, OHIO.

THE subscriber is prepared to make contracts to sell at auction any class of property that may offer on reasonable terms. ISAAC OSBORN DAVIS.

FOR SALE,—At the financial Agency and Stock Exchange, No. 38 Third street, the following Stocks and Bonds, viz.

$6,000 2d mortgage 7 per cent. Bonds Ohio and Mississippi Railroad Company

$6,000 1st mortgage 6 per cent. Bonds Covington and Lexington Railroad Company

$17,000 convertible 6 per cent. Bonds Covington and Lexington Railroad Company, redeemable Sept. 1st. 1872. guaranteed by the city of Covington

$5,000 first mortgago Bonds Little Miami Railroad Company

$10,000 1st mortgage 7 per cent. Bonds Columbus, Piqua and Indiana Railroad Company

$5,000 1st mortgage Bonds Cincinnati, Wilmington and Zanesville Railroad Company

$12,000 Bonds Springfield, Mt. Vernon and Pittsburgh Railroad Company

$20,000 second mortgage Bonds Maysville and Lexington Railroad Company

$10,000 1st mortgage 7 per cent. Bonds Scioto and Hocking Valley Railroad Company

$12,000 1st mortgage 10 per cent. Bonds Dayton, Xenia and Belpre Railroad Company.

RAILROAD STOCKS-

100 Shares Little Miami Railroad Stock; shares $50.
85 Shares Cincinnati, Hamiltou aud Dayton Railroad Stock; shares $100.
70 Shares Covington and Lexington Railroad Stock. shares $50.
80 Shares Ohio and Mississippi Railroad Stock; shares $50
17 shares Little Miami Railroad Stock; Shares $50.
150 Shares Cincinnati and Chicago Railroad Stock; shares $50.
25 Shares Ohio aud Mississippi Railroad Stock; shares $59.
18 shares Eaton and Hamilton Railroad Stock; shares $25.
175 shares Cincinnati, Wilmington aud Zanesville Railroad Stock; shares $50.
30 Shares Cincinnati and Indianapolis Railroad Stock; shares $50
50 shares Fort Wayne and Southern Railroad Stock; shares $50.
50 Shares New Albany and Salem Railroad Stock; shares $50.
40 shares Eaton and Hamiltou Railroad Stock; shares $25
30 shares Southern Bank of Kentucky Stock; shares $100.
15 shares Kentucky Trust Co. Bank Stock; shares $100.

oct 12-tt ISAAC OSBORN DAVIS.

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AND AGENCY OF

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Adjoining the First Presbyterian Church,

CINCINNATI, O.,

HAVE received from Mr. Simon Willard, Boston, Agent for the United States, the sole and exclusive agency for the sale of **CHARLES FRODSHAM'S** NEW SERIES OF IMPROVED CHRONOMETER WATCHES, in the states of Ohio, Indiana, Illinois, Michigan, Iowa, Wisconsin, Missouri, Kentucky and Tennessee.

In the Watches of the New Series, Mr. FRODSHAM has succeeded by a more perfect method of compensation, a more correct adjustment in isochronism, and an entirely new and peculiar construction of the train, by which more power is obtained without increase of size, in producing timekeepers of wonderful and unrivalled accuracy. The great importance of the improved watches is a perfect regularity of time under every variety of climate, motion and position. So perfect are the adjustments, that the most violent exercise, such as horseback riding, jumping, etc., produces on them no sensible effect They are therefore, particularly adapted to Railroad purposes.

Liberty is given to refer to the following gentlemen, who, among many others, have proved the excellence of Charles Frodsham's Watches as timekeepers:

Gen. John S. Tyler		Massachusetts.
John E. Thayer, Esq.		"
Enoch Train	"	"
E. C. Bates,	"	"
F. W. Thayer,	"	"
Wm. Whiting,	"	"
Geo. M. Thacher,	"	"
David Dyer,	"	"
Alvin Adams,	"	"
Billings Briggs,	"	"
David Weld,	"	"
Hon. Ebenezer Lane,		Sandusky.
E. F. Osborne, Esq.		Ohio.

The Prices of the New Series Gold Cases, are According to Size, viz:

SIZE 12	
" 14	$230
" 16	
" 18	250
" 20	275
" 22	300

Recommendations:

Boston, Sept. 3, 1853.

The Compensated Lever Watch I purchased of you, made by Charles Frodsham, London, No. 7300, has varied but thirty seconds from mean time in six months, by actual daily comparison with your regulator.

Yours, &c., ALVIN ADAMS.

Mr. Simon Willard.

Boston, Feb. 4, 1854.

Mr. S. Willard Dear Sir—The Frodsham watch, No. 7557, I purchased of you last October, has performed wonderfully well. I have compared it almost daily by your Astronomical clock, and its variations for ninety days is but one second, or a loss of but one-hundredth of a second per day. I consider it better than any Mariue Chronometer I ever used.

Yours truly,
FISHER A. NEWELL,
Late master of Sch., Honolulu.

Sandusky, Ohio, Jan. 1, 1854.

Mr. S. Willard, Dear Sir—More than six months ago I purchased of you two of Frodsham's best watches—up to this time, one of them, No. 7571, has altered from mean time but twenty-seven seconds, and the other, No. 7517, but twenty-three seconds in the same period.

Yours, respectfully.
E. F. OSBORNE.

To Mr. Simon Willard.

Gentlemen—On the 1st of April last I procured from Mr Willard, of Bostou, one of Frodsham's improved series of watches. It was regulated and set to Cincinnati time. It has not, in that period, been suffered to run down, nor have the hands been moved, and to day it is 20 seconds only slow. Respectfully yours,

HENRY O. AMES,
Sup,t Cin. Ham. & Dayton Railroad.

August 18, 1854.

To Messrs. Beggs & Smith.

The followiug is an extract from a letter of William Brown, Esq., Springfield, Ohio, engineer on the M. R. & L. E. R. R., who has personally kept the rate of several of Frodsham's watches.

"Finally from what I have known of Frodsham's watches, I am very strongly impressed with the idea, that they are a decided improvement on all other timekeepers, and were they set in gimballs and used with the same care, I think their performance would equal that of Mr. Frodsham's celebrated box chrouometer, and would answer the same purpose for determiniug longitudes."

Sept. 21-6*

Railroad Car Findings.

BRIDGES & BROTHER,

64 Courtlandt Street, New York.

Wheels & Axles, Jaws, Boxes, and Castings Fitted

Wrought Nuts, Bolts, & Washers,

Engine nnd Car Screw Bolts, all sizes; Coach Lag and Telegraph Screws,

LOCOMOTIVE ENGINE LANTERNS,

From the best Manufacturers, and at their prices. Car Hand, and Signal Lanterns.

Cotton Duck for Car Covering,

Of any required width to 124 inches.

ENAMELLED HEAD LININGS, Plush and Curled Hair.

Hand Cars and Baggage Barrows. Passenger, Freight-Car, nnd Switch Locks, Door Knobs and Butts. Brass and Iron Wood Screws. Brass and Silver Plated Trimmings for Windows and Seats. Varnish, Coach Japan, and Glue; Paints, Varnish and Glue Brushes.

Silver Plated nnd White Metal Letters. Engine and Signal Bells, anti-friction or Babbitt Metal.

Portable Forges and Jack Screws.

Hemp Packing,, American, Russia, and Italian. Conductors' Badges and Baggage Checks. Iron, Bronzed and Brass Hat Hooks. Ventilators and White Metal Rings. And all other Articles pertaining to Cars.

ALBERT BRIDGES,
Late Davenport & Bridges, Car Manufacturers,
Cambridgeport, Mass.
ALFRED BRIDGES,
Late Davenport, Bridges & Co., Fitchburg, Mass.

†oc6

Locomotive Tires and Car Axles.

THE undersigned is prepared to supply Railroad Companies and Builders with Tires and Axles of superior quality and finish, made from faggetted charcoal iron, formed and finished entirely under the hammer. For the character of the manufacture he refers to builders and companies who have used them in the West.

A. S. WINSLOW.
mr.24-†] 9 and 11 WestSecond St., Cincinnati.

O. ESCOL SELLERS.....C. D. DANA.

SELLERS & DANA,

AGENCY FOR THE SALE OF

Railroad Materials and Machinery,

THIRD STREET, (west of Burnet House.)

CINCINNATI, OHIO.

HAVING OPENED a depot for the sale of all articles used by Railroad Companies, we will fill orders promptly at manufacturers' prices, and are now prepared to furnish

Locomotives, Cars, Car-Wheels, and Axles. Ames' Tire and Crank Axles, Chairs and Spikes. Locomotive Head Lights, (of several makers) Car, Conductor's, Signal, Switch, Stoker and other Lanterns. Drawbridge and cross Road signal Lights; Gum Packing and Hose, assorted Car Trimmings, Enameled head and seat Linings, Plated and White Metal Letters.

—ALSO—

Machinists' Tools, particularly adapted to Railroad Work, Mill Work, Shafting and Shop outfits, Punching and Shearing Machines, for Boiler Work; Planers, Lathes, Drills, Portable Forges, etc., etc. Oak-Tanned Belting, of superior quality of all sizes. jy.1†3.

JAMES W. HOOKER,

Commission Merchant,

AGRICULTURAL WAREHOUSE,

—AND—

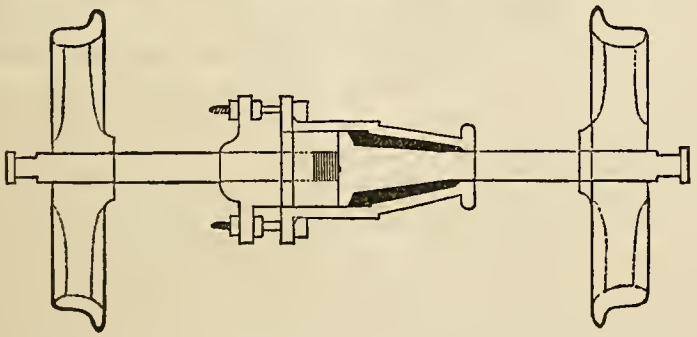
MACHINERY DEPOT,

35 Lloyd Street,

BUFFALO, N. Y.

Commission Dealer in Portable and Stationary Engines Iron Planers, Lathes, Universal Checks, Belting, Oils, Rubber Packing and Hose, Scales, Safes, Mill Stones and Machinery generally. Post Paid Letters will receive prompt attention jc. 1-tf.

DENNEY'S DIVIDED CAR AXLE.



PATENTED JANUARY 31ST, 1854.

THE ATTENTION OF RAILROAD COMPANIES is respectfully invited to an examination of the merits of this valuable invention, which offers to add largely to the safety of life and property.

The valuable features of this arrangement of axle are, a saving of full fifty per cent. in motive power on crooked roads: the rails are protected from being destroyed by the flanges of the wheels coming in contact with them on the curves, as is the case with the stiff or rigid axle, which not only destroys the rail but puts a constant strain upon the wheel and axle, causing the wheel on the inner rail to trip or revolve upon the rail under the weight of the car and its load, while the opposite wheel is traversing its greater distance; the tendency of which, is to wear the wheel flat, and cause it, or the axle, to break sooner or later. There is less danger of the car leaving the track from its having become sprend.

Axles fitted in this way do not require to be near so large, and yet contain more strength than the common axle, for the reason that the liberty given to the wheels, which allows them to accommodate themselves to the curvatures of the road, removes wholly the strain thrown upon the ordinary axle; and therefore, it requires no more strength of iron at any point between the wheels, than is contained in the bearings, which in the ordinary axle, is not more than one-third of the strength of the other portions of the axle.

The elongated bearing which forms the connection is so proportioned as not to wedge or become tight in the alloy, the wear being almost imperceptible, requiring to be set up not oftener than once in twelve months, by a slight tightening of the screw nuts. If, from long service, the alloy becomes worn out, it can be refi'led, making it as perfect as when first filled up, and the gauge of the wheels will never become changed so as to injure the running of the car.

It is after a series of the most careful experiments, conducted through a period of time sufficient to test in the most satisfactory manner, the real merits of divided car axles, and a thorough and practical test in real service of over two years, that we now offer to Railroad Companies one that we are assured will give universal satisfaction in its operations, and both simple and cheap in its construction.

We are now ready to dispose of rights to use the above axle on the following terms: We guarantee full and perfect satisfaction by giving ample time to thoroughly test its merits, and will require no payment to be made until such satisfaction has been given. All applications to be made to

SAMUEL L. DENNEY,
Christiana, Pa.
Or, to **CHRISTIAN UMBLE,**
Gap, Pa.

y.10†

TYLER DAVIDSON & CO.,

Agents for the

BOSTON BELTING COMPANY

India Rubber Machine Belting in any quantity, from 2 to 20 inches.

India Rubber Steam Packing;

Mixed	do	do	1-32 to ¼ inch thick.
Plain	do	do	1-32 to 1 inch thick.
Pure	do	do	

Pipe and Manhole Rings, all sizes;
Square or Rope Packing, do.

HOSE.

India Rubber, Hydrant, Conducting, Fire Engine, and Locomotive, of all sizes, manufactured from the best of Vulcanized Rubber, and for sale only by the agents.

Car Springs, and all other kinds of Vulcanized India Rubber used for Mechanical and Manufacturing purposes.

The undersigned, having been appointed Agent of the Boston Belting Company, beg leave to advise Dealers and Consumers that they are now prepared to supply the above goods in any quantities, on the most favorable terms. On hand and for sale,

50,000 Feet Vulcanized India Rubber Machine Beltings, from 2 inch to 20 inches, 3 and 4 ply.

TO STEAMBOATS AND RAILROADS.

India Rubber Hose, for Pavements, Streets, Gardens, Locomotives, Engines, etc.

40,000 feet Hose, 3, 4, 5, 6, and 7 plys, suitable for pavements, streets, gardens, locomotives, fire engines, etc., 1 to 3 inch, warranted extra quality. Also,

THE vulcanized India Rubber Break Springs now in use by all the Eastern Railroads, and posessing decided advantage over the Steel Springs now in use, for the following reasons:

1st, They are much easier put on.

2d, They are a great deal cheaper.

3d, They are much more durable than steel, and no time lost in making them, the weather having no effect on them.

ALSO—Large 6 inch hose for water stations. This is a new and important inveution. The coldest weather will have no effect on them whatever They are warranted to remain as pliable, in the COLDEST of weather, as they are in 150 Fahrenheit heat.

Armitage Anvils,—10 casks, assorted weights n w in store.

Allen's Revolvers and Self-Cocking Pistols.—Now in store, a large assortment of the above, 3, 4, and 5 inch Revolvers; 3, 4, 5, and 6 inch Pocket Pistols. Also, Dueling Pistols.

Leland's Superior C. S. Car and Auger Bitts.—All sizes.

Brass Kettles, and Sheet Brass, &c.—Brass Kettles, assorted from 6 to 30; Sheet Brass assorted from No. 0 to 30; Brass Wire, do do do.

Star Breast Chains.—Four casks of those superior double-linked Chains, just received.

Walker's Trace Chains.—70 casks of those superior goods, warranted full length and sizes, 8 to 20 links, straight and twisted, now in store.

American Anvils.—Eagle brand, faced with with cast steel, and warranted by the manufacturers equal to Armitage's Mousehole.

Plated Spoons.—Plain, tipped, and threaded heavy plate, on best quality of German Silver.

Premium Gimlet Screws.—10,000 gross just received.

Mill Saws. Hoe & Co.'s C. S. Wm. Rowland's, and W. H. Rowland's 6, 6½, 7, 7½, and 8 ft

Cross Cut Saws.—Hoe & Co.'s C. S., John ockerell's C. S. and G. S., Wm. Rowland's and W. & H. Rowland's 5, 5½, 6, 6½, 7, 7½, and 8 feet Also, 4 and 4½ feet Tennon Saws.

Axes—1000 doz. Axes, assorted Yankee and Kentucky patterns, first, second, and third quality

Nails.—4000 kegs Shoenberger's and Wheeling Nails, now in store.

For sale by TYLER DAVIDSON & CO.,
ar 3 140 and 142 Main street

The Shortest, Quickest and Best
ROUTE TO LOUISVILLE.

MADISON, INDIANAPOLIS, PERU, TERRE HAUTE, MICHIGAN CITY, CHICAGO, GALENA, ST. LOUIS, AND NEW ORLEANS.

OHIO & MISSISSIPPI RAILROAD,

ON MONDAY, SEPTEMBER 18, AND UNTIL FURthor notico, the Passenger Trains will run as follows:

For Louisville and New Albany.

Leave Cincinnati at 7.15 A. M. and 3.15 P. M., connecting with the Jeffersonville Railroad at Seymour, and arrivo at Jeffersonville, opposite Louisvillc, at 1 o'clock P. M., and at 9 P. M.

Returning—Loavo Jeffersonoille at 8.30 A. M., and 3.15 P. M., arrive in Cincinnati at 2.30 P. M., and 9.30 P. M. No delays in connocting with any other Railroad,

Fare $2 50.

For Indianapolis.

Leave Cincinnati at 7.15 A. M., and 3.15 P. M., connocting with the Indianapolis and Cincinnati Railroad at Lawrenceburg, for Indianapolis, and all the principal cities and towns of the North and Wost.

Returning—These trains arrive in Cincinnati at 4.05 P. M., and 9.30 P. M.

Fare $3 00.

For Lawrenceburg and Aurora.

Leavo Cincinnati at 7.15 A. M., 10,45 A. M., 1.27 P. M., and 5 P. M., stopping at all the regular stations.

Returning—Leave Aurora at 6.50 A. M., 3.15 P. M., 2.55 P. M., and 8.23 P M., stopping at all the regular stations, and arrivo in Cincinnati at 8.10 A. M. 2.30 P. M., 4.05 P. M., and 9.30 P. M..

FREIGHT TRAINS for Jeffersonville and all intermediate stations, leavo Cincinnati at 9.30 A. M.

For further information soe handbills, or apply at the Ticket Offico, on Fourth street, north side, four doors from Vine street, oposite now Custom-houso.

S. S. POST.
Chf. Eng'r and Supt.

Passongors, by leaving thoir address at the Tickot Office, will bo called for by St. Louis and Cincinnati Omnibus Line.

Omnibuses call at all the principal Hotols, for each train. W. S. BABCOCK, Agont,
Sept 5. St. Louis and Cincinnati Omnibus Line.

Cincinnati to Indianapolis.

TO CHICAGO IN 15 HOURS.
TO ROCK ISLAND IN 25 HOURS.
TO ST. LOUIS IN 31 HOURS.

ALL THE WAY BY RAILROAD.

FOR Terre Hauto, La Fayette, Michigan City, Chicago, Peru, Galena, Rock Island, and St. Louis.

Passengers will find this the most pleasant route of any to the West, as it passes through the richest and most thickly settled portion of the State of Indiana. In taking this route, passongers will reach Terre Haute, Lafayette, Peru, Michigan City, Chicago, Rock Island, Galena and St. Louis, as soon as by any other leaving Cincinnati, and with loss fatigue, in consequence of several of the othor roads not being fully ballasted.

TO TERRE HAUTE AND LAFAYETTE BY DAYLIGHT, by way of Hamilton, Eaton and Richmond.

CINCINNATI, LOGANSPORT AND CHICAGO RAILROAD.—Three daily trains, at 6.30 A. M., 8 A. M., and 4 P. M., from Cincinnati, Hamilton and Dayton Railroad Depot.

Passengers leaving Cincinnati on the 6.30 A. M. Lightning Express, reach Indianapolis at 11 A. M., rosume at 1.15 P. M. for Torre Haute, and 12 M. for Lafayette, Michigan City, Chicago, Galena, Rock Island and St. Louis, reaching Chicago at 8.30 P. M., in time to connect with night trains for Galena, Rock Island and St. Louis.

Baggago checked to Indianapolis.

Passengers leaving Cincinnati at 8 A. M., Richmond Mail Passenger Train reach Richmond at 11.05 A. M., connecting with trains for Hagerstown and New Castle. Returning leavo Richmond at 3.10 P. M., arriving in Cinninnati at 6 P. M. This train stops at all way and flag stations.

FARE:

From Cincinnati to	Richmond	$1 75
"	New Castle	2 50
"	Indianapolis	3 50
"	Terre Haute	5 75
"	La Fayette	5 50
"	Michigan City	7 75
"	Chicago	9 00
"	Rock Island	14 00
"	Galena	14 25
"	Saint Louis	15 50

Passengers leaving Cincinnati on 4 P. M. train, sleep at Indianapolis, resume at 6 A. M. for Lafayette, Chicago and Rock Island, and 1.15 P. M. for Terre Hauto.

For information and through tickets, pleaso apply at the General Railroad Ticket Office, No. 169 Walnut st., next door below the Gibson House, or to W. A. Latham, at the Cincinnati, Hamilton and Dayton Railroad office, corner of Broadway and Front Streets, under the Spencer House, or at the Sixth street Depot.

JOHN W. SHIPLEY, Agent.

The Omnibus Line will call for passengers in any part of the city, by leaving their orders at the offices.
oct. 19. W. H. SMITH Conductor.

Pittsburgh, Philadelphia,
BALTIMORE AND NEW YORK.

NEW ROUTE OPENED TO NEW YORK, ALL THE WAY BY RAILROAD, VIA **CINCINNATI, HAMILTON & DAYTON RAILROAD.**

The quickest, cheapest and most pleasant route to Pittsburgh, Philadelphia, Baltimore and New York.—Depot in the West end of the city.

Only route via Pittsburgh by which through tickets can be obtained from Cincinnati to New York.

One less change of cars than any other route.

Passengers leaving Cincinnati, on 0 o'clock morning train of Cincinnati, Hamilton & Dayton Railroad, go through to Crestline without change of cars, and, after 30 minutes for dinner, proceed by Ohio & Pennsylvania Railroad, arriving at Pittsburgh at 8 o'clock P. M.: leavo Pittsburgh via Pennsylvania Central Railroad, at 9 o'clock, P. M., and arrive in Baltimore and Philadelphia at 12 o'clock and 30 minutes (noon) next day; and from thence via Kensington and Jersey City, or Camden and Amboy Railroads, arriving in New York at 4 P. M.

Second Train:

Leaves Cincinnati, Hamilton and Dayton Railroad at 8 o'clock and 20 minutes overy morning; arrives at Crostline at 4:20 P. M., and Pittsburgh at 12 o'clock and 30 minutes, midnight; and after a comfortable night's rest, rosume by 7 o'clock A. M. Train, arriving in Philadelphia and Baltimore at 12 o'clock and 30 minutes, midnight.

The only offices in Cincinnati at which Through Tickets can be purchased from Cincinnati to New York, via Pittsburgh and Philadelphia, are under the Spencer House, and one door below the Gibson House on Walnat street.

FARE:

From Cincinnati to	Pittsburgh, first class	$	7 00
"	"	front car	5 00
"	"	Philadelphia	14 00
"	"	Baltimore	14 00
"	"	New York, via Pittsburgh and Philadelphia, all the way by railroad	16 00

For through tickets and information, pleaso apply at Cincinnati, Hamilton and Dayton Railroad Office, north west corner of Broadway and Front streets, under the Spencer House, or to J. W. SHIPLEY, at Railroad Office on Walnut street, between Fourth and Fifth streets, one door south of the Gibson House, or at Sixth street Depot.

H. O. AMES, Superintendent.
W. A. LATHAM, Agent.

The Omnibus Line will call for passengers by leaving their orders at the offices.
Sep. 7,-tf. WM. H. SMITH, Conductor.

NOTICE TO CONTRACTORS.
Mobile and Girard Railroad.

SEALED PROPOSALS will be received by the undersigned at this office, until the first day of December, for the Clearing, Gradnation, Track-Laying, together with the building of all Bridges and Culverts of the Western Division of the Mobile and Girard Railroad, extending from Mobile to Greenvile, covering a distance of 130 miles.

The work will gonerally be divided into one mile sections, and bids may be made for one or more of these sections. Separate proposals are desired for the Track-laying, building of Bridges and Culverts, likewise for the building of the Trestle-work, 5½ miles in length, across the Tensas and Mobile Rivers, with the intervening swamps. The trestle-work will be 12 feet high, built upon Black Cypress Piles, found in abundance and adjacent to the line; the two rivers will be crossed with the common Pile Bridging with Truss Pivot Draw in the center of each.

Specifications with the form of the contract and proposals can be had of the undersigned upon application.

Plans, profiles and estimates of that portion of the line are now ready for examination. Parties proposing will please designate it as such upon the envelope.

The country is healthy, with no swamps after leaving the Tensas River. From Mobile to the river, 18.5 miles the grading is light and country very healthy at all seasons of the year. After the line leaves the Tensas River, it passes through, and on the ridge that divides the Alabama and Conecuh waters, easy of access by the Alabama River, and through a section of country well stocked with provisions.

Payments will be made one-third (⅓) in current funds, one-third in the capital stock of the Company, bearing (.08) per cent. interest payable in stock, until the road is completed, then to cease and become common stock of the road, and relying upon the earnings of the same for dividends; the balance (⅓) one-third to be paid in the (.08) per cent. convertible bonds of the Company, maturing in (5) or more years, at the option of the contractors, coupons payable semi-annually either in Columbus, Ga., Mobile, Ala., or at New York, at the option of the holder.

To bidders personally unknown to the undersigned, bond and approved security will be required to an amount not exceeding (⅓) the amount of the contract, for the timely and faithful completion of the same.

22½ miles of the road from Girard west, will be open for business the first of November, and 52 miles 9 months therefrom; it is the intention to have the entire line of 245 miles open for business early in 1858.

Sept. 28, 1854-9t. GEO. S. RUNEY.

Baltimore & Ohio Railroad.

380 MILES BETWEEN WHEELING AND BALTIMORE.

THIS Road was opened to the Ohio River in the spring of 1853, and has already established a high character with the business community of the West. Its facilities for the transportation of freights are already superior to those of any other great through line—while the attractions of the country through which it runs, and its many admirable provisions for the expedition, comfort and safety of travelers, it has received such favor as a passenger road, (with its present connections,) as to show that it will become the preferred roate for all portions of the West and South-West as soon as its further connections are formed by the completion of the Central Ohio, North-Western Virginia and other Railroads now rapidly finishing.

FOR PASSENGERS BY THIS ROUTE,

Through Tickets from all Parts of the West,

ARE NOW SOLD IN

Cincinnati, Louisville, Madison, Indianapolis, St. Louis, Chicago, Toledo, Detroit, Cleveland, Columbus, Zanesville and other Cities.

AT ALL OF WHICH ARRANGEMENTS HAVE BEEN EFFECTED

For Sending Travelers Direct to WASHINGTON, BALTIMORE, PHILADELPHIA, NEW YORK, and other ATLANTIC CITIES.

FOR FREIGHTS IN EITHER DIRECTION

The fullest accommodations are provided. In motive power and Cars, the company has abundant resources, which are being farther extended to meet the demands of Western Trade. In the dispatch and regularity of transpart, and in the careful landing of property, this road challenges a comparison with its rivals. At Baltimore, the road connects directly in the streets and at the wharves with the

PHILADELPHIA AND NEW YORK RAILROADS,

The numerous Steamers of the Parker Vein Line to New York and Boston, the Ericsson Steamers by Canal to Philadelphia and New York, And various other Lines of Steamers and Sailing Vessels to the Eastern Ports, and to Richmond, Norfolk, Charleston, Savannah, etc.

J. B. FORD is the Company's Receiving Agent at Wheeling.

WM. G. HARRISON, President. *JOHN H. DONE*, Mast. of Transportation, Baltimore.

Je. 8†

COLUMBUS PIQUA, AND INDIANA RAILROAD.

New route from Columbus, West and from Urbana, East.

On and after Monday September 19, 1853, two trains per day, (Sunday excepted) each way, will run on this Road, between COLUMBUS and URBANA. Will leave Columbus at 4.50 a.m., and 3.30 p.m.—arriving at Urbana at 8.12 a.m., and 6.14 p.m. Returning—will leave Urbana, for Columbus, at 9.15 a.m., and 3.00 p.m.—arriving at 12.05 and 6.55 p.m.

The 4.50 a.m. train, from Columbus, will connect with the night Express train from Cleveland and arrive at Urbana in time for the morning train north for Sandusky and intermediate points. Persons arriving by the morning Cleveland and Zanesville trains can have a few hours at Columbus and leave by the 3.30 p.m. train—arriving at Urbana in time to get supper and take the 5.35 p.m. train for Dayton and Cincinnati.

The 9.15 a.m. train from Urbana connects with the morning train from Cincinnati and Dayton that arrives at Urbana 8.40 a.m.—arriving at Columbus at 12.05 p.m in time for the 1 p.m. train for Cleveland, connecting with the Buffalo and Dunkirk boats. The 3.00 p.m. train will leave Urbana on the arrival of the Sandusky train—reaching Urbana at 2.45 p.m.—and arrive in Columbus in time for the various night trains.

A line of Omnibuses will connect with the trains at Urbana for the conveyence of passengers to and from Piqua and Greenville over a good Macadamized road.

A. G CONOVER, Sup
Piqua, Sept. 13, 1853. s29-tf.

Shortest Route to Indianapolis, Chicago, and St. Louis by Indianapolis & Cincinnati Railroad,

VIA LAWRENCEBURG,

IN connection with the **OHIO & MISSISSIPPI RAILROAD.** Passenger Trains leave Cincinnati at 7:15 A. M., and 3:15 P. M. Arrive at Indianapolis at 11.30 A. M., and 8:30 P. M.

By morning train passengers arrive at Chicago in 14 hours, and St. Louis in 28 hours.

Freight shipped to Indianapolis and all other points West and North without delay at cheapest rates.

Cars run from Lawrenceburgh to Terre Haute, Lafayette, Peru and Chicago, without unloading.

Office, foot of Main street corner of Water street.

SIDNEY RICE,
Cincinnati, Sept. 28, 1854. Agent.

Railroad Line.

Cincinnati, Hamilton & Dayton Railroad.

Fall Arrangement.

COMMENCING MONDAY, OCTOBER 9th, 1854.

PASSENGER Trains will leave the Sixth-street Depot as follows:

First Train

At 6.30 A. M., Lightning Express for Hamilton, Richmond, Indianapolis, Terre Haute, Lafayette and Chicago, direct.

Second Train

At 8 A. M., for Hamilton, Eaton, Richmond, Dayton, Troy, Piqua, Sandusky, Toledo, Chicago, Clyde, Cleveland, Buffalo, New York, Bostoa, Pittsburgh, Philadelphia, Baltimore, Washington, etc.

Third Train

At 2.15 P. M., for Daytou, and intermediato stations, Troy, Piqua, etc.

Fourth Train

At 4 P. M., for Hamilton, Richmond, Indianapolis, Terre Hauto, Lafayette Chicago, Dayton, Springfield, Urbana, Konton, Carey, Crestline, Pittsburgh, Philadelphia, Baltimore, Washiugton, etc.

Fifth Train

At 5.20 P. M., for Hamilton and intermediate stations.

The 1st Train, Express,

Will stop at Cumminsville, Lockland and Glendale.

2d, 3d, and 4th, Trains,

Will stop at all regular stations.

Fifth Train

Will stop at all regular stations and at flag stations on signal or notice to the Conductor.

The 1st Train

Will connect at Richmond at 9 A. M., with Train of Indiana Central Road for Indianapolis; arrive at that place at 11.30 A.M., thence to Terre Hauto, Lafayetto, and Chicago without detention. Time as short as by any other route.

2d Train

Will connect at Dayton at 10.30 A. M., with Mad River Train for Sandusky and intermediate points; also at Crestline at 4.20 P. M., with the Ohio & Pennsylvania Train for Pittsburgh, Philadelphia, Baltimore, Washington, etc. The same train will connect at Clyds with Toledo and Cleveland Train to Toledo, Chicago, and Intermodiate points. Also, with Dayton and Michigan Railroad to Troy and Piqua, and at Piqua with Doylo & Co's Canal Packet Line to all points on Wabash and Miami Canals, and at Daytou with Dayton and Greenville Railroad to Greenville, Union, and all points on Bellefontaine and Indianapolis Railroad at 2.30 P. M.

3d Train

Connects at Dayton with Train for Troy, Piqua, etc. Also, with traiu of Dayton and Western Road for Indianapolis

Fourth Train

Will connect at Richmond at 6.40 P. M., with Indiana Central Train for Indianapolis, Terre Hante, Lafayette, and at Dayton with Mad River and Lake Erie Railroad for Springfield, Urbana, Kenton, Carey, Crestline, Pittsburgh, Philadelphia, Baltimore and Washington.

FARE:

From Cincinnati		to Hamilton	$ 60
Do	do	Eaton	1 35
Do	do	Richmond	1 75
Do	do	Indianapolis	3 50
Do	do	Terre Hauto	5 75
Do	do	Lafayette	5 50
Do	do	Chicago	9 00
Do	do	Dayton	1 50
Do	do	Troy	2 10
Do	do	Piqua	2 35
Do	do	Springfield	2 10
Do	do	Toledo	5 75
Do	do	Cleveland	6 00
Do	do	Pittsburgh, 0rst class	7 00
Do	do	do front car	6 00
Do	do	Philadelphia	14 00
Do	do	Baltimore	14 00
Do	do	New York, via Pittsburgh and Philadelphia, (Railroad all the way)	16 00

For further information or tickets apply to W. A. LATHAM, General Agent, at the office, corner Broadway and Front streets, under Spencer House, or at the Office on Walnut street, next door to the Gibson House, or at the Sixth street Depot.

HENRY O. AMES,
Cincinnati, Oct. 19, 1854. Sup't.

Marietta & Cincinnati Railroad.

OPEN between CHILLICOTHE and GREENFIELD, Connected by Stage at Hillsborough, with Hillsborough and Cincinnati, and Little Miami Railroad Trains, forming a through daily line each way.

On and after Monday, the 8th of May, passenger trains will run as follows, viz:

Leave Chillicothe at 9 00 A. M.
Returning do Greenfield at 5 30 P. M.

Passengers from Cincinnati leave by Little Miami Railroad, at 7 40 A. M., dine at Hillsborough and reach Chillicothe the same Evening.

Fare from Cincinnati to Chillicothe, $3 45.

J. W. STOWELL,
Chillicothe, May 6th, '54— Sup't.

Railroad Line.

Fall Arrangement.

LITTLE MIAMI RAILROAD.

THIS IS THE ONLY ROUTE AUTHORIZED TO receipt Passengers, via Lake Shore Railroad.

Passengers by 6 o'clock A. M., Train Little Miami Railroad, breakfast at Cincinnati, and dine the following day in New York, Philadelphia or Baltimore.

The 6 o'clock A. M. Train, Little Miami Railroad, is the only Morning Train leaving Cincinnati by which passengers can reach Philadelphia direct, and is the ONLY Train leaving Cincinnati direct for Baltimore.

FROM CINCINNATI

To New York in	34	hours.
To Philadelphia in	31	"
To Baltimore in	31	"
To Boston in	36	"
To Buffalo in	16½	"
To Dunkirk in	15	"
To Cloveland in	9½	"
To Sandusky in	8¾	"
To Pittsburgh in	14	"
To Wheeling, in	11	"

FOUR DAILY TRAINS.

FIRST TRAIN.—Lightning Express at 6 o'clock A. M., for Cleveland, Dunkirk, Buffalo, Albany, New York and Boston; Crestline, Pittsburgh, Baltimore, Philadelphia, and New York; Zanesville, Wheeling, Baltimore, Philadelphia and New York; Washington City, etc.; Connects to Saudnsky, also at Xenia to Springfield,

SECOND TRAIN -- Accommodation Express, at 8 o'clock, A. M., for Cleveland, Dunkirk, Buffalo, Albany, New York, and Boston; Crestline, Pittsburgh; Zanesville, Circleville and Lancaster; Hillsboro'. Connects at Sandusky with steamer BAY CITY, to Detroit.

THIRD TRAIN.—Accommodation, at 3.05 P. M., for Xenia; Circleville and Lancaster; Blanchester and Chilicothe; Hillsboro'.

FOURTH TRAIN.—Night Express, at 5 P. M., for Cloveland, Dunkirk, Buffalo, Albany, New York and Boston; Crestline, Pittsburgh, Philadelphia and New York; connects at Xenia to Springfield.

One Train on SUNDAY, for Columbus, at 2.30 P. M.

FARE AND THROUGH TICKETS.

For prices of fare, through tickkts, and all information, please apply at the company's new office, No. 233 west side of Walnut street, six doors south of the United States Hotel, or at the old-established General Railroad office, in the three-story yellow building, southeast corner of Broadway and Front-street, directly opposite the Spencor House, Railroad Hotel and Mailboat Landing, or at the Eastern (Little Miami) Depot, East Front-street.

P. W. STRADER, Gen'l Agent.

OMNIBUS LINE.

The Omnibus Line calls for passengers at all the principal hotels; and by leaving directions at the office, No. 233 Walnut street, six doors south of the United States Hotel, or at the office southeast corner of Broadway and Front-street, opposite the Spencer House, di; rectly on river bank, they will call in any part of the city.

J. H. HOWELL,
oct. 19. Conductor.

Change of Time on Cincinnati, Hamilton, Eaton & Richmond Railroad.

ON and after TUESDAY, April 4th, 1854, the Morning Train for Richmond and Indianapolis, will leave Depot, foot of Sixth street, at 6.10 o'clock, A. M.

Passengers by this Train connect at Indianapolis with the 1 o'clock, P. M. Traiu on Lafayette and Indianapolis Railroad for Lafayette and Chicago; arriving at Chicago by 9 o'clock, P. M., of samo day, being 9 hours less time than by any other railroad route leaving Cincinnati.

Also, connect at Indianapolis with 1.15 P. M. Train for Terre Hauto.

Trains for St. Louis leavo Chicago at 11 o'clock P. M., after the arrival of 1 P. M. Train from Indianapolis in the morning, making this the quickest route by far between Cincinnati and St. Louis.

Evening Train will leave as usual, at 3.30 P. M. connecting at Richmond with 7 P. M. Train for Indianapolis; arriving at Indianapolis at 10.30 P. M.

FARE—Cincinnati to Richmond.....$1 75
Cincinnati to Indianapolis..... 3 00
Cincinnati to Chicago..... 9 00

np. 6 D. M. MORROW, Sup't.

RAILROAD HOTEL.

CINCINNATI, O.

THE GIRSON HOUSE, Cincinnati, is situated on Walnut-street, between Fourth and Fifth, in the immediate neighborhood of all the Railroad Offices. For comfort and convenience it is believed that this hotel is unsurpassed. It is heated with steam from the first floor to the fifth, thus making it the most desirable winter house in the West. The proprietor hopes to enjoy a share of the patronage of Railroad men.

A. WETHERBEE, Proprietor.

Covington and Lexington Railroad.

1854. 1854.

OPEN to Paris.—Direct Railroad connection with Lexington, Frankfort and Louisville.

Two Daily Passenger Trains.

On and after MONDAY Oct. 9th, 1854, and until further notice, Trains will run as follows:

Express Train leaves Coviagton at 7 o'clock, A. M. stopping at Grant's Bead New Philadelphia, Canton, Benton, Clarkson, Demossville, Butler, Irving, Falmouth, Callenville, Boyd's, Berry's, Robinson's Garnett's Cyathiana, Laird's and Kiser's and arriving at Paris at 11.30 A. M.

Returning, leave Paris at 12 o'clock M., stopping as above, and arriviag at Covington at 4.35 P. M.

Through passengers by this train connect directly at Paris with Maysville and Lexington road, and arrive at Lexington at 1 o'clock P. M., connecting at Lexington with the stage lines for Danville, Winchester, etc., and with the afternoon train of the Lexington aad Frankfort road, for Frankfort and Louisville.

Returniag, leave Lexington at 10 o'clock, A. M., and arrive at Covington at 4.35 P. M., in time for the Evening Express Trains North and East.

The Accommodation Train leaves Paris at 5.30 A. M., stopping at all regular and flag stations and arriving at Covington at 10.25 A. M.

Returning, leave Covington at 2.40 P. M., stopping as above, and arriving at Paris at 7.35 P. M.

Through passengers by this train lie over night at Paris and arrive at Lexington at 8.30 next morning.

Freight Trains leave Covington daily, Sundays excepted, at 2.40 P. M.; freight received up to 12 M., for the train of same day.

RATES OF FARE.

Covington to Lexington	$3 00
Covington to Paris	2 40
Covington to Cynthiana	2 00

FOR THROUGH TICKETS,

Apply at the Cincinnati, Hamilton and Dayton Railroad Ticket Office, W. A. Latham, Agent; Little Miami Railroad Ticket Office, P. W. Strader, Agent; or at the Depot, Covington.

J. M. DOUGHERTY, Superintendent.

☞ The Omnibus Line will call for Passengers in any part of the city, by leaving directions at the above offices. CLAYTON & GRANT.

oct. 17.

Cincinnati, Wilmington and Zanesville Railroad.

OPEN TO LANCASTER.—Two daily Trains, (Sundays excepted) between Lancaster and Cincinnati. On and after Monday, June 26th, 1854, until further notice, trains will run as follows:

The moraing Train leaves Lancaster at 5.10 A. M., and arrives at Cincinnati at 11.15. Returning leaves Cincinnati at 3.05 P. M. and arrives at Lancaster at 9.30 P. M

The downward accommodation train leaves Lancaster at 10.05 A. M., and arrives at Cincinnati at 5.40 P. M.

The upward accommodation train leaves Cincinnati at 7.30 A. M., and arrives at Lancaster at 4.00 P. M.

Trains will stop for passengers as follows: At Amanda, Stout's, Circleville, Williamsport, Four Corners, New Holland, Washington, Rattle Snake, Sabina, Cross Roads, Wilmington, Sligo, Clarksville and Morrow; and on the Little Miami Road at Deerfield, Butterworth's, Water Station, Loveland, Miamiville, Milford and Plainville, and on proper signal by flag, or to the Conductor, at Branch Hill and Linwood, at Turnpike.

The downward Trains connect at Morrow with the Trains on the Little Miami Road for Columbus.

Lines of Omnibusses and Packets will run between Circleville and Chillicothe, and Stages and Packets between Lancaster, Logan, Nelsonville, Athens and Pomery; and Stages between Lancaster, Somerset and Zanesville connecting with the morning train from, and evening train to, Cincinnati.

Fare from Cincinnati to Washington				$2 50
"	"	"	" Circleville	3 00
"	"	"	" Lancaster	3 60
"	"	"	" Chillicothe	4 00

For other information and Tickets, apply at Ticket office, corner of Broadway and Front sts, and at the Little Miami Depot, or to the Station Agents on the line.

E. W. WOODWARD, Engineer and Superintendent.

☞ The Omnibus Line will call for and deliver passengers to and from the trains to any part of the City.

J. HOWELL, Conductor.

☞ The Company will not be responsible for baggage exceeding $50 in value, unless the same be returned to the Conductor or Agent, and freight paid at the rate of a passage for every $500 in value above that amount.

jo. 29

Locomotive for Sale.

ONE 8 wheel, 16 ton Engine, Cylinder 13 by 20, 4½ feet driving wheels, 2 pair drivers connected, and truck. Tender holding about 1400 gallons.

The Engine is in good condition; manufactured by Rogers, Ketchum & Grosvenor, Patterson, N. J.

Address ENOCH JOHNSON,
Sup't C., Z. & C. RR.
jy.20-tf. Akron, Ohio.

WHEELBARROWS!



ON hand, Wheelbarrows, of my own manufacture suitable for Railroad, Turnpike, Canaling, etc., in ots to suit purchasers. Orders filled for any reasonable amount.
HENRY RCCKEY,
jy. 20. No. 21 East Front st.

CAR MANUFACTORY,
Dayton, Ohio.

E. THRESHER & CO., having enlargod their shops, are prepared to contract on favorable terms, for building every variety of railroad Cars, in any quantity and on short notice, made of the hest materials, and of the most approved workmanship.

They are prepared also to furnish jaws and hoxes; the Washburn Wheel, 30 and 33 inch, adaptcd to Inside or outside hearing; cast iron frogs, steel plated; and switches of the most approved patterns.

They also manufacture blacksmith tuyeres, Harris' Patent; portable bolt forges: bolt hoading and bolt cutting machines; upright drills, wheol presses; wood planers; tenoning aad mortising machines, etc.

They respectfully invite the attention of railroad directors and superintendents to their establishment.
Dayton, Jan. 24th, 1853. jan.25-†

S. C. THOMSON & CO.,
MANUFACTURERS OF
PATENT PAD LOCKS,
For Railroad Switches, Merchandise Cars, Stores, Cemeteries, Iron Safes, &c.,
Cor. Railroad Avenue and Market st.,
an.12† NEWARK, N. J.

PROSSER'S PATENT
Lap-Welded Iron Boiler Tubes.

TUBES screwed together, flush on both sides, for Artesian wells, etc. Free-joint Tnbes, for Core Bars, Awning Framcs, Leaders, etc.

Brass Boiler Tubes.

Patent Wrought Iron Blacksmiths' Water Tuyeres, Water Backs, etc.

Agents for Krupp's celebrated Cast Steel for Shafts Rsilway Axles, Tires, Plators' Rollers, otc.

P. S.—All Tools necessary for the construction or keeping in order of Tubuiar Boilers.
THOS. PROSSER & SON
au.17† 28 Platt street, New York.

Norris' Locomotive Works,



PHILADELPHIA.

ENGAGED for many years in manufacturing Locomotives, offer to Railroad Compauies to construc of any plan or size,
LOCOMOTIVES OF SUPERIOR QUALITY.
Our facilities for doing work have heen largely increased this year, and orders can ho executed with dispatch.
jy. 27. RICHARD NORRIS & SON.

ALBERT H. NICOLAY,
AUCTIONEER.

HOLDS his regular auction salos of Stocks, Bonds, and other securities, every Monday and Thursday, at 12½ o'clock, at the Merchants' Exchange. First class Stocks, and Bonds, at private sale.
Office No. 4 Broad street, New York.

KENTUCKY LOCOMOTIVE WORKS.
CORNER OF KENTUCKY AND TENTH STS.
LOUISVILLE, KY.



THE Proprietors of the Kentucky Locomotive Works would respectfully inform Railroad Companies and the puhlic gonerally that, having completed their estah lishment, they are now prepared to receive and execute orders with fidelity and dispatch.

They will contract for

Locomotives, Passenger, Baggage, Freight, Gravel and Hand Cars,

Of every style and pattern, as well as all kinds of St and Machinery required for railroads.

Particular attention will be paid to repairing, which they have every facility.

They are also prepared to contract on favorable terms for building all kinds of Machine Tools, such as Turning Engines, Lathes, Planers, Drills, Slotting, Spliting, and Shaping Machines, of every variety of pattern.

Having also a large FOUNDRY connected with the estahlishment, orders for Castings are solicited, and will be filled with promptness.

Car Wheels of any pattern can he furnished on short notice. Double and single plate and Spoke Wheels of all sizes constantly on hand.

☞ Communications or orders must be addressed to
OLMSTED, TENNYS & PECK,
je.8-tf Lonisville, Ky.

Lightner's Patent Axle Boxes for Railroad Cars.

THE attention of Railroad Managers and others is called to this valuable improvement in

AXLE BOXES.

The first cost and "fitting np" of these boxes is 20 to 25 per cent below that of most hoxes in nse. They will save about 75 per cent in consumption of oil. The construction is simple; they are not liable to become loose, nor "heated" by scvere service. The Resevoir is held close to the shaft, and the oil jonrnals, arc secure from dust yet easy of access; the brasses may be removed from the journals, while under the car, in a few minutes. Cars furnished with these hoxes run from 4 to 5 weeks without replenishing the oil, and are not detained from the road for repairs ONE TENTH part of the time which is necessary when other hoxes are used.

The husiness of a railroad can he done with a much less number of cars, with these boxes than if any other kind aro used.

The first railroad men in the conntry have certified that Lightner's improvements in AXLE BOXES are among the first of the times.

Models and Testimony of the ahove Boxes, may he examined, and arrangements may he made for the right to use the same, with the snbscriher.
WILLIAM SHERBURNE,
PRINCIPAL AGENT,
May 18.6* Office, No. 167 Broadway, New York.

GUNPOWDER,
MANUFACTURED BY
The Hazard Powder Company.
HAZARDVILLE, CONN.
H. G. HAZARD, President.
A. E. DOUGLASS, Secretary.

THE nndersigned nre always prepared to furnish Mining and Blasting Powder to any extent, delivered at any point on the lines of railroads, or any other placcs of public improvements in the West or South, at the very lowest rates. Also, SAFETY FUSE of the hest Eastern manufacture.

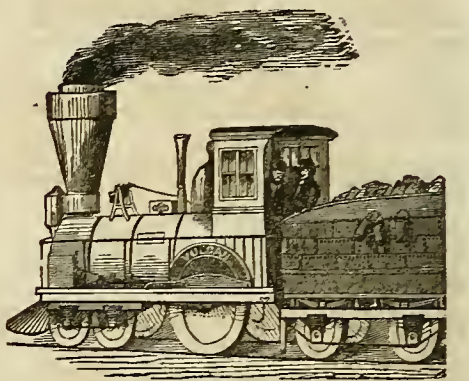
We would respectfully urge all contractors and consnmers to call upon or correspond with either of us before arranging for their supplies elsewhere.

To the trade generally we would offer all the brands of Sporting and Rifle Powder manufactured hy the above concern.
M. D. W. LOOMIS,
Southeast corner Main and Second Sts.
Cincinnati, Ohio.
S. H. LOOMIS,
Nashville, Tenn.
August 16, 1854. [au.18†

Myers' Patent Cylindrical Car.

NOTICE.—The Subscriber having become proprietor of MYERS' PATENT CYLINDER CAR, for a considerahle portion of Western territory, including the State of Ohio, offers the same to Rail Road Compauies on favorahlo terms. The public will he furnished within a short time with complote explanations of its operation, together with the results of actual experiments testing its applicability to all the uses for which it s recommended.
W. CLOUGH,
South-western Car Works.
Madison, Indiana. May 11.

Cincinnati Locomotive Works!



THE nndersigned are prepared to furnish Locomotives equal in efficiency and dnrahility to the hest Eastern mannfacture. Also, Shaping and Slotting Machines suitable for railroad shops. Also, all kinds of heavy forging and casting done at short notice. Also, holts for hridges cut with dispatch.
ap. 20 MOORE & RICHARDSON.

ASHCROFT'S
METALLIC STEAM GAUGE.
(BOURDEN'S PATENT,

THE snbscribers offer for sale this valuable Gange. It is adapted to Locomotive and other steam boilers, indicating with accaracy the continual variations of steam within the boiler, enahling the Engineer to maintain a nniform and safe pressnre. Any of the Eastern Railroads may be referred to for proof of its importance and value.
BRIDGES & BROTHER,
sep.15-tf 64 Courtlandt St., New York.

WASON'S
CAR MANUFACTORY,
Near the Pittsburgh R. R. Shops,
CLEVELAND, OHIO.
Passenger, Baggage, Freight, Dumpers, Hand Cars, &c.,

Of the best quality in all respects, style, workmanship, and material, made to order with promptness.

Orders respectfully solicited, with the assnrance that no pains will be spared to give entire satisfaction in all cases.
CHARLES WASON,
Late of the firm of T & E. Wason, Springfield,
†oc20 Massachusetts.

Notice of Copartnership.

MR. PETER MARIE. heretofore of the firm of Decoppet & Co., has this day formed a copartnership with Mr. Rndolph Kanz, (for many years with the hanking house of Messrs. L. Von Hoffmon & Co.,) nnder the firm of MARIE & KANZ, at 27 William street. Their attention will be devoted to the purchase and sale on commission of Stocks, Bonds and Foreign Exchanges, and to the negotiation of husiness paper.
New York, Sept. 1, 1854. [sept. 7-1*

ENGINEERS' & SURVEYORS' INSTRUMENTS!
JAMES FOSTER, Jr.,
MATHEMATICAL AND PHILOSOPHICAL
INSTRUMENT MAKER!

HAVING removed from his old stand to south-west corner of Fifth and Race street, and increased his facilities for making instruments, is now ready to supply Levels, Transits, Theodolites, the Dnmpy or Gravatt Level, Circular Protractors of Tronghton & Simms model, Snrveyors Compasses, Pocket Compasses with and without sights, in great variety. All kinds of Land Chains; Ivory and Box wood Scales of all kinds and graduation; Drawing instruments of all kinds, brass and German silver. Measuring tapes of all kinds, Magnets, Magnifyers, Barometers, Spy Glasses, &c., &c. Repairng promptly attended to. ap.6-6*.

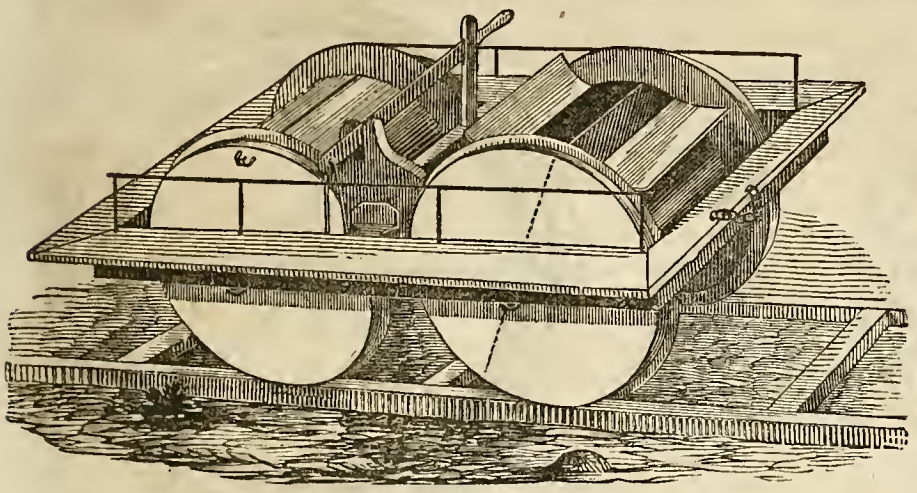
ENGINEERS' MATERIALS.

EGGERS & CO.,
WHOLESALE DEALERS IN
PAPER & STATIONERY,
Since first January,
No. 127 Walnut St., bet. Third and Fourth.
CINCINNATI,

Keep the most complete stock in the West of every thing used by Engineers. On application, a catalogue with prices will be forwarded. [jy.21-†.

MYERS' PATENT CAR,

FOR COAL, GRAIN, &c., &c.



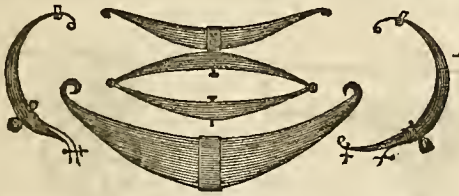
FOR PARTICULARS OF COST, RIGHT OF USE, &c., ADDRESS,

C TIERS MYERS,

No. 33 WALNUT ST EET,

dec15-3* **PHILADELPHIA.**

McDANEL & HORNER,

LOCO-  AND CAR

MOTIVE SPRING

MANUFACTURERS, WILMINGTON, DEL.

Locomotive and Car Springs of all descriptions manufactured on the most reasonable terms, made of the best STEEL, which we have manufactured to order from the BEST SWEDE IRON. Orders from any part of the United States will be thankfully received and promptly attended to.

McDANEL & HORNER.

All Springs ordered from a distance will be delivered on shipboard at *Philadelphia* free of charge.

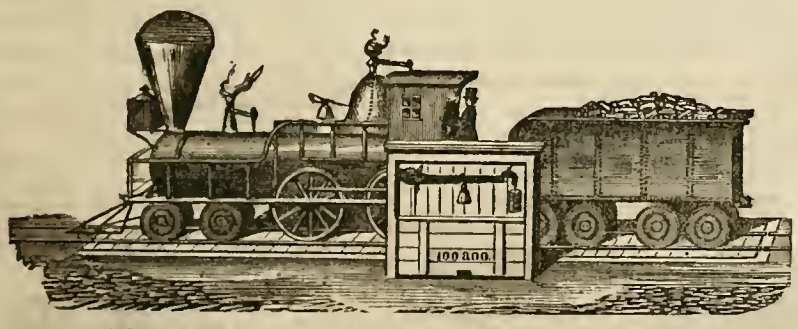
References.

NORRIS BROTHERS, Locomotive Builders, Philad.
A. C. GRAY, Pres't New Castle Manuf. Co.
U. WELLS, R. R. Car Manuf. Petersburg, Va.
I. R. TRIMBLE, Supt. Philad. R. R. Co.
M. B. MILLEN, Gen. Supt. C. R. R. Savannah, Ga.
EMERSON FOOTE, Supt. M. & W. R. R. Macon, Ga
THOMAS DOUGHERTY, Master Mach. do.
THOS. SHARP, Supt. R. F. & P. R. R. Richmond, Va

†May 19.

ISAAC RIGDON. EDWARD C. RYLAND. WM. HUDDART.

OHIO SCALE WORKS.



Rigdon, Ryland & Co.,

No. 39 Vine Street, between Front and Columbia streets,

CINCINNATI.

WE are now prepared to furnish **Railroad Track and Depot Scales** of all sizes, which we warrant in every respect equal to any manufactured in the United States.

Being practical workmen ourselves, we feel confident that we can furnish the West and South with as good an article and cheaper than can be bought East.

Cincinnati, June 29, 1854.

FULTON CAR WORKS,

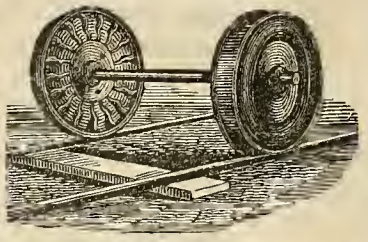
CINCINNATI, OHIO.

THE Proprietors of this establishment would respectfully call the attention of Railroad Companies in the West and South to their establishment at Cincinnati.—Their facilities for manufacturing are extensive, and the means of transportation to the different points speedy and economical, They are prepared to execute to order on short notice, eight-wheeled Passenger Cars of the most superior description. Four or eight-wheeled Baggage, Cattle, Freight and Gravel Cars. Also, Crank and Lever Hand Cars, Trucks, Wheels, and Axles fitted.



WASHBURN WHEEL

Having obtained the *exclusive right* to make this wheel



In Cincinnati, Covington and Newport, they are now prepared to furnish Railroad Companies with that Celebrated wheel, with or without Axles. Also, Journal Oil Boxes of any pattern, and Castings for cars fitted to order at the shortest notice.

Address KECK & HUBBARD,
Fulton Car Works Cincinnati, Ohio.
ap.12 Office 62 East Second Street.

MUSKINGUM WORKS,

ZANESVILLE, OHIO.



DOUGLASS, SMITH & CO.

WOULD respectfully call the attention of Railroad Companies to their establishment at Zanesville

They are prepared to execute orders, on short notice, for

Passenger Cars of the most superior description,

Second Class Passenger, Mail Express, and Baggage Cars; Freight, Cattle, four or eight wheeled Gravel Cars.

We manufacture a superior

CAR WHEEL,

Over 2500 of which are now running on the Central Ohio Railroad, and many of these have been in use on the road over two years, having in that time only three to crack, and two to be renewed in consequence of the wearing of the Chill. We have also commenced the manufacture of the celebrated

WASHBURN WHEEL,

And are prepared to furnish this wheel, with or without axles. Also, castings for Cars fitted to order at the shortest notice.

BOLLMAN'S PATENT IRON & WOOD BRIDGE.

We are also agents and builders of the above celebrated Bridge. Are now placing upon the piers an iron bridge on this plan over the Muskingum river at Zanesville. We are ready to contract with companies for the construction of this Bridge. All orders addressed

DOUGLASS, SMITH & CO.,
au4tf. Muskingum Works, Zanesville, O.

J. DAVENPORT....M. D. WELLMAN....C. M. RUSSELL

DAVENPORT, RUSSEL & CO.,

Railway Car Manufacturers,

MASSILON, OHIO.

THE subscriber, late of the firm of Davenport, Bridges & Co., Fitchburgh, Mass., having associated himself with Messrs. Wellman and Russell, under the above name, would respectfully solicit calls for any kind of Passenger, Baggage, Post Office, Freight, Coal, Gravel or Hand Cars.

Having had fifteen years experience in the business and having secured the best of workmen from the Car Factory in Cambridge, Mass., I feel confident that perfect satisfaction can be given in all work entrusted to our care.

We have now on hand the best of dry White-Oak with which we think we can build Cars as cheap and as well as any other establishment in the States.

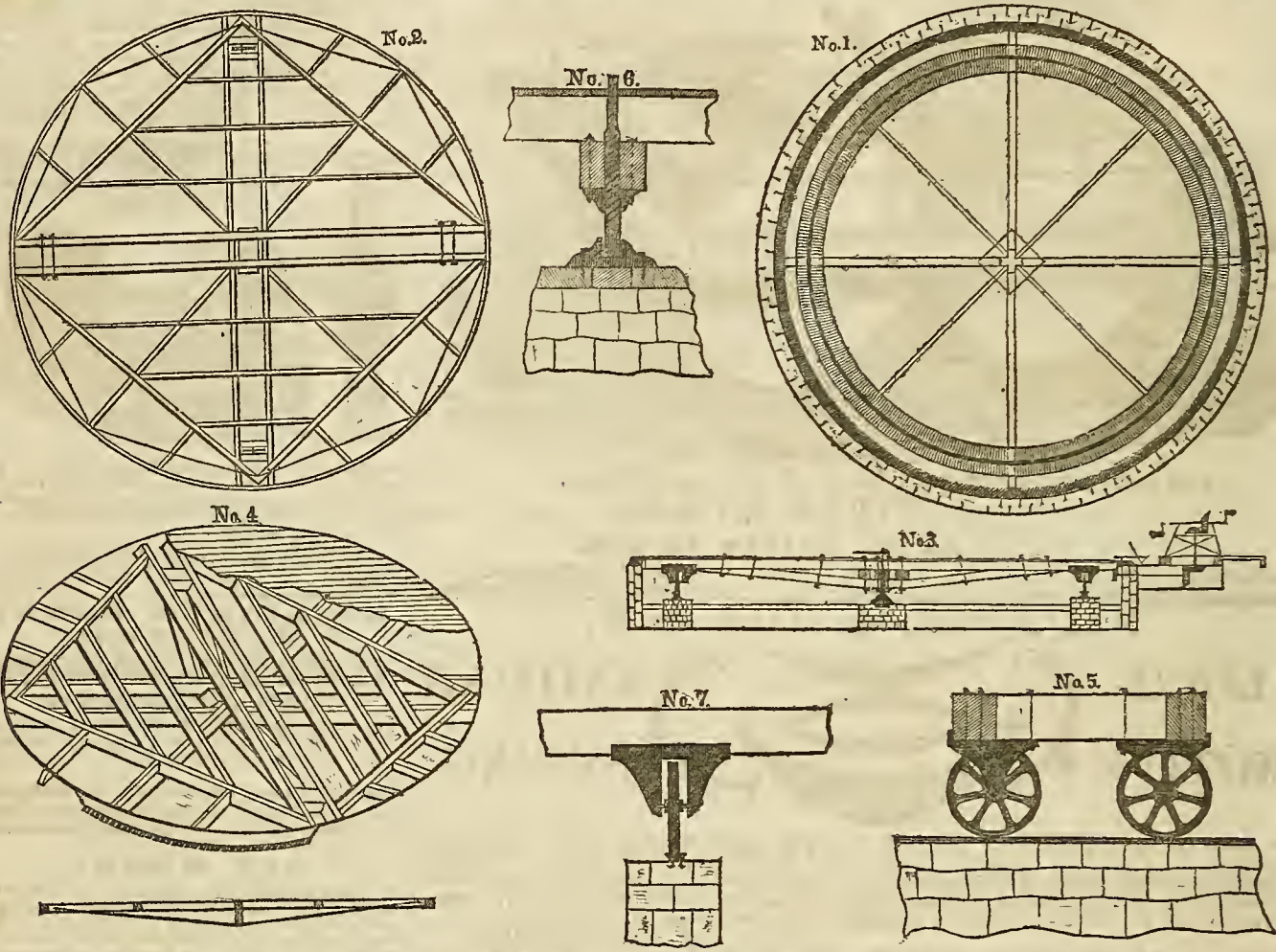
Feb. 16†* JOSEPH DAVENPORT.

RAILROAD IRON, LIGHT WEIGHT.

470 TONS, 47 lbs. per yard, good quality and pattern, now lying at New Orleans. For terms apply to VOSE, PERKINS & CO.,
ap27-tf New York

CARHART'S IMPROVED TURNTABLE.

Now building for 13 of the Principal Roads in Ohio, Indiana, New York, New Jersey, and North Carolina.



This Table, together with an Engine and Tender of 30 Tons Weight, can be Turned by One Man in 25 Seconds.

RAILROAD COMPANIES in want of *Turntables* of a permanent and durable character, at a low price, are respectfully referred to the annexed references. The undersigned being confident that the manner of turning engines by his Table is the most permanent, expeditious, and cheapest in the United States, solicits the attention of Engineers, and others, to his improvement. The undersigned being a practical mechanic, and having devoted his time, for the past five years, exclusively to the construction of Turn and Transfer Tables, Draw and other Bridges, is prepared with every facility for executing orders in that line with promptness and satisfaction.

The price, which is always based upon the use of the best materials and best workmanship which can be procured in the market where used, can be determined only by the locality.

REFERENCES:

New York & Erie Railroad Company.
Hudson River Railroad Co.
Ohio & Pennsylvania Railroad, J. Edgar Thomson, President, S. W. Roberts, Sup't and Engineer, Pittsburgh, Pa.
Pennsylvania Central Railroad, O. W. Barnes, Resident Engineer, Pittsburgh.
Toledo & Cleveland Railroad, Wm. Ferguson, Chief Engineer, Cleveland Ohio.
Columbus, Piqua & Indiana Railroad, A. J. Conover, Chief Engineer, Piqua, Ohio.
Cleveland, Zanesville & Cincinnati Railroad, W. H. Grant, Chief Engineer, Akron, Ohio.
Cleveland, Columbus & Cincinnati, and Cleveland & Erie Railroads, L. Tilton, Sup't, Cleveland, Ohio.
Little Miami & Columbus & Xenia Railroads, William H. Clement, Sup't, Cincinnati, Ohio.
Cincinnati, Wilmington & Zanesville Railroad, E. W. Woodward, Engineer, Circleville, Ohio.
Central Ohio Railroad, G. W. Fulton, Sup't, and S. Medbury, Engineer, Zanesville, Ohio.
Camden & Atlantic Railroad, and Danphin & Susquehanna Railroad, R. B. Osborne, Engineer, Philadelphia.
Bellefontaine & Indiana Railroad, W. M. Roberts, Engineer, Pittsburgh, J. Nottingham, Sup't, Marion, Ohio.
Cleveland & Pittsburgh Railroad, J. Durand, Sup't, Cleveland, Ohio.
Wilmington & Raleigh Railroad, North Carolina.
Central North Carolina Railroad.
Cincinnati & Indianapolis Railroad, Indiana.
New Albany & Salem Railroad, Indiana.
Michigan Central Railroad, Michigan.
Dayton, Xenia & Belpre Railroad, Ohio.
Pomeroy Railroad, Engineer at Cincinnati.
Springfield, Mount Vernon & Pittsburgh Railroad, Ohio, Charles Anthony, President.

DESCRIPTION OF PLAN.

Fig. 1, of the above cut, represents the foundations, consisting of *Bank* and *Track Walls*, the latter made of cut, the former of hammer-dressed stone, with cut stone coping. The Track is bent of the ordinary T rail, spiked and leaded to the stone track walls. The Center Pier is made of cut stone, with a step for screw and pivot bolted to the same.

Fig. 2, shows the framing.

Fig. 3, is a side view of Main Truss, with the mode of gearing, including the mitre-wheels, iron crank frame, rack and pinion, foundations, pivot wheels and pedestals.

Fig. 4, gives a perspective view of rim, segments, decking, etc.

Fig. 5, is an end view of the main trucks, with pedestals and wheels.

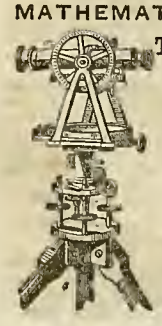
Fig. 6, is a screw for pivot, 6 inches in diameter, working in a steel step through a nut for adjustment.

Fig. 7, shows a cross section of track wall, well, and pedestal.

For further particulars please address,

D. M. CARHART, Cleveland, Ohio.

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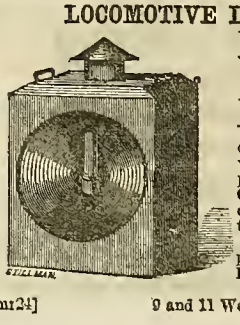
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[nov17]

Railroad Record.

E. D. MANSFIELD, - - - - - - Editor.
J. A. JAMES, W. WRIGHTSON, - - - Associate Editors.

CINCINNATI:
THURSDAY MORNING,.....NOV. 30, 1854.

E. D. MANSFIELD,

May be found at the office of the Railroad *Record*, 106 West Fourth-street, between Vine and Race, (north side) between the hours of 11 A. M. and 1 P. M.

R. R. COMMUNICATIONS.—In an interesting communication from the Fort Wayne and Southern R. R. Co., see page 685.

THE EDITOR'S PEN AND PENCIL.

Messrs. Applegate and Co., of this city, have manufactured a steel pen, called the "Editor's Pen;" and also a "Pencil." We have tried them both, and can say, from experience, that they are most excellent of their kind. The steel pen is, we think, the best we have ever written with, being the nearest approach to a good quill pen.

Census and Statistics of Arkansas.

The State of Arkansas has just completed a census of the state for 1854. The following is the result, as compared with 1850:

	1854.	1850.
Population	253,117	209,887
Whites	199,224	162,189
Slaves	60,279	47,100
Free colored	614	608
Lands cultivated	857,180 acres	781,530
Cotton produced	160,779 bales	65,344
Corn (1853)	11,536,969 bushels	8,893,939
Wheat "	332,535 "	199,639
Oats "	1,040,206 "	656,283

It appears from this, that the increase was as follows, viz.:

Increase of population	21 per cent.
Increase of whites	20 "
" of slaves	27 "
" of lands cultivated	16 "
" of cotton produced	150 "
" of wheat "	130 "
" of oats "	50 "
" of corn "	50 "

It appears evident from this, that the State of Arkansas is growing with great rapidity; but, as the *extent* of lands cultivated does not correspond with the *amount* produced, (in income,) it is also plain, that the land is better cultivated, more labor put upon it; and this also appears from the increase of slaves being greater than the increase of whites.

The State of Arkansas has nearly 5,000,000 of acres of swamp lands, which the Governor proposes to give partly to *levee* the Mississippi and Red River, and partly to railways.

He commends the interests of the Fulton and Cairo railroad company to the legislature. This company has a huge grant of land from the government of the United States, and has already had the route surveyed.

THE MISSISSIPPI AND PACIFIC RAILROAD COMPANY.

Our readers, in common with most people in the United States, have no doubt been amused with the ridicule, which it has pleased a large portion of the press to pour upon the scheme of a New York company, of whom Messrs. Chatfield and R. J. Walker were the principal agents, to construct the Pacific railway through Texas. If the company be successful, however, this ridicule is worthless, and the projectors will receive the praise of the public, and enrich themselves. It is precisely one of those things, of which *success* is the test of merit. No man can doubt, that a railway to the Pacific, whether through Texas or on any other route, is a thing much to be desired, and will be exceedingly valuable. No man can doubt that Texas has a right to give her wild lands for the accomplishment of that object; nor can there be the least doubt that if she does accomplish it, she will be amply repaid, and will have taken one step in advance of the rest of the Union. Finally, no one can doubt, that any company of men, (who can do it,) have a right to avail themselves, if they can, of such advantages as Texas offers for that purpose. Well, then, if this be so, (and we presume neither of these propositions can be denied,) where is the humbug? And with what show of intelligence or fairness is such complaint made of men who have simply availed themselves of the laws of the land in an attempt to enrich themselves, and serve the public?

If any complaint is to be made, it should be made against the legislature of Texas, who have offered immense grants of lands to various companies, if they will construct the railways for which they are given. But, is Texas unwise in this policy? Not at all. She has no access to markets, and no credit to borrow money; but she has immense territory, and an immense quantity of wild land. Is she not wise to give these lands for railways, which will quadruple the value of all the land in her state, and bring wealth and commerce to her doors? The Government of the U. States, with a folly utterly unworthy of our times, has rejected all plans, in all forms, to construct a great Pacific railway, from the Kansas to Francisco, (the only route on which it *ought* to be made;) and what remains to be done? Texas steps in, and offers the world her public lands—a great bribe and a solid one—to any parties who will make the Pacific railway through her state. Is she not right! Is she not much wiser than the Government of the United States, in its cold and ungenerous neglect of this great enterprise?

She *is* wise, and the only question about it, is whether the work *can be done, in this manner*. All the ridicule excited, we suppose, amounts to this, and no more—that the parties who cry humbug, believe the plan will not succeed, and therefore they are at liberty to laugh at those who have undertaken so much. This leads us to the only real question there is about it. *Can* this railway to the Pacific be constructed with lands? Are the Mississippi and Pacific company *legally organized*, and authorized to go on, under the charter? And will they be *able* to make the road? We propose briefly to examine the question, and furnish all the *facts* we have.

We shall not ask how the road is to be constructed through California, from the Rio Grande; for it is well understood that California, like Texas, has offered, or is ready to offer, (by law,) her lands for the construction of the road through her territory. The only question in the whole enterprise, is whether the Pacific railway *can be constructed, by this company, from the Sabine to the Rio Grande*?

To determine this, we state the following *facts:*

1. In February, 1853, the Legislature of Texas incorporated the "MISSISSIPPI AND PACIFIC RAILROAD COMPANY." The important provisions of the charter are these:

2. The road is to run from the eastern boundary of Texas, from a point not north of the town of Fulton, Arkansas; to cross the rivers Trinity, Brazos, and Colorado, as near as practicable on the 32° of north latitude, and terminate at or near the town of El Paso, on the Rio Grande.

3. To enable any company to do this work, the state of Texas has granted *twenty sections* of land (12,800 acres) per mile; and that the company may certainly get these lands, the state has reserved all the lands east of the 103rd degree of longitude, and between the parallels of the 31st and 33d degrees, *till the road is located*. After that, 30 miles on each side of the road are reserved.

4. To insure the performance of the work by the Company, it is required that $300,000 be deposited with the Treasurer of State; that 50 miles be completed by January, 1856, and after that, 100 miles each year; and, finally, the road track is to be 300 feet wide.

Now, let us see whether it be practicable, or not, to make this road on these terms. On the 31st of October, (it is stated in the newspapers,) Messrs. Walker and Co. deposited stocks with the Treasurer of State, which were certified to be worth $300,000. They were accepted by the Treasurer; which confirmed the charter to the company. If this be so, then the next question is, can the road be constructed? If it were required at this time to raise an immense sum of money, we should say, it could not be done. But it is not necessary, and the work can be constructed with a small advance of money, and the judicious management of lands. What are the means of the company, and what will be the cost of the road?

1. The road from the eastern boundary of the state to El Paso will be, (exclusive of branches,) about 750 miles in length, which gives about *ten millions of acres of land for the construction.*

2. What is the value of this land? If this were left in a wilderness state, it might not be worth even a dollar an acre. But when we reflect that Texas is rapidly filling up with immigrants, and that this railway will he a highway for them, it is most evident, (from railway experience,) that these lands cannot, with any reference to past history, be put at less than an average of $3.00 per acre. It is true, the company will be obliged to sell them slowly, and judiciously; but the result is certain. The State of Texas has, therefore, actually given *thirty millions of dollars* to this company, provided it fulfils the conditions of the charter.

3. What is required in construction, and what will be the cost? The road must he constructed as follows:

In 1855	50 miles.
In 1856	100 "
In 1857	100 "
In 1858	100 "
In 1859	100 "
In 1860	100 "
In 1861	100 "
In 1862	100 "

The company have, therefore, *eight years* in which to construct this railway. The cost will be about $30,000 per mile, (not more,) with all its machinery and equipments complete; for the most part of the ground will furnish easy grades.

4. What is to prevent this, or any company, from constructing the road on these conditions? Is not the stock worth a premium, without one cent paid on it? The account will stand thus:

Ultimate value of lands	$30,000,000
Cost of construction	22,500,000
Surplus	$7,500,000

On the supposition that interest, contingencies, etc., consume all the surplus, is it not plain that Texas has really furnished the whole capital to construct the road? She *intended* to do so. She did it with her eyes open; for the people of Texas would rather give away the public lands than go without markets and the means of commerce. They are entirely safe in the contract, for they give lands only as the road is made.

5. But, it may be said, money is required, and how can it he got. But a little money is required. Such is the probable value of the stock, *if the road be made*, that a large part of the work can he paid for in stock. Now for the money required, thus:

50 miles in 1855	$1,500,000
One-third by contractors	500,000
Required	$1,000,000

Now, the stock of the company, with a view of constructing the road entirely to the Pacific, is $100,000,000; and an *assessment of one per cent.* will furnish a million of dollars; and that is enough. But the public have been informed that the stockholders are men of straw, and cannot pay. Let that he as it may, it is certain that such an assessment as 1 per cent. will require but *ten dollars* in money on each $1000, and there are few who cannot pay that; or, if the present holders cannot, the world at large, under such conditions, will be willing enough to take it, and pay the assessments. Five millions of dollars raised from the stockholders would be but *fifty dollars on each thousand.* After that, its immense landed estate will hring the required capital, whether by mortgage or sale, in any part of the world.

Such are the facts of the case, and such is the light in which they appear to us. We have taken it for granted, that the company organized as the "Mississippi and Pacific Railroad Company," have secured the charter in the manner stated in the papers. If they have not, the charter may be forfeited as to them. But if they have secured the valuable privileges conferred by that charter, we do not see why they should fail in the construction of the road; and if it be constructed, we must regard it as a great public gain, and a great speculation to the company. The duty of constructing such a work, in some suitable place, was the duty of the national government. But if the government neglects and scorns its glorious opportunities, who can blame states and individuals if they endeavor to seize this great prize of profit and renown!

Strike among the Employees of the Mad River Railroad.

We learn from a publication in the *Bay City Mirror, Sandusky*, that the operatives of the Mad River and Lake Erie Railroad are at present on a strike. These unfortunate occurrences have been too much in vogue during the last few years. We said *unfortunate*, because in times of abundance and activity, both the employer and the employed suffer alike inconvenience to an extent often much greater than the duration of the difficulty. The employer loses business, and the discontented workmen not only lose wages for themselves, but compel even those willing to work to lose with them. But upon a railroad it is not merely these two parties who are made losers by the differences which arise between them, there is another and larger class of sufferers. We mean the merchant who has goods upon the line, and is delayed in the receipt of them, and the traveler, whose movements depend on the trains. Here then, an evil, having its origin in local difficulties, spreads its effects over wide spaces of country, and parties who are entirely innocent of all participation in the discussion. We doubt very much the right of any class of men to interfere with the rights of others in no wise injuring them, and whose interests depend on the harmonious working of a line of railroad; and viewed in this light, we believe that even the "strikers" will be willing to concede that in so far as they extend inconvenience to innocent parties, they are clearly in the wrong.

In this particular case, we can only judge, from the published card of the operatives, what the real hasis of the difficulty is. In their card they state that their wages were already low, and that "after consultation and a dispassionate review of the circumstances which compelled the railroad to demand the deduction, they came to the conclusion to work for no less than the wages paid during the summer."

Every man has an undoubted right to estimate his own services at whatever rate he chooses, and those who need them also have the right to name for these services the amount they conceive themselves able and willing to pay. So far then the company have the right to fix the wages they will give, and the operatives the right to accept or reject these rates. But, in cases of declining business and the difficulties which now meet those who have to use large sums of money, we doubt the right of the operatives to institute a "strike." There are other far more effective means of curing the evil. The quiet withdrawal of a good mechanic or a number of efficient workmen, because they can do better elsewhere, is far more likely to produce the desired result than the stopping of business and the excited feelings consequent upon a "workmen's strike.

We regret the occurrences on the Mad River road, and hope they may yet be amicably arranged. Both parties have an interest at stake, which, in the trying season before them, they will be compelled to feel.

South Side Railroad, Virginia.

We learn, from a communication to the Petersburg Express, that this road is now completed to its connection at Lynchburgh with the Virginia and Tennessee Railroad, which was announced some time ago as running to within four miles of Wytheville. This brings the people of the southern counties of Virginia and the valley between the Blue Ridge and the Alleghany within a few hours' ride of tide water, at the head of the estuary of James River, or by means of the finished portion of the Richmond and Danville Railroap to Richmond, the Metropolis of the "Old Dominion." We congratulate the people of Lynchburgh and the Valley on the completion of this part of their route, and hope that hefore many years, through the western connections of this road, they will be able to breakfast at home aud take a friendly cup of tea in Cincinnati.

Railroads.

REPORT ON THE CAIRO & FULTON R. R., IN ARKANSAS.

We have received the report of the President and Engineer of this road, made to the Directors in October last, on the preliminary surveys. It will be remembered that this road, starting at a point opposite Cairo, is designed to cross Arkansas through Little Rock, and strike the Texas boundary at Fulton, connecting with the great Texas Pacific line through El Paso. When these intentions are carried out, the Cairo and Fulton road will become one of the great avenues of trade between the Atlantic and Pacific; and passing through a healthy and fertile region, cannot fail to give rise to a local travel of no small extent.

The company was organized April 13, 1853, and on May 15, a Board of Directors was elected by the stockholders, in which one Director was chosen in each county through which the road would pass, or which was contiguous to it, where an eligible stockholder resided. The first object which engaged the attention of the Board, was to provide means for a survey of the route of the road. Agents were immediately appointed, and books of subscription opened along the proposed line. The enterprise met with much favor, and influential citizens at once devoted their time and energies to promoting its interests.

About the middle of August, Thomas S. O'Sullivan, Esq., was appointed Consulting Engineer of the road, and, at his suggestion, Jas. S. Williams was appointed Acting Chief Engineer. An outfit, consisting of instruments and other necessary articles, was provided, and two field parties organized; and the work of surveying commenced in January; one party taking the route from Little Rock to the Missouri line, and the other from Little Rock to the Texas boundary.

A favorable route has been obtained and located, and careful estimates of cost made. The road, as located, commencing at the Missouri line, will run southwest to the head of Village creek, 55½ miles, in one straight line; thence to Grand Glaize and to Prospect Bluff, on Little Red River; from Prospect Bluff to the Arkansas, five miles northeast of Little Rock, is one unbroken straight line, 54½ miles long; crossing the Arkansas at Little Rock, it pursues the same direction across the Saline, Ouachita, Little Missouri, to the northern border of the Red River bottoms, to Fulton.

The greater portion of the northern division is very favorable, requiring little grading beyond that which accompanies the necessary ditching, which will in many instances benefit the land for miles by affording good drainage. The southern portion affords more grading in crossing the water sheds of the different streams, but is not a difficult route. There is no grade in the whole line of more than 52.8 feet per mile, and no curve of less radius than 5730 feet; the usual radius being 11,460 feet. The excess of length over absolute straight lines joining Little Rock with its extreme points, is very small. The distance from the Missouri line to Little Rock, in an air line, is 160.6 miles; by the survey it is 161.7 miles. The distance from Little Rock to the Texas line, in a straight line, is 134.1 miles; by the survey, 139.35 miles.

The company have obtained the right of way, with but few exceptions, the entire distance from Missouri to Texas, granted gratuitously and cheerfully over lands owned by individuals; and the charter confers the right over lands owned by the state.

The plan of construction is for a first class road, single track, with turn outs, 1000 feet long, 10 miles apart. The masonry of the bridges will be of heavy rock work, the beds and joints dressed, and faces rough, laid in hydraulic cement up to high-water mark, and above that with lime mortar, pointed with cement. The guage is fixed at five feet six inches, as corresponding with the guage of the roads in Missouri, Texas, and Louisiana west of the Mississippi. The road will be well ballasted and laid with T rail, weighing 63.37 lbs. to the yard, or 100 tons to the mile. The chairs of wrought iron.

In the following summary of the estimates of the Engineer, ample provision is made for depots and other buildings, locomotives, and various classes of cars, to constitute a well-equipped road:

SUMMARY OF ESTIMATES.

Total grading, masonry, and bridging, 301 miles, average per mile, $7,241	$2,179,488
301 miles track	2,950,867
Road, bed, and track, 301 miles	$5,130,456
" " " per mile, $17,045.	
Depots, water stations, turn outs	$191,400
Locomotive engines	288,000
Cars	218,800
Engineering and contingencies	245,146
Total cost of road, complete	$6,373,802
Average cost per mile, $21,175.	

The Board accepted and approved the report of which we have given a brief summary; and directed the President to advise the Governor, that the company were ready to select, at their own expense, the lands granted to the state in aid of the construction of the road; but as the General Assembly was to meet at an early day in regular session, they desired the sanction of their labors thus far by the representatives of the people before proceeding farther.

The Board of Directors elected in May last is as follows: Roswell Beebe, President; Daniel Rings, Vice-President; S. W. Neely, Edward Cross, Henry K. Hardy, Robert Martin, Green B. Hughes, Henry C. Dye, James Robinson, Thomas Hough, James Russell, and Israel M. Moore; William B. Wait, Treasurer; B. C. Harby, Secretary; Jas. S. Williams, Chief Engineer.

The Executive Committee is, Daniel Ringo, Green B. Hughes, and Roswell Beebe.

RAILROADS AT FORT WAYNE.

Fort Wayne, the centre of the contemplated system of railroads in the northern part of Indiana, has only recently been reached by the locomotive. Although the point to which a dozen roads are aiming to arrive, the Ohio and Indiana is the first and only one that is finished and in running order. The people and the press, however, are alive to the importance, to themselves, of active and energetic effort to finish at least a portion of the many promised enterprises.

In reference to the Fort Wayne, Lacon, and Platte Valley R. R., the Fort Wayne Sentinel says: "Notwithstanding the pressure of the money market, there is a fair prospect that the work will be speedily commenced on this great and truly national railroad. Arrangements are in progress, and it is hoped will shortly be consummated, for making a beginning on some portions of the line, which, from their connection with other railroads, can be put in profitable operation until the entire line is completed. The local subscriptions on some of the portions alluded to, are believed to be amply sufficient to prepare the work for the iron. It is the desire of the directors to commence at this end of the line, and make the road to Liberty Mills, 32 miles, or even to Rochester, if the necessary amount of stock can be raised. This portion would do a good business; connecting here with the Ohio and Indiana railroad, it would afford a desirable outlet to the rich and productive regions of Eel River, and bring a large amount of trade to our city.

"What do our citizens say? Shall we have the road? Hitherto they have shown a strange apathy toward this road, but the time has now arrived for them to shake off the lethargy, and act. Let them take such an amount of stock as ought to be expected from so wealthy a city, to a work which will do so much to enrich it, and we will guarantee the construction of the road as rapidly as they can desire."

With regard to the continuation of this road east by the Tiffin and Fort Wayne railroad, a correspondent of the Tribune says, that "the work on this road is progressing, notwithstanding the pressure in the money markets of the East. Forty thousand dollars worth of work has been accomplished since May last, and sixty-eight miles of the line will be ready for the superstructure next spring, leaving thirty-three miles untouched on the western division."

The Fort Wayne and Chicago railroad is also progressing, as we learn from the Warsaw Republican, which says: "The stockholders of this road held a meeting at Fort Wayne, on the 2d inst., for the purpose of electing a Board of Directors for the ensuing year.

"Samuel Hanna, Joseph K. Edgerton, William Williams, P. Hoagland, Henry Swihart, A. L. Wheeler, S. J. Anthony, W. B. Ogden and John Evans, were elected Directors. The new board elected Judge Hanna President."

We learn that it is the intention of the Board to prosecute the work as soon as Spring opens. The work is so far advanced now that the grading may be finished as fast as the track can be laid. If this shall be done, we shall have the road finished to this place by next fall. We would advise those holding stock in this road not to sacrifice any thing on it on account of the present pressure.

Selected Railroad News.

A Commercial and Economical Review of a Railroad to the Pacific.

Speech of Hon. Mr. McDougall, of California.

During the year 1853 there arrived in the port of San Francisco, from the Atlantic ports, 443 vessels with 423,230 tons of merchandise, the merchandise having a value of not less than $100,000,000. Most of these freights arrived by clipper ships, and the average cost of freight was not less than $30 per ton. The average time consumed was about five months. During this time the merchandise was dead capital, and properly chargeable with interest, which call five per cent. It is well understood that the injury and loss not covered by insurance upon almost every article of merchandise that in the course of a long voyage has to pass twice through the tropics, amounts to a very considerable per cent. on its value. Flour, pork, beef, sugar, molasse, cotton and woollen fabrics, clothing, and indeed almost all articles of merchandise, from a variety of causes incident to the voyage, arrive in San Francisco either less in quantity or injured in quality. This loss has been averaged by our most intelligent merchants at seven per cent. on the value of importations.

These charges and losses in the shipment of merchandise, by the way of Cape Horn, may be thus stated:

Insurance on $100,000,000 merchandise at 4 per cent	$4,000,000
Interest on $100,000,000, at 5 per cent	5,000,000
Losses on $100,000,000 merchandise not covered by insurance	7,000,000
Freight on 423,230 tons, at $30	12,696,900
Making an aggregate of	28,696,900

It is estimated, and fairly estimated, that during the past year 110,000 passenger transits were made to and fro between the Atlantic and Western States and the Pacific coast, including travelers by sea and land. The average cost to each has not been less than $250, and the average of time consumed not less than forty days; and if the value of time consumed is estimated at $2 per day, the following statement may be made:

Cost of transit for 110,000 passengers at $250 each	$27,500,000
Time, forty days each, of 110,000 at $2 per day	8,800,000
Making an aggregate of	36,300,000

There is, besides what has been stated, the Isthmus transportations of $60,000,000 of gold dust, and not less than 2,500 tons of other freight. Gold dust pays two per cent. freight and one per cent insurance, and the cost of other freights by the Isthmus route is $500 per ton, making—

Freight on $60,000,000 of Gold dust, at 2 per ct.	$1,200,000
Insurance one per cent.	600,00
Freight on 2,500 tons, besides gold dust, at $500	1,250,000
Making an aggregate of	3,050,000

There still remains the amount paid by the Federal Government for the transportation of its mails, military and naval stores, officers and troops, which I have already estimated at $3,739,000.

If these aggregates be taken together, we have—

Charges and loss on merchandise by Cape Horn	$27,696,900
Charges and time of passenger transit	36,300,000
Isthmus freights	3,050,000
Government transportation	3,739,000
In all	70,785,900

This enormous amount is the tax now paid by the people of the United States for transportation and travel between the Atlantic and the Pacific; and it is to be considered, sir, that this is not a burden assessed alone upon the people of California. It is a burden upon the people and a tax upon the industry and enterprise of the people of every State and upon all classes of our citizens.

I will now compare the amount thus charged upon the country with the amount of charge and loss in doing the same business and transporting the same number of passengers by railroad.

A railroad of 3,000 miles in length would connect any one of the Atlantic cities with San Francisco. I will first inquire into the cost of carrying freight per ton over this line.

A single engine will draw 100 tons in addition to the cars. In *Hunts' Merchants' Magazine*, of July last, are tables taken from the *American Railway Times*, said to be prepared by one of the most experienced and intelligent managers, and from those tables it appears that the cost of running a full train of cars is but 33 cents per mile, or $990 for 3,000 miles, which makes the entire cost of transportation to the proprietors of a road but $9 90 per ton from the Atlantic to San Francisco. The same article states that the Reading road carries coal 100 miles for $1 per ton, although the cars go back empty, and that the cost of the round trip of 200 miles is but 38 cents per ton. It also states that the Baltimore and Ohio road carries coal 200 miles at $2 per ton.

I am informed, as a general rule, when the income of a road is 100 per cent. greater than the running expenses, it is a paying road. I also understand that the expenses of a road are diminished in proportion to the amount of its business and the length of its line. If this be so, merchandize can be transported from the Atlantic to San Francisco at $19 80 per ton—a sum much less than what is now charged for ocean transportation. But, assuming the charge upon this long and continuous line the same now charged on the Reading and the Baltimore and Ohio roads, which is over 200 per cent. on the running cost of the road, I will proceed to state the charges and loss upon the amount of business between the termini.

There will be no damage to merchandise by exposure or climate, and insurance will be merely nominal. The time of transit need not be more than ten days. Passengers would not pay more than $50 each on an average, departing from their various points. Gold dust would go as freight, with an additional charge for its protection, and the amount of that would be about 125 tons per annum. Assume the cost of that item at $300 per ton, and the statement can be made as follows:

Cost of transportation of merchandise, 425,730 tons, at $30	$12,771,900
Interest ten days on merchandise, ½ per ct. on $100,000,000	333,000
125 tons gold dust, at $300 per ton	37,500
110,000 passengers, at $50 each	5,500,000
Ten days' time of passengers, at $2 pr. diem	2,200,000
Government transportation, 2,000 miles at $600 per mile	1,200,000
Making an aggregate of	$22,042,400

The road would be thus receiving $19,471,900 for passengers and freights—full 20 per cent. on its cost, and more than sufficient to support it with present trade and travel, and, at the same time, making a clear saving to the country of forty-eight million seven hundred and forty-three thousand five hundred dollars.

These figures may seem extravagant; but, extravagant as they may appear, they fall within the truth. If they are questioned, I ask whoever questions to correct them.

Now, sir, I wish it understood by this committee, and I wish it understood by the country, that the want of a railroad to the Pacific is a loss to the country of a sum sufficient to support the whole machinery of the Federal Government—a sum sufficient in two years to build the best double track railroad in the world all the way from the Mississippi to San Fraucisco. And I wish it further understood that, apart from the political importance of our pacific possessions; apart from all questions of political necessity; apart from the illimitable promises of the future, as a present fact, the present commercial and economical interests of the country demand the construction of the road.

I will go further; I feel that I am justified in going further, and asserting that it is not only demanded by the *interests*, but is demanded by the *people* of the country. I will even take issue with some of my honorable friends from Virginia, and insist that it is demanded by their people. Upon this subject the country has already been aroused; concerning its merits they have already become intelligent; from every cabin of the West from every workshop in the North, from every precinct and village in the South, the deliberations of this body upon this subject are being watched, watched earnestly; and I assure you, sir, if we fail or refuse to act now, there will be those placed in our stead more prompt and ready for the work.

Raleigh and Gaston Railroad Company.—The annual meeting of this company was held at Raleigh, N. C., a few days ago. The entire receipts of the company for the year ending 30th September, 1854, have been $238,410 21. The entire expenditures on all accounts, including dividends, were $159,701 97, leaving $78,708 24. The receipts from freight, passengers and mails were $173,923 77, and the current expenses $70,530 96, showing a profit on the year's business of $103,302 81—or over 10½ per cent.

Miscellaneous.

VISITS IN THE NEIGHBORHOOD.

Tired of newspapers and the scissors, we made a flying visit the other day to the capital of our neighbor state, "the Railroad City." Our ride of twenty miles, over the great "broad guage," was full of interest. This magnificent enterprise, which is destined in a measure to annihilate the tyranny which the caprice of our river has always exercised over our business community, is now one of the facts of the age. The hard breathing of the steamer is surpassed in its course, by the "snorting of the iron horse;" and experience will soon demonstrate here, as it has in New York, that the railroad can be a successful competitor for the commerce of the *middle*—no longer *western*—basin of the country. But to the traveler, the scenery of the "broad guage" is not without its interest; and that interest so readily excited by the beauties of nature, mingled with the recollections of the past, cannot fail to interest and profit even the careless observer. As you sweep along over the broad foundation, you observe our noble river to the left, skirted by the varying shores of Kentucky, and to the right the towering hills of Ohio, clad in vines, and lined with residences, where refinement and cultivation have lent charms to the already beautiful scene; but, mingled with the tasteful modern mansions, the giant youth of the land is forced on your thoughts by the rustic cottage and the rude log hut of the early settler. Hardly has the hardy pioneer rested from his labors, before the hand of taste arranges in beauty the newly subdued fields.

We have seen the Hudson, with its majestic palisades; we have read of the chain stretched over its waters at West Point, and have seen the spot whence it was suspended; but the tale of the early struggles of the settler, was one of distant days, and the boarded huts of the fisherman told only of times much like our own. But here, on the Ohio, with the actual cabin of the woodsman before our eyes, the trials and sufferings of border life are "no tale that is told;" they are no creatures of the dreamy past, enveloped in the mists of tradition; they are parts of a living history, of which our own age must form a portion. They are as widely different from older history, as the landscape lighted with the golden sunshine, from the same scene, amid the haze and clouds of the Autumn storm.

But here, at Lawrenceburg, we change cars, and with it change the scene. To escape from the valley of the river, we wind along the banks of a beautiful stream; now on our right, and now on our left; here sweeping round the base of a noble hill, and there skirting the streamlet, and watching the old trees whose spreading roots are partly bared by the washing water. There is a pleasing contrast between the villaed hills of the Ohio, and the native grace and elegance of the streamlet; the one tells of progress, and the other of retirement; in the one is pictured social enjoyment, and in the other we see a fitting scene for the reflections of the lonely—a scene which a Harvey might have hallowed with his meditations.

But we are dashing on, and soon leave the little streamlet, and gain the open country; the road becomes more straight, and the rich culture of the cleared fields of Indiana soon occupy our thoughts with the resources for abundance and prosperity that they afford to their possessors. The past year has been one of disappointment to agricultural interests all over the land; and this region, like every other, has suffered its share of loss; but we could not fail to remark that the business of the road was in a prosperous condition, and that there was ample material to extend and enlarge to an indefinite extent; stretching far to the west on the line of the road, for 30 or 40 miles below its middle course, are forests of valuable timber, which must, sooner or later, find a market in Cincinnati. There are already ten or twelve saw mills on the line, some of which run night and day; and more must be put in operation. And here, at a point comparatively near to Cincinnati, are valuable quarries of excellent building stone, material which is only waiting for a uniform guage to bring it into our market on favorable terms—terms which will enable it to compete with any of our favored building material. Add to this, the average surplus products of the region, which peculiarly belongs to this road, and its fair share of the through business of the great Northwest, with the local travel, and pleasure-seekers, attracted by the beauties of its natural scenery; and we may safely compute, that this will be a paying road.

New Metals eor Machinery.—Mr. J. P. Kingston, Lewisham road, Kent, has patented the combination of tin, copper, and mercury, and using the same as bearings, or linings of bearings, and for packings for machinery. In carrying out this invention, the patentee melts (say) about 9 lbs. of copper, and adds thereto 24 lbs. of tin. This combination he allows to cool, and again melts it, and then adds 108 lbs. of tin; and when the tin is melted, he adds 9 lbs. of mercury, and then allows the whole to cool. The patentee remarks, that he does not confine himself to the precise quantities of the above metals given, but believes them to produce the best compound for the purposes of the invention. The compound metal, thus produced, is to be made into bearings, if for light machinery, by forming it, when re-melted, into moulds of the proper forms; and when making packings of machinery, the melted metal is run into the space to be packed, as has heretofore been done with other soft metal, taking care that the surfaces to which the packing is not desired to adhere, are covered with smoke or other proper material, as is well understood. When lining bearings, the surfaces of the boxes or bearings (where the lining is to adhere) are first to be tinned, and the melted metal is then run; cores and moulds being used when necessary, as has heretofore been practised. The patentee claims the combining mercury with tin and copper in the manufacture of bearings and packings for machiuery.—*Am. Railway Times.*

"New York, Nov. 2, 1854.

Gentlemen:—In the suit for foreclosure of the first mortgage bonds of the Buffalo and New York City Railroad Company, dated November 1, 1852, the defendants tendered the interest due in May last, and taxable costs, which I refused to accept. The Court thereupon, on their application and after argument, ordered that upon bringing the sum tendered into Court, and paying such taxable costs, or paying the same to my attorney, the suit should be stopped as to that mortgage.

I have thereupon received - - -		$17,500
This is subject to the counsel fees incurred, not chargeable to the defendants of - - - -	$350	
To my statutery commissions	275—	625
Balance - - - - - - - - - -		$16,875

Divided among 500 coupons, gives to each coupon $33 75, at which rate, on presenting the coupons, you will receive the amounts.

Your obedient servant,

John A. Stevens, Trustee."

LOCOMOTIVE FOR BURNING ANTHRACITE COAL.

Important to the Coal Trade — Anthracite Coal for Locomotives. — The New Bedford Mercury gives an interesting account of an experiment which has recently been made under the direction of William A. Crocker, president of the Taunton Branch railroad, and S. M. Felton, president of the Philadelphia and Baltimore railroad, for the purpose of thoroughly testing the feasibility of using anthracite coal in locomotives. For this purpose they had an engine built at Taunton, in the most thorough manner, and it has been run for about two months on the Taunton and New Bedford railroad, without losing a minute in time. It was then taken to the Worcester and Western roads, for further experiment. On the first trial on the Worcester road, toward the conclusion of the trip, owing to the want of skill in the fireman, the engine was behind time at Worcester, but then rallied, and went over the Western road to Springfield, losing only nine minutes.

The engine then ran for several days between Springfield and Worcester, taking the usual heavy freight trains. On the 13th October it ran from Springfield to Worcester, taking the accommodation train, and arrived in good time, making an average of 28.6 miles per hour. On the same day, returning, it took the Albany express train to Springfield in 1 hour and 18 3-4 minutes, averaging 42 miles per hour. As a further specimen of its performances, the Mercury states that it ran over a heavy continuous grade of eleven miles on the Western railroad, taking it in 17 minutes, and having 100 lbs. of steam upon the summit. Of the peculiarity in the construction of this engine, and the economy in its use, the Mercury says:

The peculiarity of this locomotive consists in the construction of the boiler. To state

this plainly, we may say that the water comes to the fire, instead of the fire going to the water. This passes through the tubes, instead of the fire, as in locomotives of the old construction, and is eontinually circulating about the fire box. In this way, a moderate combustion generates the necessary amount of steam, and the fire box not being subjected to that violent heat which has been the real difficulty with other engines for burning anthracite, is preserved, while it has been burned out in all other engines in a few weeks.

"The economy of anthracite engines is now in process of proof by parties interested, and the result will doubtless be given to the public. Mr. Cummings, the engineer of the Anthracite, informs us, that for its day's work, of eighty-four miles, it requires 3500 lbs. of coal being kept standing upon its fire about two hours and a half in New Bedford.

"Besides economy, there are several other eonsiderations which should recommend the coal engines. Smoke, dust, and cinders are all avoided. This not only adds greatly to the comfort of the passengers, but wood standing upon land adjacent to the road is not in danger of fire, which in dry weather is often communicated by sparks from the ordinary engine.

"The trial of this locomotive has thus far been perfectly successful, and we hope the experiments of the enterprising projectors will hereafter be equally satisfactory. The question which they have undertaken to solve is a highly important one. The coal north of the Alleghanies does not yield a coke which can be used for locomotives, and the English coke, if imported, soon spoils by age. But while wood grows dearer, with increased consumption, the reverse is true of anthracite coal, the supply of which is inexhaustible. Its successful introduction will be a benefit to the public in lower fares, and to corporations in increased profits."

THE USE OF THE BLOWPIPE BY WORKING MINERS.

The miner will commonly judge a mineral to be metallic, if it has a metallic aspect, not destroyed by scraping, or if it feels particularly heavy in the hand; but others also discover metallic properties to the blowpipe by—

1. Yielding a bead of metal to the reducing flame, on charcoal, which is facilitated by the addition of soda.
2. Passing off in vapor more or less dense.
3. Attracting the magnetic needle, after heating in the reducing flame, on charcoal.
4. Coloring borax strongly, either on charcoal or pipe clay.

When a metallic bead is produced, it may be pure silver, tin, lead, bismuth, copper, gold, or iron; copper, nickel, or cobalt, alloyed with arsenic, or a mixture of various metals. Gold and silver may be distinguished by not losing their brilliancy in the outer flame; tin by its whiteness and softness; lead and copper are immediately distinguished by their color; and bismuth by fuming and evaporating in the reducing flame. The arsenical alloys and compounds, not clearly distinguished by these means, nor by their streak upon the black flint, must be examined by fluxing with borax. If it give green on pipe-clay, it is copper, though it happened to be bleached by the arsenic. If blue, it is cobalt. If orange-yellow while hot, and the color fly on cooling, it is iron or nickel; and these are distinguished by their reducing flame on charcoal, where the borax bead is bottle-green with iron, but almost colorless with nickel. If the metal yield no bead, but pass off in vapor, it is quicksilver, arsenic, antimony, bismuth, or possibly tellurium, cadmium, or zinc. If the vapor smell strongly of garlic, it is arsenic. If it leave a circular halo on the charcoal, it is antimony, tellurium, bismuth, or cadmium. If the halo be white, it is antimony. If orange-yellow, it is to be subjected to the reducing flame. If it disappear easily, tinging the flame green, it is tellurium. If it evaporate with difficulty, and without tinging the flame, it is bismuth. If it be red or orange-red, it is cadmium. If the mineral evaporate readily with no odor, or only that of sulphur, and without leaving a white or yellow halo, it probably contains quicksilver, which is proved, if, on mixing a portion of it with soda and iron filings, heating it on charcoal, and holding a bit of gold coin on the vapor, the quicksilver show itself on the coin. If, using soda with the reducing flame, the assay burn after a while with a pale green flame and white smoke, eovering the charcoal with a white, flaky powder, it contains zinc. If it will neither yield a bead of metal nor volatilize, but attract the magnetic needle after the operation of the reducing flame, it most probably contains iron, but it may be nickel or cobalt—easily distinguished by fluxing with borax. If the mineral, or the residue, after part has evaporated, will neither yield a bead, volatilize, nor attract the magnetic needle, we have then to flux it with borax, and the following table will show what it coutains :

If it stain the borax,			
In the reducing flame, on charcoal.	In the calcinating flame on pipe clay.	The metal is	Estimation.
Blue	Blue	Cobalt	Valuable for coloring glass, etc.
Bright green	Colorless	Chrome	Valuable for coloring glass, and for coloring paints.
Bottle green	Bluish green; Orange while hot, bleaches in cooling	Copper	Valuable.
Colorless or reddish	As iron	Iron	Of no value unless near coal.
Pale	Yellow	Nickel	Valuable.
Dirty green	Colorless	Uranium	Not used.
Purple	Purple	Titanium	Ditto.
Colorless	Colorless	Manganese	Valuable for bleaching.

Copper is reduced to the metallic state in the reducing flame, and hence, when in quantity, shows itself in its usual red color in the bead.

In mixtures of metals the indications are sometimes ready enough. If on pipe clay, we find the borax tinged between orange and purple while hot, and becoming purple in cooling, while it gives a bottle green on charcoal, we immediately perceive the indications of iron and manganese—a very common mixture. If, again, we find it bright green on pipe clay, and emerald green on charcoal, a mixture of chrome and copper is indicated. But it more frequently happens, that mixtures of metals give ambiguous results, and that they can only be ascertained by caution and perseverance.

Although most of this is sufficiently easy, it requires a little practice, and, to give the operator confidence in his results, this is best performed upon substances which he knows to contain the metals he assays for. Thus, if he operate on common mundic, he is certain, after a sufficient time of roasting and heating on charcoal, to obtain a residuum capable of affecting the magnetic needle. White mundic will leave the same residue, after giving off an arsenical smoke. Green copper (malachite), will be sure to yield a bead of copper on charcoal, and will as certainly produce a fine green with borax on pipe clay. Any of the ores of lead may be promptly reduced to a metallic bead on charcoal.

The vapor of antimony may be promptly distinguished from that of arsenic, by the garlic odor of the latter. A minute particle of manganese will tinge borax a fine purple on pipe clay, in the outer flame; but on charcoal in the blue flame, a much larger portion, dissolved in borax, will become limpid and colorless. A particle of titanium ore will give an opposite result, bleaching on the pipe clay, and becoming purple on the charcoal.

The experimenter should also not fail to reduce tin ore by the aid of soda, and some ore of zinc by the same means, that he may become acquainted with the appearances in these assays. Thus varying his practice as materials happen to fall in his way, he will quickly acquire familiarity with the appearances and results, and feel confidence in any assay he may undertake.

Toledo and Chicago Air Line Road.

This road is now completed to Wauseon a distance of thirty-seven miles, and nearly completed to Stryker, fourteen miles this side of Bryan. Stryker is eight miles from West Unity, and will be the nearest station to that place.

Mr. Fulsom, the contractor, has the use of his part of the road. so far as finished, until next September, and is now running a passeuger train which carries daily forty to fifty passengers each way. The trains make good time for a new road, and the track is quite smooth. At Wauseon, there is a line of stages to West Unity and Bryan. From this city to the Indiana line, 62 miles, the Road is to be an Air Line, and there will be but three curves between this and Goshen.

The country on the line from two or three miles of Toledo to Centreville, (the station near Swanton,) is sandy and not very favorable for cultivation; beyond that it is good. Wauseon, a new town commenced last spring, has a good location, and contains already a good hotel, dry good stores, two groceries and several dwellings. It bids fair to be an important place.

As yet there is no mail upon the road, and one is much wauted for the accommodation of those living beyoud, as well as those liv ing on that portion of the line already comple ted.

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

CORRECTED TO WEDNESDAY OF EACH WEEK.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'D.	ASK'D.
Alabama and Tennessee	1st mortgage, convertible till 1872	7	1872		
Baltimore and Ohio	Transferable. Taxed	6	1885		83
Do do	Coupons. Not Taxed	6	1875		85
Do do	" "	6	1880		87
Do do	"	7	1860		87
Do do		6	1885		92
Bellefontaine and Indiana	1st mortgage, convertible	6	1866		102
Buffalo and Penn. State Line	1st mortgage, not convertible	7	1866		101
Chicago and Rock Island	1st mortgage, convertible	7	1870		92
Chicago and Mississippi	1st " "	7	1862		91
Do do	2d " "	7	1874		84½
Chicago and Aurora	1st " "	7	1866		92½
Cincinnati and Fort Wayne					
Cleveland, Columbus, and Cincinnati	1st mortgage, convertible	7	1859		137
Do do do	No mortgage, convertible	7	1855		127
Cleveland and Mahoning					
Cleveland, Painesville and Ashtabula	1st mortgage	7	1861		96
Do do	2d " not convertible	7	1861		100
Cleveland and Pittsburgh	1st " convertible	7	1860		97
do do	1st " 2d sec. convertible	7	1873		90
Cleveland and Toledo	1st mort. not conv. '73	7	1863		94
Cleveland, Zanesville, and Cincinnati					90
Cincinnati, Hamilton and Dayton	1st mortgage " till 1855	7	1867		95
do do do	2d mortgage	7	1868		95
Cincinnati, New Castle and Michigan	1st mortgage, real estate, convertible	10	5 & 10 y's		100
Cincinnati Western	1st " " " "	10	5 & 10 y's		98
Cincinnati, Wilmington and Zanesville	1st "	7	1862		95
Cincinnati, Indianapolis and Chicago					
Columbus and Lake Erie					
Columbus, Piqua and Indiana	1st mortgage, convertible	7	1862		86
Do do do	2d "		1852		83
Columbus and Xenia	1st mortgage, convertible	7	1859		120
Covington and Lexington	2d " " till 1862	7	1883		85
Do do	1st " not "	6	1862		85
Dayton and Michigan	1st " "	7	1867		97
Dayton and Western	1st " "	7	1862		86
Dayton, Xenia and Belpre	1st "	10	1864		95
Eaton and Hamilton	1st mortgage	7	1862		87
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.	7	1862		96
Evansville and Illinois	1st Mortgage, convertible 1857	7	1862		87
Frankfort and Lexington	1st " "	6			
Franklin and Warren					
Galena and Chicago Union	Pledge of 2d section, convertible	10	1853-6		130
Do do do	1st mort., 2d " not convertible	7	1862		95
Illinois Central	1st mortgage, not convertible	6	1875		71
Illinois and Wisconsin		10			
Indiana Central	1st mortgage, convertible	7	1866		
Do do	" "	10	1857		
Indianapolis and Bellefontaine	1st " "	7	1860-1		96
Indianapolis and Lafayette	" "	7	1861		100
Jeffersonville	1st " not "	7	1861		87
Junction (Ohio)	1st " "	7	1867		90
Do do	2d " "	7			90
Lawrenceburg and Upper Mississippi	1st mortgage, convertible	7	1866		95
Lexington and Big Sandy					
Little Miami	1st mortgage, not convertible	6	1863		94
Do	" " till 1855	7	1861		
Louisville and Nashville					
Lyons', Iowa, Central	1st mortgage, convertible	7	1873		
Mad River and Lake Erie	1st mortgage, convertible till 1855	7	1855-6		100
Do do	2d " "	7	1866		75
Do do	Dividend	7	1860		83
Madison and Indianapolis	1st mortgage, convertible after 1853	6	1861		
Marietta and Cincinnati }	1st "	7	1868		95
Do Do. } united	2d "				87½
Hillsborough and Cincinnati }	1st "				95
Maysville and Big Sandy					
Maysville and Lexington	1st mortgage, convertible	6	1873		
Memphis and Charleston					
Michigan Central	No mortgage, convertible	8	1860		104
Do do	" "	8	1855-6		102
Do do	" not "	8	1857-8		101
Michigan Southern	1st " " "	7	1860		98
Milwaukie and Mississippi	1st " " 1857	8	1862		100
Mobile and Ohio	1st mortgage 6s. 1884				
Nashville and Chattanooga					93
New Albany and Salem	mortgage on 1st section	10	1858-62		102
Do do	1st " on other sections, convert.	8	1864-75		92
New Castle and Richmond	1st " convertible	6	1873		90
New Orleans and Ohio, Ky	Guar. of McCracken Co				
New York and Erie	1st mortgage, not convertible	7	1867		
Do do	2d " convertible	7	1859		
Do do	Income, not convertible	7	1855		
Northern Cross, Ill	1st mort. conv	8	1873		93
Northern Indiana	1st mortgage, not convertible	7	1861		96
Do do	1st mortgage Goshen line				87½
Do do	Construction Bonds				
Ohio Central	1st mortgage, convertible	7	1861-69		
Do	2d " not convertible	7	1865		80
Ohio and Indiana	1st " "	7	1867		101
Ohio and Pennsylvania	" "	7	1865-6		105
Do do	Income. No mortgage, convertible	7	1872		97
Pacific, Mo					
Panama	1st mortgage, convertible	7	1866		90
Parkersburgh (or Northwestern Va.)	" Guar. City of Baltimore	7	1873		96
Pennsylvania	1st mortgage, convertible till 1860	6	1880		97
Peru and Indianapolis	1st " convertible	7			83
Rock River Valley Union	1st " convertible	7	1872		100
Sandusky and Mansfield	1st "	7	1860		84
Do do	2d "	10	1853-7		104
Scioto and Hocking Valley	1st " conv. coupons	7	1861		90
Southwestern, Tennessee					
Springfield and Columbus					
Steubenville and Indiana	1st mortgage, convertible	7	1865		85
Terre Haute and Alton	1st " convertible		1862-72		92
Do do	2d " do	8	1865		87
Terre Haute and Richmond	1st mortgage, convertible	6	1866		103
Toledo, Norwalk and Cleveland	1st "	7	1863		90
Do do do	2d "				95
Do do do	" Guar of C. C. & C.		1883		95

TABLES OF RAILROAD SHARES.

☞ The following quotations are not PER SHARE, but upon the HUNDRED DOLLARS.

	shares.	off'd.	ask'd.
Baltimore and Ohio	100		55
Bellefontaine and Delaware	50		50
Bellefontaine and Indiana	50		65
Belleville and Illinoistown			
Buffalo and Pennsylvania State Line			125
Central Military Tract			
Central Ohio	50		90
Chicago and Rock Island			80
Chicago & Miss., (Alton & Springf'd,)			
Cincinnati, Cambridge and Chicago			20
Cincinnati and Fort Wayne			
Cincinnati Hamilton and Dayton	100		90
Cincinnati, Indianapolis and Chicago			
Cincinnati, Logansport and Chicago	50		90
Cincinnati Western	50		35
Cin. Wilmington and Zanesville	50		60
Cleveland, Columbus and Cin	100		105
Cleveland, Medina and Tuscarawas			
Cleveland, Painesville and Ashtabula	100		105
Cleveland and Pittsburgh	50		65
Cleveland and Mahoning			
Cleveland and Toledo	50		70
Cleveland, Zanesville, and Cincinnati			
Clinton Line			
Columbus and Lake Erie	50		70
Columbus, Piqua and Indiana	50		65
Columbus and Xenia	50		95
Covington and Lexington	50		60
Covington and Ohio, Va			
Dayton and Michigan	50		50
Dayton and Western	50		50
Dayton Short Line	50		
Dayton, Xenia and Belpre			
Detroit and Pontiac			
Eaton and Hamilton	25		55
Eaton and Piqua			
Erie and Northeast			112
Erie and Kalamazoo			100
Evansville and Crawfordsville			
Fort Wayne and Mississippi	50		
Fort Wayne and Southern	25		50
Franklin and Warren			
Galena and Chicago Union	100		100
Greenville and Miami	50		60
Hannibal and St. Joseph			
Hudson River			46
Henderson and Nashville			
Hillsboro' and Cincinnati	50		55
Illinois Central 10 per cent	100		10
Illinois and Wisconsin			
Indiana Central	50		65
Do do 10 per cent	50		70
Indianapolis and Bellefontaine	25		65
Indianapolis and Cincinnati	50		60
Indianapolis and Lafayette	50		80
Jeffersonville and Indianapolis	50		78
Junction (Ohio)	50		95
La Crosse and Milwaukie	100		
Lake Erie, Wabash and St. Louis			
Lawrenceburg and Upper Mississippi	50		60
Lexington and Frankfort			
Lexington and Danville			
Little Miami	50		100
Logansport and Pacific			
Logansport and Marion			
Louisville and Frankfort	50		70
Louisville and Nashville	100		
Macon, Georgia	10		100
Mad River and Lake Erie	50		70
Madison and Indianapolis	50		—
Madison, Indianapolis and Peru	50		
Marietta and Cincinnati	50		50
Marion and Mississinewa Valley			
Maysville and Lexington	50		
Maysville and Big Sandy			
Memphis and Charleston			
Michigan Central			100
Michigan Southern			90
Milwaukie and Mississippi			82
Mobile and Ohio			
Nasbville and Chattanooga			
New Albany and Salem	50		50
New Orleans and Ohio			
New York Central			100
New York and Erie	100		50
Northern Indiana			95
Ohio and Indiana			80
Ohio and Mississippi	50		70
Ohio and Pennsylvania	50		85
Ohio River and Wabash			
Owl Creek Valley			
Pacific, Mo			
Panama			92
Parkersburg, or Northwestern Va			
Pennsylvania	50		91
Peru and Indianapolis	25		50
Sandusky and Mansfield	50		60
Sandusky, Mansfield, and Newark	50		
Sangamon & Morgan, or Great West'n,			
Scioto and Hocking Valley	50		60
Southwestern Indiana			
Southwestern, Tenn			
Springfild Mt. Vernon and Pittsb'gh	50		60
Springfield and Columbus			
Steubenville and Indiana			
Terre Haute and Alton			
Terre Haute and Richmond			102
Toledo and Illinois			
Toledo, Norwalk and Cleveland	5		

STOCK TABLE.

CORRECTED WEEKLY.

Government Securities.

	INT.	DUE.	OFF'D.	ASK'D.
U. S. Loan	6	1856		105
Do	0	1862		114
Do	6	1867		118
Do	6	1868		118
Do (int. ceased July 1)	5	1853		102
Do Coupons		1862		118
Do "	6	1867		118
Do "		1853		101

State.

Alabama	5	....		95
Do	6	....		104
Arkansas	6	....		100
Georgia	6	....		
Do	7	....		
Illinois Canal Bonds		1860		98
Do do registered		1860		110½
Do do		1847		95
Do do registered		1847		96
Do do Internal Impt.	6	1847		83
Do Interest do	6	....		62
Indiana	5	....		80
Do	2½	....		60
Do Canal Loan	0	....		94
Do do preferred	5	....		55
Do do deferred	5	....		32
Do special preferred	5	....		25
Do do deferred.	5	....		11
Kentucky, 30 years	6	1871		105
Do 15 years	6	....		108
Do large bonds	6	1869-72		105
Do	5	....		93½
Michigan	6	....		105
Ohio	6	1856		107
Do	6	1860		103½
Do	6	1870		112
Do	6	1875		110
Do	5	1855		105
Do	5	1864		106
Pennsylvania	6	....		105
Do	5	1870		87
Tennessee, new loan	6	1890		101
Do Coupons	5	....		85
Virginia Coupons	6	1886		90¼

City Securities.

Albany	6	1867-9		107
Allegheny	6	1873		76
Baltimore	6	1870-90		101
Do	5	1865		89
Boston Bonds	4½	1860		102
Chicago	6	1876-7		95
Covington	6	1881		95
Cincinnati	6	1860		100
Do	6	1897		100
Do	5	1884		87
Do W. W	6	1865		103
Jeffersonville, Indiana	7	1872-82		88
Lawrenceburgh, In	7	....		90
Louisville	6	1880		85
Memphis	6	1882		92
New York	7	1857		103
Do	5	1858-60		99
Do	5	1870-5		103
Do	5	1890		104
Philadelphia	6	1876-90		91
Pittsburgh	6	1869-71		83
Do coupons	6	1883		83
Richmond	6	1882		94
St. Louis	6	1870		90
Wheeling	6	1872		106

County Bonds.

Bourbon, Ky	6	1881		80
Darke, O	7	....		95
Fairfield, O	7	1862		92
Fayette, Ky	6	1881-2		80
Muskingum, O	7	1862		99
Mason, Ky	6	1881		78
McCraken co. Ky., endorsed by New Orleans and Ohio R.R.				80
St. Louis	6	1866		85
Do	7	1871		105

Banks.

OHIO.

Ohio Life Insurance and Trust Co				95
Lafayette, Cincinnati, (closing)				115
Franklin do				
Commercial do				
Mech. & Traders do				
State Branches				

KENTUCKY.

Bank of Kentucky and Brauches				103
Northern, and Branches				110
Southern, and Brauches				106
Bank of Louisville				112
Kentucky Trust Co				100
Farmers' Bank of Kentucky				110
Newport Safety Fund Bank				100
Commercial Bank of Kentucky				

INDIANA.

State Bank and Branches				

TENNESSEE.

State Bank and Branches				
Union				100
Planters'				100

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g.
On New York	Sight	¾	1 prem.
Boston	Sight	¾	1 prem.
Philadelphia	Sight	⅜	1 prem.
Baltimore	Sight	⅜	1 prem.
New Orleans	Sight		prem.
England		110½	112½.

SPECIE.

GOLD.

California, ℔ oz	$17 50	@	$17 65
Spanish Doubloons	16 50	@	16 60
Patriot Doubloons	15 60	@	15 80
Sovereigns	4 85	@	4 88
Guineas	5 00	@	5 00
American, new	1 00½	@	1 01
American, old	1 04	@	1 06
Portuguese	1 00	@	1 01

SILVER.

American Dollars	1 02	@	1 04
American, halves	1 02	@	1 04
Spanish Dollars	1 05	@	1 07
Spanish Quarters	1 02	@	1 03
Mexican Dollars	1 03	@	1 04
Five Franc pieces	95	@	96

LAND WARANTS.

	Off'd.	Ask'd
160 acre warrants	$175	
80 acre warrants	88	
40 acrew arrants	44	

CINCINNATI STOCK SALES.

AT THE STOCK BOARD,

MERCHANTS' EXCHANGE

And at Private Sale.

No sales reported.

Monetary and Commercial.

During the week past, the same quiet tone has prevailed in our monied circles; the supplies are inadequate to our necessities, and business men generally seem to have settled down upon the conviction, that they must do the best they can under the circumstances which surround them.

The bank excitement has subsided, and it is altogether probable that some of the suspended houses will be able soon to resume their usual business.

Rates of interest, where transactions are effected, range from 1 to 3 per cent. We quote few transactions: No. 1 paper, from 1 to 1¼ per cent.; good, but less known, at from 1½ to 2 and 3 per cent.

It was hoped, from indications of the weather on Saturday, that a rise would take place in the river, which would enable our manufacturers to ship goods already ordered and ready for shipment. There are estimated to be orders to the amount of one and a half million dollars, much of which would be collected in sight drafts, and afford us an opportune supply of currency. However, as yet the river has not risen to any great extent, and navigation, of course, is still, in a measure, suspended.

Stocks are still dull, prices ranging low; large sacrifices are made by those forced to sell. As our paper this week is issued before the sales at the board, we have no quotations.

Our Eastern quotations continue to report things as in about the same position as at the dates of our previous quotations. Money is difficult to be had, and most parties who wish to borrow, are compelled to be content without. Strictly first class is in demand, and not too much is offered; Rates are quoted at 10 to 12 per cent. Second class paper is in abundant supply, at high rates, varying from 1½ to 2 per cent.

The bank returns for the 18th are—

Loans	$82,191,994
Specie	10,801,532
Circulation	7,877,604
Deposits	61,181,007
Average clearings	18,080,186
Actual deposits	44,100,821

With regard to this, the New York Economist says—

The "clearings" continue to be less than for the corresponding weeks last year, when the payments did not diminish much until January. The "deposits" fell to their lowest point in the last week in October, and then increased $6.500,000 to the close of November. This year the figure embraces the bank deposits, and the decline has been uninterrupted until the last week, when it shows an increase. The loans are reduced now to a point, $1,000,000 lower than the extremest depression of last year. It would seem to be the case, that with so low a point for obligatioos to the banks, and an increase in applicable deposits that the point of pressure was passed. Indeed there are many indications to that effect. Produce comes forward more freely, and Cotton bills are more available. The western bank revulsion is, perhaps, the most serious pressure at this moment upon the market. The demand for specie, which necessarily takes place to supply the paper money forced out of circulation just at this moment, when money is wanted for the crops, produces a stringency, felt by all, and unseen in its immediate application.

The desire, or, perhaps, the necessity of realising upon stocks, causes a continual downward tendency in prices. Virginia 6's, which western bankers bought at 10 premium, are sold at 89; Missouri at 77. The low prices of the best stocks indicate that there is a supply of the effective demand of capital for investment. The wants of commerce are at present equal to the disposable capital.

Witb regard to stocks, the Railroad Advocate says—

The present has been a hard week upon every kind of railroad property. A regular and unchecked decline, witb scarcely an exception, bas attended the daily sales of the securities and stocks shown in our list. Michigan Central stock is about the only item that has improved. From November 10th to November 16th it ranged from 80½ to 79 3 4; but from November 17th to 23d, it has gone up from 80 to 82, possibly the result of some plausible *attacks* which have been lately made upon it by certain parties in this city. A very encouraging result, though, to the parties whose property was thus assailed.

Sales by A. H. NICOLAY, Nov. 23—

$8000 Great Western R. R., Ill., 1st mort., 10 per cent	75 00
10000 City of Racine, (Racine, Janesville, and Miss. R. R.,) 7 per cent	82 75
8000 Chicago & Miss., 2d mort., 7 per cent.	
30 Shares 3rd Av. R. R	25 00
99 " Naugatuck R. R	55 00

Sales by A. H. MULLER & Co., Nov. 25—

94 New York & Harlem bonds, 7 per cent	75 00
30 Iowa co. bonds, (Mineral Point R. R.,) 8 per cent	10 00
50 Vermont Valley bonds, 7 per cent	22 00
20 Western Vermont, 3d mort., 7 rer cent	59 00
2 Mich. Southern (Jackson Branch) bonds, 7 per cent	71 50

Sales at the New York Stock Boa rd, No. 25—

500 Ohio 6's	98 00
4000 Virginia 6's	90 25
7000 Erie bonds, '83	82 00
5000 Ill. Cen. R. R. bonds	65 50
2500 New York Cen. R.R	83 50
1000 Chicago and Rock Island bonds	83 00
10 Mich South. Construction	77 00
800 Reading R. R	65 87½
10 Cleveland and Toledo R. R	54 50
25 Chicago & Rock Island R. R	72 00

RAILROAD EARNINGS.

WILMINGTON AND RALEIGH RAILROAD.—The earnings of this road for the past year, according to the report of the President and Directors, are as follows:

Gross receipts	$482,880 62
Expenditures	291,520 73
Nett profits	$191,359 89
Interest and exchange deducted	63,697 12
Profits to stockholders	$127,962 77

The liabilities of the Company on the 1st of October were $1,052,070.47.

CHARLOTTE RAILROAD.—The Winnsboro Register has been furnished with the following comparative statement of the business of the road:

1853.	Receipts from Passengers.	1853. Receipts from Freight.
Sept.	$4,617 83	10,376 03
Oct.	5,073 42	11,607 88
1854.		1854.
Sept.	5,053 35	12,487 63
Oct.	5,133 79	20,957 12

The receipts for the latter month exceeding those of any previous month since the road has been in operation by $2,000.

GREAT WESTERN RAILWAY.

AUDIT OFFICE,
Hamilton, Nov. 11, 1854.

Amount of traffic on the Great Western Railway, for the week ending November 10, 1854:—

Passengers	£6,806 17 9¾
Freight	2,421 3 0
Sundries	259 7 11
Total for the week	£ 9,587 8 8¾
Amount of previous receipts	99,292 1 10
Total receipts since 1st August	£108,879 10 6¾
No. of passengers for week	11,862
No. of passengers previously	156,642¼
Total No. of passengers since 1st August	168,504¼
No. of miles open	241

GEORGE DARTNELL.

GRAND TRUNK RAILWAY OF CANADA.

AUDIT OFFICE,
MONTREAL, Nov. 9, 1854.

Return of traffic for the week ending Saturday, the 28th of Oct., 1851:—

5343	Passengers, first class	$3,976 83½
876	" second "	747 59½
3834	Tons merchandise	10,082 90½
316,414	Feet of lumber	947 65
1075¼	Cords of firewood	1,472 41
	Mails, &c.	813 88
		$20,041 27½

Total currency.....£5,010 6s. 4½d.

COMPARATIVE STATEMENT.

1854, week ending Oct. 28	£5,010	6s. 4½d.
1853, week ending Oct. 29	2,121	6s. 5d.
Increase	£2,888	19s. 11½d.
Miles open	292	
Total receipts for current half year, commencing July 1st, up to week ending Oct 28th, 1854	£83,592	18s. 7½d

JAMES HARDMAN, *Auditor.*

LITTLE MIAMI RAILWAY.—The earnings of this road

For the year ending November 1, 1851, were	$676,138 78
For the year ending November 1, 1853	658,661 29
Gain in 1851	$17,477 49
The receipts of the same road for the week ending November 7	14,482 42
Same period last year	11,071 50
Increase	$3,410 92

DETROIT AND PONTIAC RAILWAY.—The earnings for October compared as follows:

Earnings, October, 1854	$11,261 58
Earnings, October, 1853	10,476 16
Gain in 1854	$785 42

PACIFIC RAILWAY.—The following is a comparative statement of the earnings of this road for October, 1854:

Freight	$4,166 08	
Passengers	5,287 20	
		$9,447 28
October, 1853:		
Freight	$1,319 53	
Passengers	4,004 85	
		$5,324 38
Increase		$4,122 90

The number of passengers carried during the month was 8,870.

CHICAGO AND GALENA RAILROAD.—The Secretary of the Chicago and Galena Railroad reports the earnings of this road, for the month of October, as follows:

Freight	$101,419 47
Passengers	80,453 00
Mails	1,171 14
Total	$183,043,61

ALBANY LUMBER MARKET, Nov. 22.

The amount of lumber leaving market for the last week has been large, the wharves having been lined with vessels receiving freight, and in many instances, loading across the decks of vessels which had dock berths. Sales have not been so active as the previous week, though considerable activity has been manifested. The sales made have been at our previous quotations.

The receipts by Canal from the 14th to the 21st of November, were as follows:

	Boards and Scantling, ft.	Shingles. M.	Timber. c. ft.	Staves. lbs.
1850	5,809,000	1,259	2,000	993,000
1851	5,429,000	980	....	1,776,000
1852	9,975,140	702	....	1,332,680
1853	6,619,567	100	....	3,558,700
1854	5,246,800	551	....	1,106,900

The receipts of Boards and Scantling for the six days compared with the corresponding days in last year, exhibit a falling off in the receipts of 1,702,767 feet, an increase in Shingles equal to 454 M., and a decrease in Staves of 2,891,800 lbs. The break near Rome has doubtless retarded many boats laden with all the articles enumerated in our tables, which will come into our next week's report.

The receipts from the opening of navigation up to the 21st of November, in the years named, were as follows:

	Boards and Scantling, ft.	Shingles. M.	Timber. c. ft.	Staves. lbs.
1850	209,070,690	32,982	27,832	149,534,480
1851	251,355,803	22,995	110,200	112,302,690
1852	302,648,025	31,189	286,340	103,392,089
1853	374,189,976	25,777	18,929	11,551,810
1854	291,765,751	29,615	28,909	127,198,008

The total decrease in the receipts of Boards and Scantling from the opening of Canal navigation to the 21st, compared with last season, is 32,384,225 feet; of Shingles, 5,183 M., while of Lumber there has been an increase equal to 10,680 cubic feet, and Staves, 15,584,593 lbs.

Communications.

TO THE PUBLIC INTERESTED IN THE FORT WAYNE AND SOUTHERN RAILROAD CO.

This Company have under contract the grading and masonry of 117 miles of line:—64 miles connecting the Wabash and Erie Canal at Fort Wayne with the Indianapolis and Bellefontaine road at Muncie, and 53 miles from the crossing of the Ohio and Mississippi, and Madison and Indianapolis roads, to the Ohio River at Jeffersonville.

A considerable portion of this work has already been done, and the balance is being vigorously prosecuted towards completion. $75,000 will cover the entire cost of what remains to be done to complete the 46 miles between Fort Wayne and Muncie, ready for the superstructure, and $250,000 will in like manner complete the 53 miles between the Ohio river and the Cincinnati and St. Louis Railroad.

The work has been prosecuted thus far without resort to a sale of mortgage bonds either upon the road or real estate, but the company have issued notes to the amount of $57,691 in denominations of $1, $3, and $5, payable on demand to bearer, which notes are pronounced a legal issue by counsel of unquestioned ability. Of this amount about $40,000 have been withdrawn from circulation, leaving only $17,691 outstanding, but which may be increased from time to time as the estimates may exceed the revenues of the company derived from subscriptions and sales. These notes are receivable as gold and silver in payment of lands, bonds, or subscriptions, and always redeemable from such means as the company may have.

With the view of the more speedy completion of the work, and absorption of these notes, the agents of the company have been authorized to sell real estate, until the 1st of February next, at 20 per cent. under its appraised value, and to receive the company notes therefor AT PAR, and have also been authorized to receive said notes, at par, for the subscription notes belonging to said company, allowing a liberal discount on such of them as may not be due. Said company notes will also be redeemed in 7 per cent. coupon bonds, principal maturing in 1859, and interest payable semi-annually, and secured by mortgage of unincumbered real estate, at four-fifths of its appraised value; said bonds to be given at 80 cents on the dollar in exchange for the notes at par.

The means of the company, as reported by the Secretary, on the 27th July last, were $1,892,500. Considerable additions have been made since that time, of which, for the present, we shall take no account. The work under contract, when completed, will of course be worth its cost; and hence to arrive at the means or resources of the company, the cost of the work should be added to the capital, less only the amount drawn from it to make past payments. This, when the work shall be completed, will make a grand capital of $2,292,500, with a debt of over $400,000. Here there is a CAPITAL of five and a half to ONE of debt, while the ordinary Banking system is a CAPITAL OF ONE to a DEBT OF THREE.

The belief is confidently entertained that the work now under contract can be completed within six months, and that within that time the company will have realized funds for the redemption of all the outstanding notes, and for the purshase of all the iron for the line under contract; and thus the road may be completed, and the cars running, in about the same time they might have been expected, had no derangement occurred in the Eastern money market.

W. J. HOLMAN,
Pres. F. W. and S. S. R. R. Co.

Nov. 26, 1854.

GAS.

AUBIN'S PATENT.—We are agents for this new and improved furnace, and having had one in operation at our office for several months past, can confidently recommend it as being simple in its operation, occupying little room and furnishing a pure and beautiful burning gas. From the peculiar arrangement of the retort it is not liable to *burn out*, thus saving a great part of the expensive repairs of other furnaces. We are prepared to erect these furnaces at our own risk and warrant them to produce good gas.

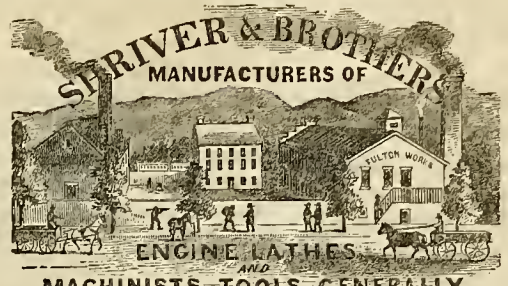
T. WRIGHTSON & CO.,
167 Walnut-st., Cin'ti.

GEORGE H. KNIGHT,
PATENT ATTORNEY,
141 Main St.. Cincinnati, Ohio.
REFER TO
Judge McLean, U. S. S. C., Prof. John Locke, Cincinnati, Ohio, Niles & Co.. Cincinnati, Ohio, W. B. Chapman, Prest. Pharm. Soc'y, Gen. James Semple Ills., Judge Walker, Cincinnati, Ohio. Elijah Coffin, Richmond, Ind, Col. S. H. Long, U. S. Top. Engineer,

THOS. M CASH,
PHILADELPHIA RAILWAY AGENCY.
For the purchase of all articles required by Railway Companies, On Commission.
Office, No. 80, South Fourth-street, near Walnut,
PHILADELPHIA.
REFERENCES
Richard Norris & Son, Locomotive Builders, Philad'a.
Wm. D. Lewis, Esq. Pres't Catawissa R. R. Co. "
Charles H. Fister, Esq., "
Jno. Caldwell, Esq., Pres't S.C. R.R.Co. Charleston, S.C.
J. Pinckney Huger, Esq., Pres't. N. E. R.R.Co. "
Oct. 13-tf.

Locomotive for Sale.

ONE 8 wheel, 16 ton Engine, Cylinder 13 by 20, 4½ feet driving wheels, 2 pair drivers connected, and truck. Tender holding about 1400 gallons.
The Engine is in good condition; manufactured by Rogers, Ketchum & Grosvenor, Patterson. N. J.
Address ENOCH JOHNSON,
Sup't C., Z. & C. RR.
Jy.20-tf. Akron, Ohio.



(On Baltimore & Ohio Railroad, midway between Baltimore and the Ohio River.)

MANUFACTURERS of *Engine Lathes, Planing Machines, Drill Presses, Hand Lathes, and other Machinists Tools.* These tools are built in a superior manner, from the very best materials, and are particularly adapted for railroad shops and all others repairing first rate machinery. Our location is very advantageous for shipping work to the West or South. Orders and communications receive prompt attention. Address
nov9-6m. SHRIVER & BROTHERS, *Fulton Works, Cumberland, Maryland.*

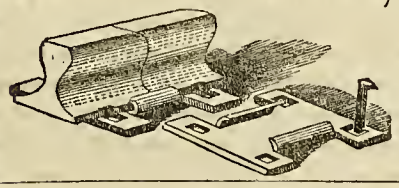
Notice.

THE copartnership heretefore existing botween the undersigned, under the firm of Smith & Tyson, is this day dissolved by mutual consent. Either partner is authorized to settle the business of the concern.
J. HOPKINSON SMITH,
RICHARD W. TYSON,
Baltimore, July 1, '54. No. 25 South Charles st.

Notice of Copartnership.

THE undersigned have this day formed a copartnership, under the firm of J. Hopkinson Smith, in which Richard W. Tyson is a special partner, and J. Hopkinson Smith is the general partner.
J. HOPKINSON SMITH,
RICHARD W. TYSON.
Baltimore, July 1, 1854. [aug. '54-3*

RAILROAD SPIKES,



WROUGHT IRON

Chairs and Fastenings.

THE undersigned will continue to manufacture with increased facilities, HOOK & FLATHEAD R. R. SPIKES, of all Patterns, WROUGHT and CAST CHAIRS, and FASTENINGS, BOILER RIVETS, BOLTS, SHIP and BOAT SPIKES, &c., &c.
The best quality of refined iron is used, and all orders filled with despatch. J. HOPKINSON SMITH,
No. 25, South Charles st.
☞ Please direct the name in full.
Baltimore, August 31-†

ADRIAN H. MULLER & CO.

AUCTIONEERS

Of the City of New York.

Hold their regular Auction Sales of Stocks, Bonds and other Securities every Wednesday at 12½ o'clock, at the Merchants' Exchange. They would respectfully tender their services in the negotiation of the same, either at private or public sale.
Office, No. 2, Pine Street, corner of Broadway, Metropolitan Bank Building.

REFERENCES BY PERMISSION:
Moses Taylor, Esq.; W. W. DeForest, Esq.; Geo. S. Rohius, Esq.; Dow D. Williamson, Esq., Pres. Farmers' Loan and Trust Co.; Wm. F. Hayemeyer, Esq., Pres. Bank North America; Edward Whitehouse, Esq.; Messrs. Camman & Co.; Messrs. Carpenter & Vermilye; Messrs. Fisher, Denny & Co.; Messrs. Wm. & Jno. O'Brien; Messrs. Week, & Co. mh9 6*

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THE design of this Institution is to afford young men an opportunity of acquiring a knowledge of the profession of Civil Engineering, and to Mechanics and Tradesmen a sound theoretical and practical knowledge of Mathematics, Architectural and Mechanical Drafting, Plain and Ornamental Penmanship, &c. For further particulars address the Principal. au.10.

ISAAC OSBORN DAVIS,

AUCTIONEER.

No. 38 West Third Street,

CINCINNATI, OHIO.

THE subscriber is prepared to make contracts to sell at auction any class of property that may offer on reasonable terms. ISAAC OSBORN DAVIS.

FOR SALE,—At the financial Agency and Stock Exchange, No. 38 Third street, the following Stocks and Bonds, viz.
$6,000 2d mortgage 7 per cent. Bonds Ohio and Mississippi Railroad Company
$6,000 1st mortgage 6 per cent. Bonds Covington and Lexington Railroad Company
$17,000 convertible 6 per cent. Bonds Covington and Lexington Railroad Company, redeemable Sept. 1st, 1872, guaranteed by the city of Covington
$5,000 first mortgage Bonds Little Miami Railroad Company
$10,000 1st mortgage 7 per cent. Bonds Columbus, Piqua and Indiana Railroad Company
$5,000 1st mortgage Bonds Cincinnati, Wilmington and Zanesville Railroad Company
$12,000 Bonds Springfield, Mt. Vernon and Pittsburgh Railroad Company
$20,000 second mortgage Bonds Maysville and Lexington Railroad Company
$10,000 1st mortgage 7 per cent. Bonds Scioto and Hocking Valley Railroad Company
$12,000 1st mortgage 10 per cent. Bends Dayton, Xenia and Belpre Railroad Company.

RAILROAD STOCKS.

100 Shares Little Miami Railroad Stock; shares $50.
85 Shares Cincinnati, Hamilton and Dayton Railroad Stock; shares $100.
70 Shares Covington and Lexington Railroad Stock. shares $50.
80 Shares Ohio and Mississippi Railroad Stock; shares $50
17 shares Little Miami Railroad Stock; Shares $50.
150 Shares Cincinnati and Chicago Railroad Stock; shares $50.
25 Shares Ohio and Mississippi Railroad Stock; shares $59.
18 shares Eaton and Hamilton Railroad Stock; shares $25.
175 shares Cincinnati, Wilmington and Zanesville Railroad Stock; shares $50.
30 Shares Cincinnati and Indianapolis Railroad Stock; shares $50
50 shares Fort Wayne and Southern Railroad Stock; shares $50.
50 Shares New Albany and Salem Railroad Stock; shares $50.
40 shares Eaton and Hamilton Railroad Stock; shares $25
30 shares Southern Bank of Kentucky Stock; shares $100.
15 shares Kentucky Trust Co. Bank Stock; shares $100.
oct 12-tf ISAAC OSBORN DAVIS.

STEREOTYPE FOUNDRY,

AND AGENCY OF

L. JOHNSON & Co.'s TYPE FOUNDRY.

C. F. O'DRISCOLL, (Successor to A. C. JAMES.) is prepared to execute in the best manner all kinds of

STEREOTYPING,

including Books, Pamphlets, Music, and Jobs of every description. He will keep on hand an assortment of

Card and Job Type, Cuts, Rules, &c. &c.

from the foundry of L. JOHNSON & CO., of Philadelphia, and will furnish to order PRINTING MATERIALS OF EVERY KIND,

AT THE FOUNDRY PRICES.

C. F. O'DRISCOLL,
No. 167 Walnut Street,
Cincinnati, O

CHARLES FRODSHAM'S

IMPROVED WATCHES!

BEGGS & SMITH,

JEWELERS,

No. 6 West Fourth St.,

Adjoining the First Presbyterian Church,

CINCINNATI, O.,

HAVE received from Mr. Simon Willard, Boston, Agent for the United States, the sole and exclusive agency for the sale of **CHARLES FRODSHAM'S** NEW SERIES OF IMPROVED CHRONOMETER WATCHES, in the states of Obio, Indiana, Illinois, Michigan, Iowa, Wisconsin, Missouri, Kentucky and Tennessee.

In the Watches of the New Series, Mr. FRODSHAM has succeeded by a more perfect method of compensation, a more correct adjustment in isochronism, and an entirely new and peculiar construction of the train, by which more power is obtained without increase of size, in producing timekeepers of wonderful and unrivalled accuracy. The great importance of the improved watches is a perfect regularity of time under every variety of climate, motion and position. So perfect are the adjustments, that the most violent exercise, such as horseback riding, jumping, etc., produces on them no sensible effect They are therefore, particularly adapted to Railroad purposes.

Liberty is given to refer to the following gentlemen, who, among many others, have proved the excellence of Charles Frodsham's Watches as timekeepers:

Gen. John S. Tyler		Massachusetts.
John E. Thayer, Esq.		"
Enoch Train	"	"
E. C. Bates,	"	"
F. W. Thayer,	"	"
Wm. Whiting,	"	"
Geo. M. Thacher,	"	"
David Dyer,	"	"
Alvin Adams,	"	"
Billings Briggs,	"	"
David Weld,	"	"
Hon. Ebenezer Lane,		Sandusky.
E. F. Osborne, Esq.		Obio.

The Prices of the New Series Gold Cases, are According to Size, viz:

SIZE 12	
" 14	$230
" 16	
" 18	250
" 20	275
" 22	300

Recommendations:

Boston, Sept. 3, 1853.

The Compensated Lever Watch I purchased of you, made by Charles Frodsham, London, No. 7300, has varied but thirty seconds from mean time in six months, by actual daily comparison with your regulator.
Yours, &c., ALVIN ADAMS.
Mr. Simon Willard.

Boston, Feb. 4, 1854.

Mr. S. Willard Dear Sir—The Frodsham watch, No. 7557, I purchased of you last October, has performed wonderfully well. I have compared it almost daily by your Astronomical clock, and its variations for ninety days is but one second, or a loss of but one-hundredth of a second per day. I consider it better than any Marine Chronometer I ever used.
Yours truly,
FISHER A. NEWELL,
Late master of Sch., Honolulu.

Sandusky, Obio, Jan. 1, 1854.

Mr. S. Willard, Dear Sir—More than six months ago I purchased of you two of Frodsham's best watches—up to this time, one of them, No. 7571, has altered from mean time but twenty-seven secouds, and the other, No. 7517, but twenty-three seconds in the same period.
Yours, respectfully.
E. F. OSBORNE.
To Mr. Simon Willard.

Gentlemen—On the 1st of April last I procured from Mr Willard, of Boston, one of Frodsham's improved series of watches. It was regulated and set to Cincinnati time. It has not, in that period, been suffered to run down, nor have the hands been moved, and to day it is 20 seconds only slow. Respectfully yours,
HENRY O. AMES,
Sup,t Cin. Ham. & Dayton Railroad.
August 18, 1854.

To Messrs. Beggs & Smith.

The following is an extract from a letter of William Brown, Esq., Springfield, Ohio, engineer on the M. R. & L. E. R. R., who has personally kept the rate of several of Frodsham's watches.

"Finally from what I have known of Frodsham's watches, I am very strongly impressed with the idea, that they are a decided improvement on all other timekeepers, and were they set in gimballs and used with the same care, I think their performance would equal that of Mr. Frodsham's celebrated box chronometer, and would answer the same purpose for determining longitudes."
Sept. 21-6*

Railroad Car Findings.

BRIDGES & BROTHER,

64 Courtlandt Street, New York.

Wheels & Axles, Jaws, Boxes, and Castings Fitted

Wrought Nuts, Bolts, & Washers,

Engine nnd Car Screw Bolts, all sizes; Coach Lag and Telegraph Screws,

LOCOMOTIVE ENGINE LANTERNS,

From the best Manufacturers, and at their prices. Car Hand, and Signal Lanterns.

Cotton Duck for Car Covering,

Of any required width to 124 inches.

ENAMELLED HEAD LININGS,

Plush and Curled Hair.

Hand Cars and Baggage Barrows. Passenger, Freight-Car, and Switch Locks, Door Knobs and Butts. Brass and Iron Wood Screws. Brass and Silver Plated Trimmings for Windows and Seats. Varnish, Coach Japan, and Glue; Paints, Varnish and Glue Brushes.

Silver Plated and White Metal Letters. Engine and Signal Bells, anti-friction or Babbitt Metal.

Portable Forges and Jack Screws.

Hemp Packing, American, Russia, and Italian. Conductors' Badges and Baggage Checks. Iron, Bronzed and Brass Hat Hooks. Ventilators and White Metal Rings. And all other Articles pertaining to Cars.

ALBERT BRIDGES,
Late Davenport & Bridges, Car Manufacturers,
Cambridgeport, Mass.
ALFRED BRIDGES,
Late Davenport, Bridges & Co., Fitchburg, Mass.

†oc6

Locomotive Tires and Car Axles.

THE undersigned is prepared to supply Railroad Companies and Builders with Tires and Axles of superior quality and finish, made from faggotted charcoal iron, formed and finished entirely under the hammer. For the character of the manufacture he refers to builders and companies who have used them in the West.

A. S. WINSLOW
mr.24-†] 9 and 11 WestSecond St., Cincinnati.

O. ESCOL SELLERS.....C. D. DANA.

SELLERS & DANA,

AGENCY FOR THE SALE OF

Railroad Materials and Machinery,

THIRD STREET, (west of Burnet House.)

CINCINNATI, OHIO.

HAVING OPENED a depot for the sale of all articles used by Railroad Companies, we will fill orders promptly at manufacturers' prices, and are now prepared to furnish

Locomotives, Cars, Car-Wheels, and Axles. Ames' Tire and Crank Axles, Chairs and Spikes. Locomotive Head Lights, (of several makers) Car, Conductor's, Signal, Switch, Stoker and other Lanterns. Drawbridge and cross Road signal Lights; Gum Packing and Hose, assorted Car Trimmings, Enameled head and seat Linings, Plated and White Metal Letters.

—ALSO—

Machinists' Tools, particularly adapted to Railroad Work, Mill Work, Shafting and Shop outfits, Punching and Shearing Machines, for Boiler Work; Planers, Lathes, Drills, Portable Forges, etc., etc. Oak-Tanned Belting, of superior quality of all sizes. jy.1†3.

JAMES W. HOOKER,

Commission Merchant,

AGRICULTURAL WAREHOUSE,

—AND—

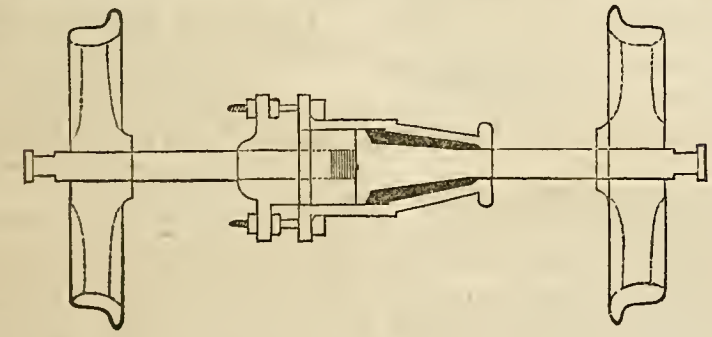
MACHINERY DEPOT,

35 Lloyd Street,

BUFFALO, N. Y.

Commission Dealer in Portable and Stationary Engines Iron Planers, Lathes, Universal Checks, Belting, Oils, Rubber Packing and Hose, Scales, Safes, Mill Stones and Machinery generally. Post Paid Letters will receive prompt attention jc. 1-tf.

DENNEY'S DIVIDED CAR AXLE.



PATENTED JANUARY 31ST, 1854.

THE ATTENTION OF RAILROAD COMPANIES is respectfully invited to an examination of the merits of this valuable invention, which offers to add largely to the safety of life and property.

The valuable features of this arrangement of axle are, a saving of full fifty per cent. in motive power on crooked roads: the rails are protected from being destroyed by the flanges of the wheels coming in contact with them on the curves, as is the case with the stiff or rigid axle, which not only destroys the rail but puts a constant strain upon the wheel and axle, causing the wheel on the inner rail to trip or revolve upon the rail under the weight of the car and its load, while the opposite wheel is traversing its greater distance; the tendency of which, is to wear the wheel flat, and cause it, or the axle, to break sooner or later. There is less danger of the car leaving the track from its having become spread.

Axles fitted in this way do not require to be near so large, and yet contain more strength than the common axle, for the reason that the liberty given to the wheels, which allows them to accommodate themselves to the curvatures of the road, removes wholly the strain thrown upon the ordinary axle; and therefore, it requires no more strength of iron at any point between the wheels, than is contained in the bearings, which in the ordinary axle, is not more than one-third of the strength of the other portions of the axle.

The elongated bearing which forms the connection is so proportioned as not to wedge or become tight in the alloy, the wear being almost imperceptible, requiring to be set up not oftener than once in twelve months, by a slight tightning of the screw nuts. If, from long service, the alloy becomes worn out, it can be refilled, making it as perfect as when first filled up, and the gauge of the wheels will never become changed so as to injure the running of the car.

It is after a series of the most careful experiments, conducted through a period of time sufficient to test in the most satisfactory manner, the real merits of divided car axles, and a thorough and practical test in real service of over two years, that we now offer to Railroad Companies one that we are assured will give universal satisfaction in its operations, and both simple and cheap in its construction.

We are now ready to dispose of rights to use the above axle on the following terms: We guarantee full and perfect satisfaction by giving ample time to thoroughly test its merits, and will require no payment to be made until such satisfaction has been given. All applications to be made to

SAMUEL L. DENNEY,
Christiana, Pa.
Or, to **CHRISTIAN UMBLE,**
Gap, Pa.

y.10†

TYLER DAVIDSON & CO.,

Agents for the

BOSTON BELTING COMPANY

India Rubber Machine Belting in any quantity, from 2 to 20 inches.

India Rubber Steam Packing;

Mixed	do	do	1-32 to ¼ inch thick.
Plain	do	do	1-32 to 1 inch thick.
Pure	do	do	

Pipe and Manhole Rings, all sizes;

Square or Rope Packing, do.

HOSE.

India Rubber, Hydrant, Conducting, Fire Engine, and Locomotive, of all sizes, manufactured from the best of Vulcanized Rubber, and for sale only by the agents.

Car Springs, and all other kinds of Vulcanized India Rubber used for Mechanical and Manufacturing purposes.

The undersigned, having been appointed Agen of the Boston Belting Company, beg leave to advise Dealers and Consumers that they are now prepared to supply the above goods in any quantities, on the most favorable terms. On hand and for sale,

50,000 Feet Vulcanized India Rubber Machine Beltings, from 2 inch to 20 inches, 3 and 4 ply.

TO STEAMBOATS AND RAILROADS.

India Rubber Hose, for Pavements, Streets, Gardens, Locomotives, Engines, etc.

40,000 feet Hose, 3, 4, 5, 6, and 7 plys, suitable for pavements, streets, gardens, locomotives, fire engines, etc., 1 to 3 inch, warranted extra quality. Also,

THE vulcanized India Rubber Break Springs now in use by all the Eastern Railroads, and posessing decided advantage over the Steel Springs now in use, for the following reasons:

1st, They are much easier put on.

2d, They are a great deal cheaper.

3d, They are much more durable than steel, and no time lost in making them, the weather having no effect on them.

ALSO—Large 6 inch hose for water stations. This is a new and important invention. The coldest weather will have no effect on them whatever They are warranted to remain as pliable, in the COLDEST of weather, as they are in 150 Fahrenheit heat.

Armitage Anvils,—10 casks, assorted weights n w in store.

Allen's Revolvers and Self-Cocking Pistols.—Now in store, a large assortment of the above, 3, 4, and 5 inch Revolvers; 3, 4, 5, and 6 inch Pocket Pistols. Also, Dueling Pistols.

Leland's Superior C. S. Car and Auger Bitts.—All sizes.

Brass Kettles, and Sheet Brass, &c.—Brass Kettles, assorted from 6 to 30; Sheet Brass assorted from No. 0 to 30; Brass Wire, do do do.

Star Breast Chains.—Four casks of those superior double-linked Chains, just received.

Walker's Trace Chains.—70 casks of those superior goods, warranted full length and sizes, 8 to 20 links, straight and twisted, now in store.

American Anvils.—Eagle brand, faced with with cast steel, and warranted by the manufacturers equal to Armitage's Mousehole.

Plated Spoons.—Plain, tipped, and threaded heavy plate, on best quality of German Silver.

Premium Gimlet Screws.—10,000 gross just received.

Mill Saws. Hoe & Co.'s C. S. Wm. Rowland's, and W. H. Rowland's 6, 6½, 7, 7½, and 8 ft

Cross Cut Saws.—Hoe & Co.'s C. S., John ockerell's C. S. and G. S., Wm. Rowland's and W. & H. Rowland's 5, 5½, 6, 6½, 7, 7½, and 8 feet Also, 4 and 4½ feet Tennon Saws.

Axes—1000 doz. Axes, assorted Yankee and Kentucky patterns, first, second, and third quality

Nails.—4000 kegs Shoenberger's and Wheeling Nails, now in store.

For sale by TYLER DAVIDSON & CO.,
mr 3 140 and 142 Main street

RAILROAD MAP.

WE have now ready A RAILROAD MAP OF THE WEST, containing ALL THE RAILROADS construct ing, completed, or proposed in the States of Ohio, Indiana, Illinois, and Kentucky, and portions of Wisconsin, Michigan Pennsylvania, Virginia, Tennessee and Canada, showing the termini, points upon the lines, connections, &c. of each line, all laid down accurately, by a competent hand.

The size of the sheet is 24 by 38 inches, and can be sent by mail.

Price—plain..... 40 cents.
Colored in outlines..... 50 cents.
Full colored ..... 75 cents.

Liberal discounts will be paid to those wishing them in quantities.

Railroad companies desiring a map to illustrate their road cannot find one offering greater inducements as to correctness, &c., or on better terms; as any line can be made prominent, with its connections, &c.

All orders addressed to U. P. JAMES will secure prompt attention

ENGINEERING!!

The undersigned is prepared to furnish
SPECIFICATIONS, ESTIMATES, AND PLANS,
In general or detail of all kinds of
Steam Vessels, Engines, Boilers, Mill Work, &c
Particular attention given to the superintending of
LOCOMOTIVES, TENDERS, CARS,
And Railway Machinery of every Description,
While under construction.

AGENT FOR THE PURCHASE of, on commission, all articles required for Railroads, Steam Vessels, Locomotives. Engines, Boilers, Machinery, &c.
General Agent for
ASHCROFT'S STEAM GAUGE, ALLEN AND NOYES' METALIC SELF ADJUSTING CONICAL PACKING. DUDGEON'S HYDRAULIC JACK.

Also, for Water Gauges, Indicators, Steam Whistles, &c., &c. CHAS. W. COPELAND,
Consulting Engineer,
s5-tf 64 Broadway, N. Y

RAILROAD HOTEL.

CINCINNATI, O.

THE GIBSON HOUSE, Cincinnati, is situated on Walnut-street, between Fourth and Fifth, in the immediate neighborhood of all the Railroad Offices. For comfort and convenience it is believed that this hotel is unsurpassed. It is heated with steam from the first floor to the fifth, thus making it the most desirable winter house in the West. The proprietor hopes to enjoy a share of the patronage of Railroad men.
A. WETHERBEE, Proprietor.

New Works on Civil Engineering.

THE Field Practice of Laying out Circular Curves for Railroads. By John C. Trautwine, Civil Engineer.—4th Thousand, in pocket-book form with tucks.

—ALSO—

A New Method of Calculating the Cubic Contents of Excavations and Embankments, by the aid of Tables and 10 Engraved Plates of Diagrams. By John C. Trautwine, C. E., 2d edition.

Price, one dollar each. Postage on the Curves, five cents; on the Excavations and Embankments, eight cents. For sale by WILLIAM HAMILTON.
Hall of the Franklin Institute.
Sept. 21-3* Philadelphia, Pa.

COLUMBUS PIQUA, AND INDIANA RAILROAD.

New route from Columbus, West and from Urbana, East.

On and after Monday September 19, 1853, two trains per day, (Sunday excepted) each way, will run on this Road, between COLUMBUS and URBANA. Will leave Columbus at 4.50 a.m., and 3.30 p.m.—arriving at Urbana at 8.12 a.m., and 6.14 p.m. Returning—will leave Urbana, for Columbus, at 9.15 a.m., and 3.00 p.m.—arriving at 12.05 and 6.55 p.m.

The 4.50 a.m. train, from Columbus, will connect with the night Express train from Cleveland and arrive at Urbana in time for the morning train north for Sandusky and intermediate points. Persons arriving by the morning Cleveland and Zanesville trains can have a few hours at Columbus and leave by the 3.30 p.m. train—arriving at Urbana in time to get supper and take the 5.35 p.m. train for Dayton and Cincinnati.

The 9.15 a.m. train from Urbana connects with the morning train from Cincinnati and Dayton that arrives at Urbana 8.40 a.m.—arriving at Columbus at 12.05 p.m in time for the 1 p.m. train for Cleveland, connecting with the Buffalo and Dunkirk boats. The 3.00 p.m. train will leave Urbana on the arrival of the Sandusky train—reaching Urbana at 2.45 p.m.—and arrive in Columbus in time for the various night trains.

A line of Omnibuses will connect with the trains at Urbana for the conveyence of passengers to and from Piqua and Greenville over a good Macadamized road.
A. G CONOVER, Sup
Piqua, Sept. 13, 1853. s29-tf.

Railroad Line.

The Shortest, Quickest and Best
ROUTE TO LOUISVILLE.

MADISON, INDIANAPOLIS, PERU, TERRE HAUTE, MICHIGAN CITY, CHICAGO, GALENA, ST. LOUIS, AND NEW ORLEANS.

OHIO & MISSISSIPPI RAILROAD,

ON MONDAY, SEPTEMBER 18, AND UNTIL FURther notice, the Passenger Trains will run as follows:

For Louisville and New Albany.

Leave Cincinnati at 7.15 A. M. and 3.15 P. M., connecting with the Jeffersonville Railroad at Seymour, and arrive at Jeffersonville, opposite Louisville, at 1 o'clock P. M., and at 9 P. M.

Returning—Leave Jeffersoneille at 8.30 A. M., and 3.15 P. M., arrive in Cincinnati at 2.30 P. M., and 9.30 P. M. No delays in connecting with any other Railroad,

Fare $2 50.

For Indianapolis.

Leave Cincinnati at 7.15 A. M., and 3.15 P. M., connecting with the Indianapolis and Cincinnati Railroad at Lawrenceburg, for Indianapolis, and all the principal cities and towns of the North and West.

Returning—These trains arrive in Cincinnati at 4.05 P. M., and 9.30 P. M.

Fare $3 00.

For Lawrenceburg and Aurora.

Leave Cincinnati at 7.15 A. M., 10.45 A. M., 1.27 P. M., and 5 P. M., stopping at all the regular stations.

Returning—Leave Aurora at 6.50 A. M., 3.15 P. M., 2.55 P. M., and 8.23 P M., stopping at all the regular stations, and arrive in Cincinnati at 8.10 A. M. 2.30 P. M., 4.05 P. M., and 9.30 P. M..

FREIGHT TRAINS for Jeffersonville and all intermediate stations, leave Cincinnati at 9.30 A. M.

For further information see handbills, or apply at the Ticket Office. on Fourth street, north side, four doors from Vine street, opposite new Custom-house.
S. S. POST.
Chf. Eng'r and Supt.

Passengers, by leaving their address at the Ticket Office, will be called for by St. Louis and Cincinnati Omnibus Line.

Omnibuses call at all the principal Hotels, for each train. W. S. BABCOCK, Agent,
Sept 5. St. Louis and Cincinnati Omnibus Line.

Cincinnati, Wilmington and Zanesville Railroad.

OPEN TO LANCASTER.—Two daily Trains, (Sundays excepted) between Lancaster and Cincinnati. On and after Monday, June 26th, 1854, until further notice, trains will run as follows:

The morning Train leaves Lancaster at 5.10 A. M., and arrives at Cincinnati at 11.15. Returning leaves Cincinnati at 3.05 P. M. and arrives at Lancaster at 9.30 P. M

The downward accommodation train leaves Lancaster at 10.05 A. M., and arrives at Cincinnati at 5.40 P. M.

The upward accommodation train leaves Cincinnati at 7.30 A. M., and arrives at Lancaster at 4.00 P. M.

Trains will stop for passengers as follows: At Amanda, Stout's, Circleville, Williamsport, Four Corners, New Holland, Washington, Rattle Snake, Sabina, Cross Roads, Wilmington, Sligo, Clarksville and Morrow; and on the Little Miami Road at Deerfield, Butterworth's, Water Station, Loveland, Miamiville, Milford and Plainville, and on proper signal by flag, or to the Conductor, at Branch Hill and Linwood, at Turnpike.

The downward Trains connect at Morrow with the Trains on the Little Miami Road for Columbus.

Lines of Omnibusses and Packets will run between Circleville and Chillicothe, and Stages and Packets between Lancaster, Logan, Nelsonville, Athens and Pomcry; and Stages between Lancaster, Somerset and Zanesville connecting with the morning train from, and evening train to, Cincinnati.

Fare from Cincinnati to Washington..... $2 50
" " " " Circleville..... 3 00
" " " " Lancaster..... 3 60
" " " " Chillicothe..... 4 00

For other information and Tickets, apply at Ticket office, corner of Broadway and Front sts, and at the Little Miami Depot, or to the Station Agents on the line.
E. W. WOODWARD,
Engineer and Superintendent.

☞ The Omnibus Line will call for and deliver passengers to and from the trains to any part of the City.
J. HOWELL, Conductor.

☞ The Company will not be responsible for baggage exceeding $50 in value, unless the same be returned to the Conductor or Agent, and freight paid at the rate of a passage for every $500 in value above that amount.
je. 29

Baltimore & Ohio Railroad.

380 MILES BETWEEN WHEELING AND BALTIMORE.

THIS Road was opened to the Ohio River in the spring of 1853, and has already established a high character with the business community of the West. Its facilities for the transportation of freights are already superior to those of any other great through line—while the attractions of the country through which it runs, and its many admirable provisions for the expedition, comfort and safety of travelers, it has received such favor as a passenger road, (with its present connections,) as to show that it will become the preferred route for all portions of the West and South-West as soon as its further connections are formed by the completion of the Central Ohio, North-Western Virginia and other Railroads now rapidly finishing.

FOR PASSENGERS BY THIS ROUTE,
Through Tickets from all Parts of the West,
ARE NOW SOLD IN
Cincinnati, Louisville, Madison, Indianapolis, St. Louis, Chicago, Toledo, Detroit, Cleveland, Columbus, Zanesville and other Cities.

AT ALL OF WHICH ARRANGEMENTS HAVE BEEN EFFECTED

For Sending Travelers Direct to
WASHINGTON, BALTIMORE, PHILADELPHIA, NEW YORK, and other ATLANTIC CITIES.

FOR FREIGHTS IN EITHER DIRECTION
The fullest accommodations are provided. In motive power and Cars, the company has abundant resources, which are being further extended to meet the demands of Western Trade. In the dispatch and regularity of transpart, and in the careful landing of property, this road challenges a comparison with its rivals. At Baltimore, the road connects directly in the streets and at the wharves with the

PHILADELPHIA AND NEW YORK RAILROADS,
The numerous Steamers of the Parker Vein Line to New York and Boston, the Ericsson Steamers by Canal to Philadelphia and New York,
And various other Lines of Steamers and Sailing Vessels to the Eastern Ports, and to Richmond, Norfolk, Charleston, Savannah, etc.

J. B. FORD is the Company's Receiving Agent at Wheeling.
WM. G. HARRISON, President. *JOHN H. DONE*, Mast. of Transportation.
je. 8† Baltimore.

Pittsburgh, Philadelphia, BALTIMORE AND NEW YORK.

NEW ROUTE OPENED TO NEW YORK, ALL THE WAY BY RAILROAD, VIA **CINCINNATI, HAMILTON & DAYTON RAILROAD.**

The quickest, cheapest and most pleasant route to Pittsburgh, Philadelphia, Baltimore and New York.—Depot in the West end of the city.

Only route via Pittsburgh by which through tickets can be obtained from Cincinnati to New York.

One less change of cars than any other route.

Passengers leaving Cincinnati, on 6 o'clock morning train of Cincinnati, Hamilton & Dayton Railroad, go through to Crestline without change of cars, and, after 30 minutes for dinner, proceed by Ohio & Pennsylvania Railroad, arriving at Pittsburgh at 8 o'clock P. M.: leave Pittsburgh via Pennsylvania Central Railroad, at 9 o'clock, P. M., and arrive in Baltimore and Philadelphia at 12 o'clock and 30 minutes (noon) next day; and from thence via Kensington and Jersey City, or Camden and Amboy Railroads, arriving in New York at 4 P. M.

Second Train:

Leaves Cincinnati, Hamilton and Dayton Railroad at 8 o'clock and 20 minutes every morning; arrives at Crestline at 4:20 P. M., and Pittsburgh at 12 o'clock and 30 minutes, midnight; and after a comfortable night's rest, resume by 7 o'clock A. M. Train, arriving in Philadelphia and Baltimore at 12 o'clock and 30 minutes, midnight.

The only offices in Cincinnati at which Through Tickets can be purchased from Cincinnati to New York, via Pittsburgh and Philadelphia, are under the Spencer House, and one door below the Gibson House on Walnut street.

FARE:

From Cincinnati to Pittsburgh, first class..... $ 7 00
" " " front car..... 5 00
" " Philadelphia..... 14 00
" " Baltimore..... 14 00
" " New York, via Pittsburgh and Philadelphia, all the way by railroad 16 00

For through tickets and information, please apply at Cincinnati, Hamilton and Dayton Railroad Office, north west corner of Broadway and Front streets, under the Spencer House, or to J. W. SHIPLEY, at Railroad Office on Walnut street, between Fourth and Fifth streets, one door south of the Gibson House, or at Sixth street Depot.
H. O. AMES, Superintendent.
W. A. LATHAM, Agent.

The Omnibus Line will call for passengers by leaving their orders at the offices.
Sep. 7, tf. WM. H. SMITH, Conductor.

Railroad Line.

Cincinnati, Hamilton & Dayton Railroad.

Fall Arrangement.

COMMENCING MONDAY, OCTOBER 9th, 1854.

PASSENGER Trains will leave the Sixth-street Depot as follows:

First Train

At 6.30 A. M., Lightning Express for Hamilton, Richmond, Indianapolis, Terre Haute, Lafayette and Chicago, direct.

Second Train

At 8 A. M., for Hamilton, Eaton, Richmond, Dayton, Troy, Piqua, Sandusky, Toledo, Chicago, Clyde, Cleveland, Buffalo, New York, Boston, Pittsburgh, Philadelphia, Baltimore, Washington, etc.

Third Train

At 2.15 P. M., for Dayton, and intermediate stations, Troy, Piqua, etc.

Fourth Train

At 4 P. M., for Hamilton, Richmond, Indianapolis, Terre Haute, Lafayette Chicago, Dayton, Springfield, Urbana, Kenton, Carey, Crestline, Pittsburgh, Philadelphia, Baltimore, Washington, etc.

Fifth Train

At 5.20 P. M., for Hamilton and intermediate stations.

The 1st Train, Express,

Will stop at Cumminsville, Lockland and Glendale.

2d, 3d, and 4th, Trains,

Will stop at all regular stations.

Fifth Train

Will stop at all regular stations and at flag stations on signal or notice to the Conductor.

The 1st Train

Will connect at Richmond at 9 A. M., with Train of Indiana Central Road for Indianapolis; arrive at that place at 11.30 A.M., thence to Terre Haute, Lafayette, and Chicago without detention. Time as short as by any other route.

2d Train

Will connect at Dayton at 10.30 A. M., with Mad River Train for Sandusky and intermediate points; also at Crestline at 4.20 P. M., with the Ohio & Pennsylvania Train for Pittsburgh, Philadelphia, Baltimore, Washington, etc. The same train will connect at Clyde with Toledo and Cleveland Train to Toledo, Chicago, and intermediate points. Also, with Dayton and Michigan Railroad to Troy and Piqua, and at Piqua with Doyle & Co's Canal Packet Line to all points on Wabash and Miami Canals, and at Dayton with Dayton and Greenville Railroad to Greenville, Union, and all points on Bellefontaine and Indianapolis Railroad at 2.30 P. M.

3d Train

Connects at Dayton with Train for Troy, Piqua, etc. Also, with train of Dayton and Western Road for Indianapolis

Fourth Train

Will connect at Richmond at 6.40 P. M., with Indiana Central Train for Indianapolis, Terre Haute, Lafayette, and at Dayton with Mad River and Lake Erie Railroad for Springfield, Urbana, Kenton, Carey, Crestline, Pittsburgh, Philadelphia, Baltimore and Washington.

FARE:

From Cincinnati	to	Hamilton	$ 60
Do	do	Eaton	1 35
Do	do	Richmond	1 75
Do	do	Indianapolis	3 50
Do	do	Terre Haute	5 75
Do	do	Lafayette	5 50
Do	do	Chicago	9 00
Do	do	Dayton	1 50
Do	do	Troy	2 10
Do	do	Piqua	2 35
Do	do	Springfield	2 10
Do	do	Toledo	5 75
Do	do	Cleveland	6 00
Do	do	Pittsburgh, first class	7 00
Do	do	do front car	6 00
Do	do	Philadelphia	14 00
Do	do	Baltimore	14 00
Do	do	New York, via Pittsburgh and Philadelphia, (Railroad all the way)	16 00

For further information or tickets apply to W. A. LATHAM, General Agent, at the office, corner Broadway and Front streets, under Spencer House, or at the Office on Walnut street, next door to the Gibson House, or at the Sixth street Depot.

HENRY O. AMES,
Cincinnati, Oct. 19, 1854. Sup't.

Marietta & Cincinnati Railroad.

OPEN between CHILLICOTHE and GREENFIELD, Connected by Stage at Hillsborough, with Hillsborough and Cincinnati, and Little Miami Railroad Trains, forming a through daily line each way.

On and after Monday, the 8th of May, passenger trains will run as follows, viz:

Leave Chillicothe at 9 00 A. M.
Returning do Greenfield at 5 30 P. M.

Passengers from Cincinnati leave by Little Miami Railroad, at 7 40 A. M., dine at Hillsborough and reach Chillicothe the same Evening.

Fare from Cincinnati to Chillicothe, $3 45.

J. W. STOWELL,
Chillicothe, May 6th, '54— Sup't.

Fall Arrangement.

LITTLE MIAMI RAILROAD.

THIS IS THE ONLY ROUTE AUTHORIZED TO receipt Passengers, via Lake Shore Railroad.

Passengers by 6 o'clock A. M., Train Little Miami Railroad, breakfast at Cincinnati, and dine the following day in New York, Philadelphia or Baltimore.

The 6 o'clock A. M. Train, Little Miami Railroad, is the only Morning Train leaving Cincinnati by which passengers can reach Philadelphia direct, and is the the ONLY Train leaving Cincinnati direct for Baltimore.

FROM CINCINNATI

To New York in	34	hours.
To Philadelphia in	31	"
To Baltimore in	31	"
To Boston in	36	"
To Buffalo in	16½	"
To Dunkirk in	15	"
To Cleveland in	9½	"
To Sandusky in	8¼	"
To Pittsburgh in	14	"
To Wheeling, in	11	"

FOUR DAILY TRAINS.

FIRST TRAIN.—Lightning Express at 6 o'clock A. M., for Cleveland, Dunkirk, Buffalo, Albany, New York and Boston; Crestline, Pittsburgh, Baltimore, Philadelphia, and New York; Zanesville, Wheeling, Baltimore, Philadelphia and New York; Washington City, etc.; Connects to Sandusky, also at Xenia to Springfield.

SECOND TRAIN.—Accommodation Express, at 8 o'clock, A. M., for Cleveland, Dunkirk, Buffalo, Albany, New York, and Boston; Crestline, Pittsburgh; Zanesville, Circleville and Lancaster; Hillsboro'. Connects at Sandusky with steamer BAY CITY, to Detroit.

THIRD TRAIN.—Accommodation, at 3.05 P. M., for Xenia; Circleville and Lancaster; Blanchester and Chilicothe; Hillsboro'.

FOURTH TRAIN.—Night Express, at 5 P. M., for Cleveland, Dunkirk, Buffalo, Albany, New York and Boston; Crestline, Pittsburgh, Philadelphia and New York; connects at Xenia to Springfield.

One Train on SUNDAY, for Columbus, at 2.30 P. M.

FARE AND THROUGH TICKETS.

For prices of fare, through tickkts, and all information, please apply at the company's new office, No. 233 west side of Walnut street, six doors south of the United States Hotel, or at the old-established General Railroad office, in the three-story yellow building, southeast corner of Broadway and Front-street, directly opposite the Spencer House, Railroad Hotel and Mailboat Landing, or at the Eastern (Little Miami) Depot, East Front-street.

P. W. STRADER, Gen'l Agent.

OMNIBUS LINE.

The Omnibus Line calls for passengers at all the principal hotels; and by leaving directions at the office, No. 233 Walnut street, six doors south of the United States Hotel, or at the office southeast corner of Broadway and Front-street, opposite the Spencer House, directly on river bank, they will call in any part of the city.

J. H. HOWELL,
oct. 19. Conductor.

Change of Time on Cincinnati, Hamilton, Eaton & Richmond Railroad.

ON and after TUESDAY, April 4th, 1854, the Morning Train for Richmond and Indianapolis, will leave Depot, foot of Sixth street, at 6.10 o'clock, A. M.

Passengers by this Train connect at Indianapolis with the 1 o'clock, P. M. Train on Lafayette and Indianapolis Railroad for Lafayette and Chicago; arriving at Chicago by 9 o'clock, P. M., of same day, being 9 hours less time than by any other railroad route leaving Cincinnati.

Also, connect at Indianapolis with 1.15 P. M. Train for Terre Haute.

Trains for St. Louis leave Chicago at 11 o'clock P. M., after the arrival of 1 P. M. Train from Indianapolis in the morning, making this the quickest route by far between Cincinnati and St. Louis.

Evening Train will leave as usual, at 3.30 P. M. connecting at Richmond with 7 P. M. Train for Indianapolis; arriving at Indianapolis at 10.30 P. M.

FARE—Cincinnati to Richmond	$1 75
Cincinnati to Indianapolis	3 00
Cincinnati to Chicago	9 00

ap. 6 D. M. MORROW, Sup't.

Shortest Route to Indianapolis, Chicago, and St. Louis by Indianapolis & Cincinnati Railroad,

VIA LAWRENCEBURG,

IN connection with the **OHIO & MISSISSIPPI RAILROAD.** Passenger Trains leave Cincinnati at 7:15 A. M., and 3:15 P. M. Arrive at Indianapolis at 11.30 A. M., and 8:30 P. M.

By morning train passengers arrive at Chicago in 14 hours, and at St. Louis in 28 hours.

Freight shipped to Indianapolis and all other points West and North without delay at cheapest rates.

Cars run from Lawrenceburgh to Terre Haute, Lafayette, Peru and Chicago, without unloading.

Office, foot of Main street corner of Water street.

SIDNEY RICE,
Cincinnati, Sept. 28, 1854. Agent.

Covington and Lexington Railroad.

1854. 1854.

OPEN to Paris.—Direct Railroad connection with Lexington, Frankfort and Louisville.

Two Daily Passenger Trains.

On and after MONDAY Oct. 9th, 1854, and until further notice, Trains will run as follows:

Express Train leaves Covington at 7 o'clock, A. M. stopping at Grant's Bend New Philadelphia, Canton, Benton, Clarkson, Demossville, Butler, Irving, Falmouth, Callenville, Boyd's, Berry's, Robinson's Garnett's Cynthiana, Laird's and Kiser's and arriving at Paris at 11.30 A. M.

Returning, leave Paris at 12 o'clock M., stopping as above, and arriving at Covington at 4.35 P. M.

Through passengers by this train connect directly at Paris with Maysville and Lexington road, and arrive at Lexington at 1 o'clock P. M., connecting at Lexington with the stage lines for Danville, Winchester, etc., and with the afternoon train of the Lexington and Frankfort road, for Frankfort and Louisville.

Returning, leave Lexington at 10 o'clock, A. M., and arrive at Covington at 4.35 P. M., in time for the Evening Express Trains North and East.

The Accommodation Train leaves Paris at 5.30 A. M., stopping at all regular and flag stations and arriving at Covington at 10.25 A. M.

Returning, leave Covington at 2.40 P. M., stopping as above, and arriving at Paris at 7.25 P. M.

Through passengers by this train lie over night at Paris and arrive at Lexington at 8.30 next morning.

Freight Trains leave Covington daily, Sundays excepted, at 2.40 P. M.; freight received up to 12 M., for the train of same day.

RATES OF FARE.

Covington to Lexington	$3 00
Covington to Paris	2 40
Covington to Cynthiana	2 00

FOR THROUGH TICKETS,

Apply at the Cincinnati, Hamilton and Dayton Rail road Ticket Office, W. A. Latham, Agent; Little Miami Railroad Ticket Office, P. W. Strader, Agent; or at the Depot, Covington.

J. M. DOUGHERTY,
Superintendent.

☞ The Omnibus Line will call for Passengers in any part of the city, by leaving directions at the above offices. CLAYTON & GRANT.

oct. 17.

Cincinnati to Indianapolis.

TO CHICAGO IN 15 HOURS.
TO ROCK ISLAND IN 25 HOURS.
TO ST. LOUIS IN 31 HOURS.

ALL THE WAY BY RAILROAD.

FOR Terre Haute, La Fayette, Michigan City, Chicago, Peru, Galena, Rock Island, and St. Louis.

Passengers will find this the most pleasant route of any to the West, as it passes through the richest and most thickly settled portion of the State of Indiana. In taking this route, passengers will reach Terre Haute, Lafayette, Peru, Michigan City, Chicago, Rock Island, Galena and St. Louis, as soon as by any other leaving Cincinnati, and with less fatigue, in consequence of several of the other roads not being fully ballasted.

TO TERRE HAUTE AND LAFAYETTE BY DAYLIGHT, by way of Hamilton, Eaton and Richmond.

CINCINNATI, LOGANSPORT AND CHICAGO RAILROAD.—Three daily trains, at 6.30 A. M., 8 A. M., and 4 P. M., from Cincinnati, Hamilton and Dayton Railroad Depot.

Passengers leaving Cincinnati on the 6.30 A. M. Lightning Express, reach Indianapolis at 11 A. M., resume at 1.15 P. M. for Terre Haute, and 12 M. for Lafayette, Michigan City, Chicago, Galena, Rock Island and St. Louis, reaching Chicago at 8.30 P. M., in time to connect with night trains for Galena, Rock Island and St. Louis.

Baggage checked to Indianapolis.

Passengers leaving Cincinnati at 8 A. M., Richmond Mail Passenger Train reach Richmond at 11.05 A. M., connecting with trains for Hagerstown and New Castle. Returning leave Richmond at 3.10 P. M., arriving in Cincinnati at 6 P. M. This train stops at all way and flag stations.

FARE:

From Cincinnati	to	Richmond	$1 75
"	"	New Castle	2 50
"	"	Indianapolis	3 50
"	"	Terre Haute	5 75
"	"	La Fayette	5 50
"	"	Michigan City	7 75
"	"	Chicago	9 00
"	"	Rock Island	14 00
"	"	Galena	14 25
"	"	Saint Louis	15 50

Passengers leaving Cincinnati on 4 P. M. train, sleep at Indianapolis, resume at 6 A. M. for Lafayette, Chicago and Rock Island, and 1.15 P. M. for Terre Haute.

For information and through tickets, please apply at the General Railroad Ticket Office, No. 169 Walnut st., next door below the Gibson House, or to W. A. Latham, at the Cincinnati, Hamilton and Dayton Railroad office, corner of Broadway and Front Streets, under the Spencer House, or at the Sixth street Depot.

JOHN W. SHIPLEY, Agent.

The Omnibus Line will call for passengers in any part of the city, by leaving their orders at the offices.

oct. 19. W. H. SMITH Conductor.

WHEELBARROWS!



ON hand, Wheelbarrows, of my own manufacture suitable for Railroad, Turnpike, Canaling, etc., in ots to suit purchasers. Orders filled for any reasonable amount.
HENRY RCCKEY,
jy. 20. No. 21 East Front st.

CAR MANUFACTORY,
Dayton, Ohio.

E. THRESHER & CO., having enlarged their shops, are prepared to contract on favorable terms, for building every variety of railroad Cars, in any quantity and on short notice, made of the best materials, and of the most approved workmanship.

They are prepared also to furnish jaws and boxes; the Washburn Wheel, 30 and 33 inch, adapted to inside or outside hearing; cast iron frogs, steel plated; and switches of the most approved patterns.

They also manufacture blacksmith tuyores, Harris' Patent; portable bolt forges: bolt heading and bolt cutting machines; upright drills, wheel presses; wood planers; tenoning and mortising machines, etc.

They respectfully invite the attention of railroad directors and superintendents to their establishment.
Dayton, Jan. 24th, 1853. jan.25-†

S. C. THOMSON & CO.,
MANUFACTURERS OF
PATENT PAD LOCKS,
For Railroad Switches, Merchandise Cars, Stores, Cemeteries, Iron Safes, &c.,
Cor. Railroad Avenue and Market st.,
jan.12† NEWARK, N. J.

PROSSER'S PATENT
Lap-Welded Iron Boiler Tubes.

TUBES screwed together, flush on both sides, for Artesian wells, etc. Free-joint Tubes, for Core Bars, Awning Frames, Leaders, etc.

Brass Boiler Tubes.

Patent Wrought Iron Blacksmiths' Water Tuyeres, Water Backs, etc.

Agents for Krupp's celebrated Cast Steel for Shafts' Rsilway Axles, Tires, Platers' Rollers, etc.

P. S.—All Tools necessary for the construction or keeping in order of Tubular Boilers.
THOS. PROSSER & SON
au.17† 28 Platt street, New York.

Norris' Locomotive Works,
PHILADELPHIA.

ENGAGED for many years in manufacturing Locomotives, offer to Railroad Companies to construe of any plan or size,
LOCOMOTIVES OF SUPERIOR QUALITY.
Our facilities for doing work have been largely increased this year, and orders can be executed with dispatch.
jy. 27. RICHARD NORRIS & SON.

ALBERT H. NICOLAY,
AUCTIONEER.

HOLDS his regular auction sales of Stocks, Bonds, and other securities, every Monday and Thursday, at 12½ o'clock, at the Merchants' Exchange. First class Stocks, and Bonds, at private sale.
Office No. 4 Broad street, New York.

KENTUCKY LOCOMOTIVE WORKS.
CORNER OF KENTUCKY AND TENTH STS.
LOUISVILLE, KY.

THE Proprietors of the Kentucky Locomotive Works would respectfully inform Railroad Companies and the public generally that, having completed their establishment, they are now prepared to receive and execute orders with fidelity and dispatch.

They will contract for

Locomotives, Passenger, Baggage, Freight, Gravel and Hand Cars,

Of every style and pattern, as well as all kinds of St and Machinery required for railroads.

Particular attention will be paid to repairing, which they have every facility.

They are also prepared to contract on favorable terms for building all kinds of Machine Tools, such as Turning Engines, Lathes, Planers, Drills, Slotting, Spliting, and Shaping Machines, of every variety of pattern.

Having also a large FOUNDRY connected with the establishment, orders for Castings are solicited, and will be filled with promptness.

Car Wheels of any pattern can be furnished or short notice. Double and single plate and Spoke Wheels of all sizes constantly on hand.

☞ Communications or orders must be addressed to
OLMSTED, TENNYS & PECK,
jo.8-tf Louisville, Ky.

Lightner's Patent Axle Boxes for Railroad Cars.

THE attention of Railroad Managers and others is called to this valuable improvement in

AXLE BOXES.

The first cost and "fitting up" of these boxes is 20 to 25 per cent below that of most boxes in use. They will save about 75 per cent in consumption of oil. The construction is simple; they are not liable to become loose, nor "heated" by severe service. The Reservoir is held close to the shaft, and the oil journals, are secure from dust yet easy of access; the brasses may be removed from the journals, while under the car, in a few minutes. Cars furnished with these boxes run from 4 to 5 weeks without replenishing the oil, and are not detained from the road for repairs ONE TENTH part of the time which is necessary when other boxes are used.

The business of a railroad can be done with a much less number of cars, with these boxes than if any other kind are used.

The first railroad men in the country have certified that Lightner's improvements in AXLE BOXES are among the first of the times.

Models and Testimony of the above Boxes, may be examined, and arrangements may be made for the right to use the same, with the subscriber.
WILLIAM SHERBURNE,
PRINCIPAL AGENT,
May 18.6* Office, No. 167 Broadway, New York.

GUNPOWDER,
MANUFACTURED BY
The Hazard Powder Company.
HAZARDVILLE, CONN.
H. G. HAZARD, President.
A. E. DOUGLASS, Secretary.

THE undersigned are always prepared to furnish Mining and Blasting Powder to any extent, delivered at any point on the lines of railroads, or any other places of public improvements in the West or South, at the very lowest rates. Also, SAFETY FUSE of the best Eastern manufacture.

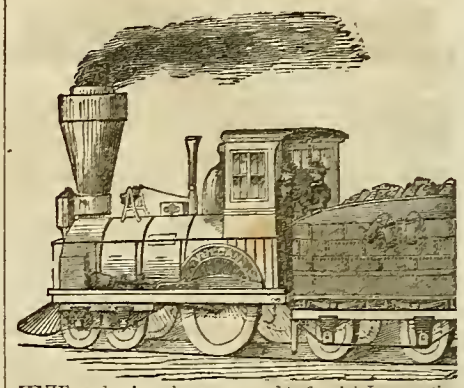
We would respectfully urge all contractors and consumers to call upon or correspond with either of us before arranging for their supplies elsewhere.

To the trade generally we would offer all the brands of Sporting and Rifle Powder manufactured by the above concern.
M. D. W. LOOMIS,
Southeast corner Main and Second Sts.
Cincinnati, Ohio.
S. H. LOOMIS,
Nashville, Tenn.
August 16, 1854. [au.18†

Myers' Patent Cylindrical Car.

NOTICE.—The Subscriber having become proprietor of MYERS' PATENT CYLINDER CAR, for a considerable portion of Western territory, including the State of Ohio, offers the same to Rail Road Companies on favorable terms. The public will be furnished within a short time with complete explanations of its operation, together with the results of actual experiments testing its applicability to all the uses for which it is recommended.
W. CLOUGH,
South-western Car Works.
Madison, Indiana, May 11.

Cincinnati Locomotive Works!



THE undersigned are prepared to furnish Locomotives equal in efficiency and durability to the best Eastern manufacture. Also, Shaping and Slotting Machines suitable for railroad shops. Also, all kinds of heavy forging and casting done at short notice. Also, bolts for bridges cut with dispatch.
ap. 20 MOORE & RICHARDSON.

ASHCROFT'S
METALLIC STEAM GAUGE.
(BOURDEN'S PATENT,)

THE subscribers offer for sale this valuable Gauge. It is adapted to Locomotive and other steam boilers, indicating with accuracy the continual variations of steam within the boiler, enabling the Engineer to maintain a uniform and safe pressure. Any of the Eastern Railroads may be referred to for proof of its importance and value.
BRIDGES & BROTHER,
sep.15-tf 64 Courtlandt St., New York.

WASON'S
CAR MANUFACTORY,
Near the Pittsburgh R. R. Shops,
CLEVELAND, OHIO.
Passenger, Baggage, Freight, Dumpers, Hand Cars, &c.,

Of the best quality in all respects, style, workmanship, and material, made to order with promptness.

Orders respectfully solicited, with the assurance that no pains will be spared to give entire satisfaction in all cases.
CHARLES WASON,
Late of the firm of T & E. Wason, Springfield,
†oc20 Massachusetts.

Notice of Copartnership.

MR. PETER MARIE, heretofore of the firm of Deeoppet & Co., has this day formed a copartnership with Mr. Rudolph Kanz, (for many years with the banking house of Messrs. L. Von Hoffmon & Co.,) under the firm of MARIE & KANZ, at 27 William street. Their attention will be devoted to the purchase and sale on commission of Stocks, Bonds and Foreign Exchanges, and to the negotiation of business paper.
New York, Sept. 1, 1854. [sept. 7-1*

ENGINEERS' & SURVEYORS' INSTRUMENTS!
JAMES FOSTER, JR.,
MATHEMATICAL AND PHILOSOPHICAL
INSTRUMENT MAKER!

HAVING removed from his old stand to south-west corner of Fifth and Race street, and increased his facilities for making instruments, is now ready to supply Levels, Transits, Theodolites, the Dumpy or Gravatt Level, Circular Protractors of Troughton & Simms model, Surveyors Compasses, Pocket Compasses with and without sights, in great variety. All kinds of Land Chains; Ivory and Box wood Scales of all kinds and graduation; Drawing instruments of all kinds, brass and German silver. Measuring tapes of all kinds, Magnets, Magnifyers, Barometers, Spy Glasses, &c., &c. Repairing promptly attended to. ap.6-6*.

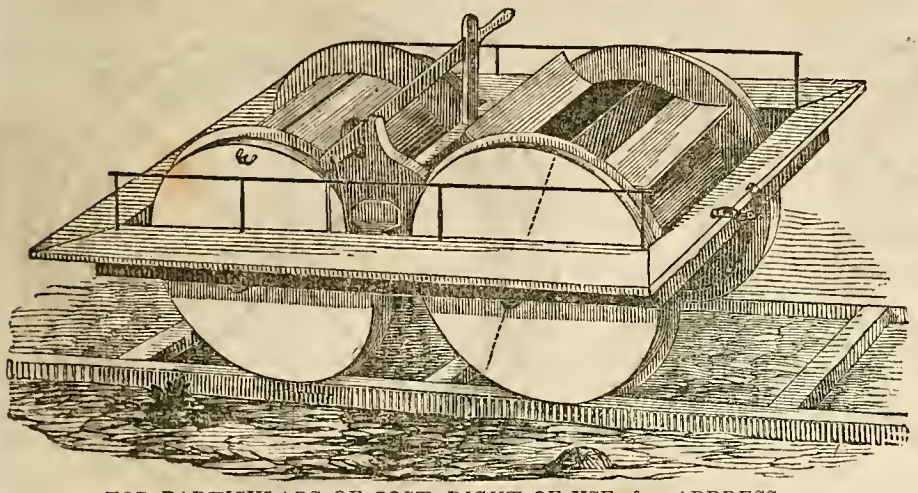
ENGINEERS' MATERIALS.

EGGERS & CO.,
WHOLESALE DEALERS IN
PAPER & STATIONERY,
Since first January.
No. 127 Walnut St., bet. Third and Fourth.
CINCINNATI,

Keep the most complete stock in the West of everything used by Engineers. On application, a catalogue with prices will be forwarded. [jy.21-†.

MYERS' PATENT CAR,

FOR COAL, GRAIN, &c., &c.



FOR PARTICULARS OF COST, RIGHT OF USE, &c., ADDRESS,

C TIERS MYERS,

No. 33 WALNUT ST EET,

dec15–3* **PHILADELPHIA.**

McDANEL & HORNER,

LOCO- AND CAR MOTIVE SPRING

MANUFACTURERS, WILMINGTON, DEL.

Locomotive and Car Springs of all descriptions manufactured on the most reasonable terms, made of the best STEEL, which we have manufactured to order from the BEST SWEDE IRON. Orders from any part of the United States will be thankfully received and promptly attended to

McDANEL & HORNER.

All Springs ordered from a distance will be delivered on shipboard at *Philadelphia* free of charge

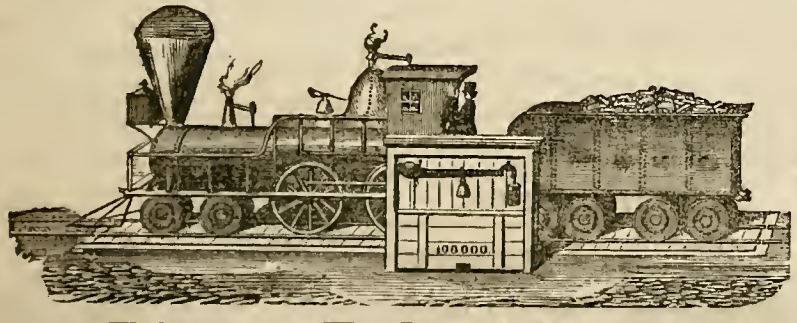
References.

NORRIS BROTHERS, Locomotive Builders, Philad.
A. C. GRAY, Pres't New Castle Manuf. Co.
U. WELLS, R. R. Car Manuf. Petersburg, Va.
I. R. TRIMBLE, Supt. Philad. R. R. Co.
M. B. MILLEN, Gen. Supt. C. R. R. Savannah, Ga.
EMERSON FOOTE, Supt. M. & W. R. R. Macon, Ga
THOMAS DOUGHERTY, Master Mach. do.
THOS. SHARP, Supt. R. F. & P. R. R. Richmond, Va

†May 19.

ISAAC RIGDON. EDWARD C. RYLAND. WM. HUDDART.

OHIO SCALE WORKS.



Rigdon, Ryland & Co.,

No. 39 Vine Street, between Front and Columbia streets,

CINCINNATI.

WE are now prepared to furnish **Railroad Track and Depot Scales** of all sizes, which we warrant in every respect equal to any manufactured in the United States.

Being practical workmen ourselves, we feel confident that we can furnish the West and South with as good an article and cheaper than can be bought East.

Cincinnati, June 20, 1854.

FULTON CAR WORKS,

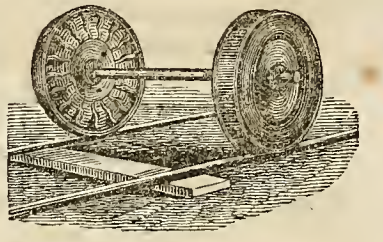
CINCINNATI, OHIO.

THE Proprietors of this establishment would respectfully call the attention of Railroad Companies in the West and South to their establishment at Cincinnati.—Their facilities for manufacturing are extensive, and the means of transportation to the different points speedy and economical, They are prepared to execute to order on short notice, eight-wheeled Passenger Cars of the most superior description. Four or eight-wheeled Baggage, Cattle, Freight and Gravel Cars. Also, Crank and Lever Hand Cars, Trucks, Wheels, and Axles fitted.



WASHBURN WHEEL

Having obtained the *exclusive right* to make this wheel



In Cincinnati, Covington and Newport, they are now prepared to furnish Railroad Companies with that Celebrated wheel, with or without Axles. Also, Journal Oil Boxes of any pattern, and Castings for cars fitted to order at the shortest notice.

Address KECK & HUBBARD,
Fulton Car Works Cincinnati, Ohio.
ap.12 Office 62 East Second Street.

MUSKINGUM WORKS,

ZANESVILLE, OHIO.



DOUGLASS, SMITH & CO.

WOULD respectfully call the attention of Railroad Companies to their establishment at Zanesville They are prepared to execute orders, on short notice, for

Passenger Cars of the most superior description,

Second Class Passenger, Mail Express, and Baggage Cars; Freight, Cattle, four or eight wheeled Gravel Cars.

We manufacture a superior

CAR WHEEL,

Over 2500 of which are now running on the Central Ohio Railroad, and many of these have been in use on the road over two years, having in that time only three to crack, and two to be renewed in consequence of the wearing of the Chill. We have also commenced the manufacture of the celebrated

WASHBURN WHEEL,

And are prepared to furnish this wheel, with or without axles. Also, castings for Cars fitted to order at the shortest notice.

BOLLMAN'S PATENT IRON & WOOD BRIDGE.

We are also agents and builders of the above celebrated Bridge. Are now placing upon the piers an iron bridge on this plan over the Muskingum river at Zanesville. We are ready to contract with companies for the construction of this Bridge. All orders addressed

DOUGLASS, SMITH & CO.,
au4tf. Muskingum Works, Zanesville, O.

J. DAVENPORT.... M. D. WELLMAN.... C. M. RUSSELL

DAVENPORT, RUSSEL & CO.,

Railway Car Manufacturers,

MASSILON, OHIO.

THE subscriber, late of the firm of Davenport, Bridges & Co., Fitchburgh, Mass., having associated himself with Messrs. Wellman and Russell, under the above name, would respectfully solicit calls for any kind of Passenger, Baggage, Post Office, Freight, Coal, Gravel or Hand Cars.

Having had fifteen years experience in the business and having secured the best of workmen from the Car Factory in Cambridge, Mass., I feel confident that perfect satisfaction can be given in all work entrusted to our care.

We have now on hand the best of dry White-Oak with which we think we can build Cars as cheap and as well as any other establishment in the States.

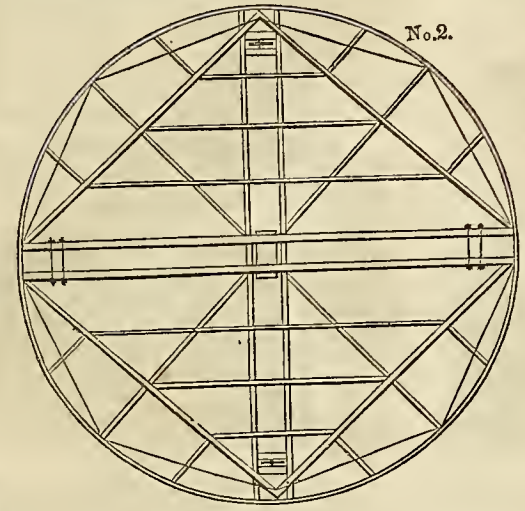
Feb. 16†* JOSEPH DAVENPORT.

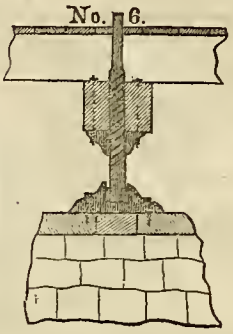
RAILROAD IRON, LIGHT WEIGHT.

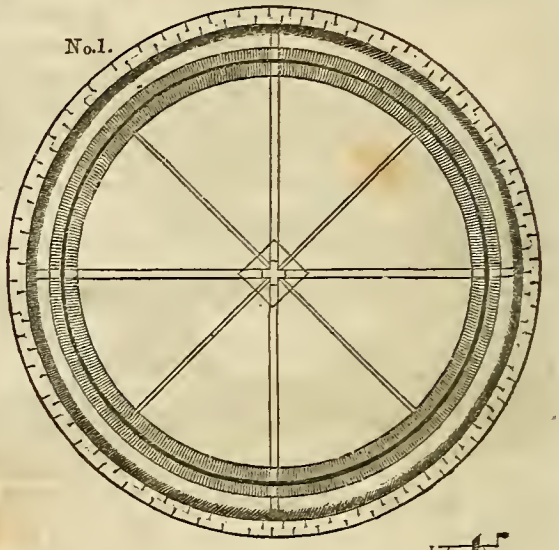
470 TONS, 47 lbs. per yard, good quality and pattern, now lying at New Orleans. For terms apply to VOSE, PERKINS & CO.,
ap27-tf New York

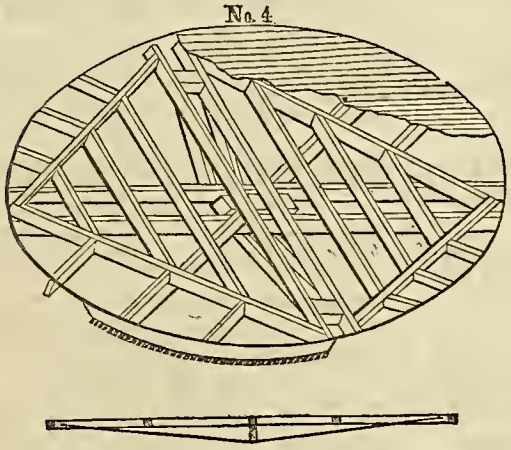
CARHART'S IMPROVED TURNTABLE.

Now building for 13 of the Principal Roads in Ohio, Indiana, New York, New Jersey, and North Carolina.

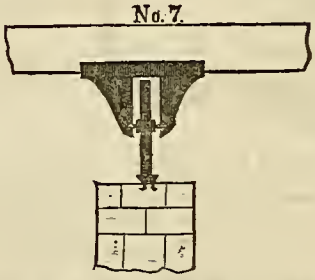


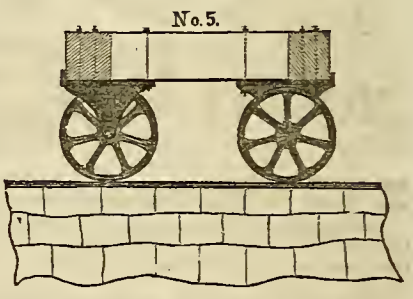












This Table, together with an Engine and Tender of 30 Tons Weight, can be Turned by One Man in 25 Seconds.

RAILROAD COMPANIES in want of *Turntables* of a permanent and durable character, at a low price, are respectfully referred to the annexed references. The undersigned being confident that the manner of turning engines by his Table is the most permanent, expeditious, and cheapest in the United States, solicits the attention of Engineers, and others, to his improvement. The undersigned being a practical mechanic, and having devoted his time, for the past five years, exclusively to the construction of Turn and Transfer Tables, Draw and other Bridges, is prepared with every facility for executing orders in that line with promptness and satisfaction.

The price, which is always based upon the use of the best materials and best workmanship which can be procured in the market where used, can be determined only by the locality.

REFERENCES:

New York & Erie Railroad Company.
Hudson River Railroad Co.
Ohio & Pennsylvania Railroad, J. Edgar Thomson, President, S. W. Roberts, Sup't and Engineer, Pittsburgh, Pa.
Pennsylvania Central Railroad, O. W. Barnes, Resident Engineer, Pittsburgh.
Toledo & Cleveland Railroad, Wm. Ferguson, Chief Engineer, Cleveland Ohio.
Columbus, Piqua & Indiana Railroad, A. J. Conover, Chief Engineer, Piqua, Ohio.
Cleveland, Zanesville & Cincinnati Railroad, W. H. Grant, Chief Engineer, Akron, Ohio.
Cleveland, Columbus & Cincinnati, and Cleveland & Erie Railroads, L. Tilton, Sup't, Cleveland, Ohio.
Little Miami & Columbus & Xenia Railroads, William H. Clement, Sup't, Cincinnati, Ohio.
Cincinnati, Wilmington & Zanesville Railroad, E. W. Woodward, Engineer, Circleville, Ohio.
Central Ohio Railroad, G. W. Fulton, Sup't, and S. Medbury, Engineer, Zanesville, Ohio.
Camden & Atlantic Railroad, and Dauphin & Susquehanna Railroad, R. B. Osborne, Engineer, Philadelphia.
Bellefontaine & Indiana Railroad, W. M. Roberts, Engineer, Pittsburgh, J. Nottingham, Sup't, Marion, Ohio.
Cleveland & Pittsburgh Railroad, J. Durand, Sup't, Cleveland, Ohio.
Wilmington & Raleigh Railroad, North Carolina.
Central North Carolina Railroad.
Cincinnati & Indianapolis Railroad, Indiana.
New Albany & Salem Railroad, Indiana.
Michigan Central Railroad, Michigan.
Dayton, Xenia & Belpre Railroad, Ohio.
Pomeroy Railroad, Engineer at Cincinnati.
Springfield, Mount Vernon & Pittsburgh Railroad, Ohio, Charles Anthony, President.

DESCRIPTION OF PLAN.

Fig. 1, of the above cut, represents the foundations, consisting of *Bank* and *Track Walls*, the latter made of cut, the former of hammer-dressed stone, with cut stone coping. The Track is bent of the ordinary T rail, spiked and leaded to the stone track walls. The Center Pier is made of cut stone, with a step for screw and pivot bolted to the same.

Fig. 2, shows the framing.

Fig. 3, is a side view of Main Truss, with the mode of gearing, including the mitre-wheels, iron crank frame, rack and pinion, foundations, pivot wheels and pedestals.

Fig. 4, gives a perspective view of rim, segments, decking, etc.

Fig. 5, is an end view of the main trucks, with pedestals and wheels.

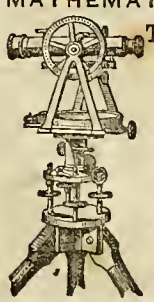
Fig. 6, is a screw for pivot, 6 inches in diameter, working in a steel step through a nut for adjustment.

Fig. 7, shows a cross section of track wall, well, and pedestal.

For further particulars please address,

D. M. CARHART, Cleveland, Ohio.

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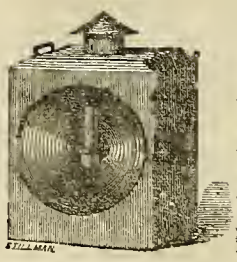
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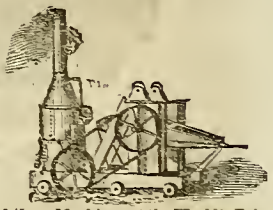
of the most approved form, with true Parabolic Silver-plated Reflectors, Copper Cases, and in every way equal to the best manufactured in the country.

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DESIGNED for Mining, Tunneling, Quarrying Use, and Rock Excavations of all descriptions, by the use of which a saving of 50 to 75 per cent. is made. This drill can be operated by hand, horse, or steam power, and works equally as well horizontally or at any angle, as perpendicularly.

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nov17†

Railroad Record.

E. D. MANSFIELD, - - - - - - Editor.
J. A. JAMES, }
W. WRIGHTSON, } - - - Associate Editors.

CINCINNATI:

THURSDAY MORNING,.....DEC. 7, 1854.

E. D. MANSFIELD,

May be found at the office of the *Railroad Record*, 167 Walnut st., between the hours of 11 A. M. and 1 P. M.

OHIO RAILROADS—COMPLETE AND IN PROGRESS.

It is our intention to make a complete REVIEW of all the railways in the United States; their extent, condition, debts and income. This will be a work of some labor and magnitude; but, we trust, one which will be of no small value to our readers. Continual inquiries are made of us, in relation to the condition and progress of railways, in various directions. These inquiries cannot be answered usefully, without entering into many details, and going over much ground, which requires time and labor. To do this, we have determined to perform the office of a reviewer, and collect and systematise all the useful information extant on the subject. It is our purpose to begin now, and finish in the early part of January; so that in the beginning of 1855, our readers shall be presented with a faithful account of the great railway interest in the United States. We begin with our own state, and shall proceed with the central-west first; for here now centers the most important railway interests, and the greater number of unfinished and undertaken lines.

In Ohio, all its railway interests have steadily progressed, in the year 1854; but many of the new and unfinished works have (as is the case in the whole country), had great dificulty in raising money enough to meet their immediate demands. Those, however, which had considerably advanced, have been able to go on. Some are entirely completed, and others are partly in operation. We stated in the spring, that about 500 miles would be completed in this year, and such is in fact the case. Much of the money required in the last six months has been raised at home. This has embarrassed some of our banks, and quite as much, if not more, the banks and financiers of New York, from whom the western balances were withdrawn. The year is likely to close, however, with more success to the railways, and less general disaster to the community than might, at one time, have been expected. We may safely repeat what we have often said before, that all the railways undertaken in Ohio, which ever had a fair prospect of utility and profit, *will go on to completion*. Even some of those which many think unreasonable, will be completed. In a rich agricultural state, railways will pay—quite certainly—till there is one mile of railway to ten square miles. In some parts of the United States, such as Massachussetts, the amount is even greater than this.

At present, the extent of railways in Ohio completed, and in progress, is as follows:

ROADS.	COMPLETED.	IN PROGRESS.
Little Miami,.....	84 miles,	
Xenia and Columbus,....	54 "	
Cin., Cleveland & Col.,.	135 "	
Cin. Ham'l'n & Dayton,.	60 "	
Mad River & Lake Erie,.	153 "	
Greenville & Miami,.....	46 "	
Dayton & Western,.....	34 "	
Eaton and Hamilton,....	37 "	
Dayton & Michigan,.....	20 "	.....180 miles.
Dayton and Belpre,.....	15 "	..... 45 "
Fin'l'y br'h of Mad river	15 "	.....
Cin. & Hillborough,.....	37 "	..... 60 "
Cin., Wil., & Zanesville.	90 "	..... 46 "
Cin. and Marietta,.....	63 "	.....197 "
Springfield & Columbus,	19 "	.....
Springf'ld & Mt. Vernon,	50 "	..... 70 "
Bellefontaine & Indiana,	118 "	.....
Col., Piqua & Indiana,...	102 "	.....
Ohio Central,.....	140 "	.....
Sandusky & Newark,...	117 "	.....
Ohio & Indiana,.....	131 "	.....
Ohio & Penn.,.....	147 "	(in O.),
Cleve., Zanesville & Cin.	50 "	..... 54 "
Cleve. & Pittsburgh,....	99 "	.....
Cleve. & Toledo,.....		
Northern division,...	87 "	.....
Southern division,...	60 "	.....
Cleveland & Erie,.....	70 "	(in O.),
Scioto & Hocking Val...	45 "	..... 50 "
Iron Road,.....	20 "	..... 20 "
Ohio & Miss.....	20 "	(in O.),
Pitts. & Steubenville,..	20 "	.....100 "
Cin. & Dayton (S. L.)..		..... 52 "
Cin. & Cleve., (S. L.)..		.....220 "
Pittsburgh & Cin,.....		..... 90 "
Franklin & Warren,....		.....150 "
Clinton Line.....		.....140 "
Tiffin & Fort Wayne,...		.....102 "
Aggregate,	2,131 miles,	1,576 miles.

Of the unfinished lines, the condition is as follows:

The *Dayton and Michigan* is said to be finished between Piqua and Sydney, about 30 miles; but is not yet in operation.

The *Cincinnati and Marietta* is graded, except perhaps a very little from Chillicothe to Athens, about 54 miles; and the iron is bought, so that part may be expected to be in operation soon.

The *Cincinnati, Wilmington and Zanesville* is going on, with a great deal of the work done, between Lancaster and Zanesville.

The *Pittsburgh and Cincinnati* has about 20 miles nearly finished, north of McConnelsville, and expect to go on shortly.

The *Cleveland and Zanesville* line is open from Cleveland to Millersburgh, and it is thought will be able to go on to completion.

The *Cincinnati and Dayton Short Line* has some 4000 feet of the Great Tunnel penetrated, and some grading done on the line.

The three last roads in the above list, are said to be all under contract, and claim to have large subscriptions, sufficient to insure their completion. It is evident, however, that they must go on, if at all, very slowly. On the whole, we think it quite certain, that at least 300 miles of additional road will be finished in 1855, in spite of all the difficulties, and depression of the times; and whenever there is a revival of credit and confidence, 1000 miles will be completed. In a short time, Ohio will have 4000 miles of completed railway, and that will give her about one mile of railway to ten square miles; which, with the present population and industry will be sufficient.

The lines of railway which are now completed, or soon will be, make the following great trnnks across the state:

NORTH AND SOUTH.

1	Cin., Col. and Cleveland Line,.....	253 miles.
2	Cin., Dayton & Sandusky Line,.....	213 "
3	Sandusky, Newark, Jackson and Portsmouth Line (unfinished.).....	235 "
4	Cleveland & Wellsville Line,.....	99 "

EAST AND WEST.

1	Lake Shore Line—Toledo to Ashtabula,...	157 "
2	Pennsylvania, Ohio, and Indiana, *via* Pittsburgh, Crestline, and Fort Wayne (in O.)	278 "
3	Ohio Central, *via* Columbus, Zanesville & Piqua,.....	242 "
4	Cin. & Marietta, *via* Chillicothe & Athens, (unfinished),.....	260 "
5	Two lateral lines, connecting with the Ohio Central, are the Bellefontaine and the Wilmington roads,.....	254 "
	Trunk Lines.	1,991.

Thus it appears that the largest part of Ohio railways, is comprised in *eight great trunk lines*, which intersect each other at right angles; and divide the state into sixteen or seventeen comparts. These great lines pass *through forty county seats*; and of the eighty-six counties in the state, *sixty-nine* will be penetrated by railways. If we fix the year 1856 for the completion of the present system of railways—as now undertaken—leaving out of view, those not partly finished, we may anticipate the following aggregate results:

Miles of railway,.....	3,000
Cost,.....	$90,000,000
Gross Revenue,.....	15,000,000
Nett Income,.....	8,000,000
Deduct. for shipping fund,.....	800,000
Dividends, 8 per cent.,.....	200,000

This, we say, may be safely anticipated, as the result of railway enterprise in Ohio, at the end of 1856, after allowing for all the effects to be produced by the present financial crisis. At present, we have *two thousand one hundred and thirty one miles of completed railway*; which, with the exception of two or three pieces of local road, are all receiving an income greater than what the most sanguine have anticipated.

The cost income and debts of the Ohio railways we shall consider, when we have completed a list and description of those, in the other North Western States.

PRESIDENT'S MESSAGE—REVENUE AND FINANCES.

The President's Message has been received, but excites little attention, as it contains no startling announcements either of fact or opinion. By far the most agreeable part of the document, is the very favorable view given of the National Finances. The President states the Balance Sheet of the Nation thus:

Revenue for the year ending 30th June, 1854,	$73,549,005
Ordinary Expenditures,.....	41,018,249
Excess of Receipts,.....	$32,530,756
Balance on hand 30th June, 1853,.....	$21,942,892
Money in Treasury in 1854, not applied to ordinary purposes,.....	$54,673 648

The Extraordinary Expenditures were as follows:

Mexican Indemnity,.....	$10,000,000
Public Debt Redeemed,.....	24,336,380
Extraordinary Payments,.....	$34,336,380
Deducting this from the Surplus Money in in the Treasury leaves a balance of.....	$20,337,268

It appears, then, that the ordinary receipts of the Government have exceeded the ordinary expenses of Government *thirty-two millions of dollars.*

The receipts from Customs will undoubtedly be less, during the current year; but, on the other hand there will be no payment, on account of the Mexican Indemnity. Including the balance remaining, there must be in 1854–5 full thirty millions of surplus cash at the end of the present financial year. What shall be done with it? The President says buy the public debt, and reduce the Tariff. The latter is a sort of madness, to which Congress is likely to give little heed. We shall be saved from at least—that folly.

The only part of the Message in which the President is eloquent is, *in opposition to railways!* For such is the substance of his remarks. This seems a very unnecessary warfare,—when the depression of the money market has already so effectually checked them. It is happily, however, impossible for the President to engraft his narrow notions on the American people. They will proceed in the construction of Railways, as seems best to them; and heed little the opinions of a man, who has but temporary power,—and that power of small extent.

VALLEY OF THE AMAZON—2d PART—BY L.T. GIBBON.

We are indebted for this work to the Hon. Mr. English, of Indiana. The book does great credit both to the government and the author. The publication of such works is one of the ways in which the government contributes to the stock of useful knowledge and the progress of science.

ARKANSAS PUBLIC DOCUMENTS.

A friend in Arkansas has sent us the annual reports of the Auditor, Treasurer, Superintendent of penitentiary, Engineer of the Fulton and Cairo railroad, and message of the Governor. We thank him for his attention, and shall endeavor to make good use of them.

Railroads.

ARKANSAS PACIFIC R. R.

The Pacific Railroad is a subject of intense and absorbing interest to every State west of the Mississippi, and of no less importance to those bordering on the east. That a Pacific railroad will be built within a few years is a matter palpably manifest. Missouri has already located and put in actual and successful operation a portion of this mighty enterprise, and proved by its success how far enterprise and undaunted effort is sure to meet its reward. Her Pacific railroad, stretching its iron bands into the wilderness, has proved that the scheme is no Utopian dream, no idle speculation of the enthusiast, no paper project, destined to oblivion. Texas has already said, in terms not to be misunderstood, that she *wants* and *will have* a Pacific Railroad, that her magnificent public domain, a gift more useful and desirable than the fields of California, are not worth to her what the highway of nations would be. She has laid down a route which will be built; we say *will* because, even if it were possible to defeat the present enterprise, we do not believe that the inducements which she offers can be long neglected by capital which is lurking somewhere out of sight till the present crisis is past. Iowa, with her air line project, is also awake to the important results expected from the road. And Arkansas has already surveyed a route which she bids fair to open. But amid these four gigantic enterprises it may well be asked, can all be built and all succeed. If it were a matter of necessity that all should be driven through with the utmost speed, we would answer *no;* we do not believe that capital could be furnished in sufficient quantity to meet the necessities of all these roads, if pushed with the rapidity that some of the friends of the various projects desire. But in view of the progressive course *already* adopted by Missouri, and absolutely *necessary to be adopted* by the other States, we believe that all these roads will eventually be built, with as much or greater ease than the great projects of other States.

The principal dependence of the Texas and Arkansas enterprises, are the public lands donated by the States and the general government. The Missouri road has thus far been carried forward by the enthusiasm of the people. As to Iowa we are not sufficiently informed. How far public lands may form a sufficient basis for railroad purposes is shown in the success of the Illinois Central line. It is estimated that in the year 1853 there were sold of public lands, including purchases on land warrants, 12,000,000 acres. Now, emigration and settlement must seek the great channels of commerce, and fill up, first the most accessible parts of the country, and it is not unreasonable to suppose that these two States, and in consequence, these two railroads may expect to dispose of at least one-fifth the amount of public lands that will be sold. Now let us see the value at which these lands may be sold, and we shall then have before us the available means of the Companies. The Bloomington Pantagraph of the 14th contains a report from Gen. Gridley, of the sale of Railroad lands in the McLean District. The office was opened on the 27th of September, and the sales to October 1st amounted to fifteen thousand two hundred and forty-two acres. Amount received for same, $151,976. The applications for October were for lands worth more than $260,000. None of the lands have been sold for less than five dollars per acre, and forty dollars per acre is the highest price received.

Here, then, we have the experience of Illinois; her railroad lands have sold at an average of nearly $10 per acre; and while we may hardly expect Texas and Arkansas to do as well as this, it proves at least that we do not greatly overrate these lands at $3 per acre.

Total sales for 1853,.....	12,000,000 acres.
Estimated one-fifth as prospective sales for Texas and Arkansas, for Railroad purposes,.....	2,400,000 "
Value, at $3 per acre.....	$7,200,000
Proceeds for each R. R. per annum,.....	3,600,000

Now, these Railroads after the first year are each required to build 100 miles of road per annum. The estimated cost of the road in Texas, judging from general experience, is $30,000 per mile, or for 100 miles, $3,000,000
Annual recp. for lands estimated 3,600,000

Surplus of income, $600,000

Or enough to build 20 miles of railroad. The estimated cost of the Arkansas Railroad from the report of the Engineer, is $16,473 79 per mile, or for 147 miles, $2,422,965.

The Public Lands Donated by the General Government, 564,480 acres,.....	$1,693,440
Leaving to be provided by the Company,.....	729,525

With a prospect of grants from the State, should it be found necessary.

These conclusions, then, render it evident that the roads *can* be built, and we may add we believe they *will* be built, it is for this purpose that the Legislatures of the States have appropriated their public domain, and that the people of these States have unanimously sanctioned the action of their representatives. They want these roads, the present necessities of their country require them, and they have here the means of accomplishing the desired object.

BALTIMORE & OHIO INJUNCTION.

The city of Wheeling has obtained an injunction against the Baltimore and Ohio railroad, forbidding it to unite with the Ohio Central road, four miles *below Wheeling.* As the object was to save about eight miles of distance, the proceeding looks like an imitation of Erie conduct.

OPENING OF THE NEW ORLEANS NORTHERN R. R. TO OSYKA.

We learn from the New Orleans Daily Delta, that on Nov. 10th a party of invited guests went over this road to Osyka, in honor of its completiou thus far, and that the affair and the road were alike pleasing to the company. The Delta gives a glowing description of the company and the ride, and humorously says of the cars, which are of Cincinnati manufacture, that they are so comfortable that there is no temptation to commit any of our numerous American freedoms, in respect to the disposition of the legs and feet.

Osyka is a new town, springing up in the wilderness. "Six weeks before," the Delta says, "we made this same trip, and at the terminus of the road, just over the line in the State of Mississippi, found an undisturbed forest of pine and other trees." At the time of the excursion there, the same paper proceeds to say, "there are fifteen or twenty neat houses, among them a fine, commodious hotel, some half a dozen stores, a handsome Tuscan depot, and several other establishments, not including a single grogery. Then, too, to show that these houses have not been erected too soon, we counted twenty-two wagons in and about the village, all either unloading or having unloaded."

Osyka is the Indian name for beauty. It is situated in Pike county, Mississippi, about half a mile from the Tangepahoe. The location is beautiful, on a gentle rise, with an easy descent around. It is eighty-seven miles from New Orleans, and forms the present terminus of the road, though it is hoped this will not be the case long, as our Southern friends manifest much interest to have the work pushed on.

The dinner at Osyka was a pleasant affair, a number of toasts were drunk, and speeches made, among which were the following from Major Beard:

James Robb, whose energy of character developed an unknown region of the sunny South, and to whom New Orleans is indebted for a railroad to the line of Mississippi,—may he always have a "Garland" on his brow, and never be "backed out."

This is a deserved tribute to Mr. Robb, and was followed by some well-timed remarks from Mr. Peters, illustrating the importance of the road. Col. Garland, in a happy speech, illustrated the extraordinary development produced by the road in the country which it traverses. He asserted that the increase in the value of property along the line would more than pay all the costs of the road.

The party returned to New Orleans well pleased with their excursion.

☞We are rejoiced to learn that the masonry of the Loudon bridge is completed, and that Messrs. Maxwell, Briggs & Co., are vigorously pushing the superstructure to completion. This is the last bridge of any importance on the E. Tenn. and Ga. railroad, remaining to be finished.

Communications.

ST. LOUIS AND IRON MOUNTAIN R. R., Mo.

[We have received the following interesting communication from a friend in Missouri, who is well posted up in regard to the roads in this enterprising and growing state. The triumphant success of the Missouri Pacific railroad so far as completed, will be remembered by our readers; demonstrating, as it does, that Missouri can support her roads, and that her roads will be the great means of developing her natural riches. The Iron Mountain railroad, destined chiefly for freight between St. Louis and the largest mass of iron ore in the United States, cannot fail to exert its influence on the region through which it passes, increasing the value of the lands, and attracting settlers on the line of its route:]

This road extends from St. Louis to the Pilot Nob Mountain, a distance of 82 miles. The entire line has been let to Watts & Co., eastern contractors of ability and experience. They are working a portion, and the residue they have re-let to different individuals, who are now pushing it forward with rapidity.

To complete this line, the company have available funds, including state credit to the amount of $3,500,000, and this is deemed sufficient to cover the entire cost, including superstructure, &c.

The first twenty miles south of St. Louis, is located immediately on the banks of the Mississippi, whose gradual slope and alignment affords an excellent opportunity of locating to advantage. The other 60 miles traverses the rich table lands of Jefferson and other southern counties of the state.

The gradients are very light, and the curves unexceptionable—the former not exceeding 30 feet per mile, and the latter 1900 feet radii.

The graduation favorable; the bridging with one exception, (that of the Nereuce,) a mere item, and the tunneling only 1000 feet upon the whole. The cost of this road will compare advantageously with any other road in the state.

When completed, the entire road bed, 15 feet in width, will be covered with a coating of ballast, 1 foot deep, which it is presumed will effectually exclude that disagreeable travelling companion "Poussiere," from which we are too often called upon to suffer.

Of the future prospects of this road it is impossible to speak, at least with certainty. At present, it is intended and will be used chiefly as a freight road, transporting iron ore and other metals from the mountain to St. Louis and *vice versa*.

From the thinly settled country through which it passes, the passenger travel will necessarily for the present be small; though I doubt not, as in the case of the Pacific road, will far exceed the amount calculated upon by the engineer. There is a very great certainty however, that at a future day, it will form one of the links in the continuous road from New Orleans to St. Louis. Its passenger travel may then be approximately obtained, from the great amount of travelling done on the Mississippi river, and which, it is anticipated, will resort to the road, in preference to following the sinuous, turn-coursing and dangerous course of this famous "father of waters."

The contractors presume upon the completion of the first twenty miles by January '56 and the residue in eight months thereafter.

Respectfully,

J. L. S.

Selected Railroad News.

REPORT OF THE CHIEF ENGINEER OF THE ARKANSAS PACIFIC RAILROAD CO.

GENTLEMEN—Having been employed by you to survey the route of the A. P. R. R., a branch of the Cairo and Fulton railroad, from Fort Smith to Little Rock, by way of Dardanelle, I have the honor to inform you that I have completed the work confided to me, and herein communicate the results which have been arrived at.

A party having been organized, and a suitable camp equipage provided, the survey was commenced on the 10th of March, and the field work completed in the latter part of May. A brief description of the route fixed upon, will be of service to those who read this report having the map before them.

Beginning in the eastern part of the town of Fort Smith, the line runs in a south-easterly direction through the lower part of Mazzard prairie, touches the edge of the Arkansas river bottom, in the bend below Knox's farm, crosses Vache Grasse creek near the old military road, and continuing near the same, passes through Grand Prairie, leaving Judge Aldridge's about half a mile to the south. In continuation, after leaving both of the Short Mountains to the north, it crosses Shoal creek just below Sadler's mills, and is carried down Delaware creek, and across Dardanelle mountain, in the gap through which the military road passes, and thence to the town of Dardanelle. Crossing the Arkansas river at that place, the line is carried a little north of Wilson Barnett's, and crossing Point Remove creek a mile above Emsy Wilson's, it passes a mile or more north of Lewisburg. Thence it is continued, near the military road, to within two or three miles of the Cadron. Here, the most direct course towards Little Rock would still take us along the military road and across the Cadron near its mouth; but the Cadron mountain presents so formidable an obstacle in that direction, that I was obliged, very reluctantly, after a thorough examination of the country, to adopt a more circuitous route. The line was therefore carried across the Cadron, about two miles above the military road, and, after continuing for four miles along the northern base of the Cadron mountain, it passes through a gap in the latter, and turns southwardly towards Little Rock.

From Fort Smith to the Cadron gap, a distance of one hundred and fifteen miles, the

route is at no place more than three miles from an air line, between the two points. But from the Cadron gap to Little Rock, independently of the great bend the line makes at the former point, it is rendered much more tortuous in consequence of mountains interposing on the direct route.

But to resume the description of the route: From the Cadron gap, avoiding a hilly country, on the right, and the overflowed land of the Palarme bayou on the left, the line is continued nearly south to within 1½ miles of the mouth of the Palarme, when it crosses that stream, and passes the Palarme mountain in a gap, three miles from where that mountain abuts upon the Arkansas river. Here the line strikes the military road again, and continues along and near it to the north bank of the Arkansas river, opposite Little Rock, where it is proposed to connect with the Cairo and Fulton railroad.

The accompanying profile of the line will show the depth of cutting and filling required to grade the road; from which it will be seen, that in crossing the Palarme mountain, the work will be very heavy. It was with much solicitude that I made a thorough exploration of that mountain, to see if it could not be crossed on more favorable terms. A line which was run, crossing the mountain at Jones's gap, four miles east of the adopted route, proved to be no less expensive and much more circuitous; while to pass around the end of the mountain, where it abuts upon the river, would increase the distance some two miles and a half, which, estimating the value of a mile of distance saved at $30,000 (and that is less than many engineers put it at), would at once determine the location of the line in its present position.

It may be a startling proposition to some persons, that the saving of a mile in the length of a railroad, is worth $25,000, although the longer might cost just the same amount of money as the shorter. To illustrate the subject, I will quote from a report made by Col. C. F. M. Garnett, the experienced chief engineer, formerly of the Nashville and Chattanooga railroad, and at present, of the Lynchburg and East Tennessee railroad. He says: "The value of the distance saved varies with the amount of business on a road. Under the supposition that a road will open with a trade requiring one mail and passenger train and two freight trains, in each direction, daily, it has been estimated that, on each mile of road, the interest on capital, the cost of repairs, and the whole cost of transportation, will be $1,200 per annum, which is the interest on $20,000. This is, therefore, taken as the value of one mile of distance saved." That is Col. Garnett's estimate, on a road doing a comparatively small business; but when the road, by the stimulus to enterprise and industry which it affords, shall have increased its business three or four fold, the value of the mile saved becomes greatly enhanced. Hence the great importance of locating railroads as nearly as possible on air lines, between their termini.

It has been said before, that the route is very direct to the Cadron gap. From that point to Little Rock, it is not more circuitous than might have been expected in a broken country, so far in the interior. In this connection, I will here remark that Captain Barney, who made the survey on the north side of the river, kindly furnished me with a trace of his line, from near Norristown, to its termination on the Cairo and Fulton railroad. I have placed on my map that portion of it between the Cadron and the C. & F. R. R. It will be seen that at the Cadron gap the two lines are within a mile and a half of each other. I am assured by Captain Barney, that from that point to the end of his route, the country is most favorable to the construction of a railroad, and a glance at the accompanying map will show that that portion of his line, taken in connection with mine, from Fort Smith to the Cadron gap, would form a railroad route which, for its near approach to an air line, has probably no parallel in the country. The propriety of giving that direction to your road, instead of carrying it to Little Rock, is a point which does not require discussion in this report, as the grant of land which will go so far towards building it, is bestowed by the munificence of congress upon a "Branch of the Cairo and Fulton R. R., from *Little Rock to Fort Smith.*"

But the above will show the advantages of your route, as compared with any other, in the event that it should be deemed advisable, at some future day, to connect your road with some other one in that direction.

I have estimated the cost of grading for a road-way, eighteen feet wide in excavations and twelve feet on embankments. These are the dimensions used on the Memphis and Charleston road—one of the best in the country—besides many other railroads in the south; where the mild winters cause less damage to the embankments and cuts, by alternate freezing and thawing, than the northern roads suffer in their rigorous climate.

In order to secure the cheap working of a railroad in operation, much will depend upon its gradients; that is to say, the inclination of ascent and descent of its graded surface. The more gentle the gradients, the less power will it require to draw the trains of cars over the road, and consequently the lighter will be the locomotive engines necessary to do the work. The light engine not only causes less wear and tear, and displacement of the track, than the heavy one (and consequently lessens the expense of keeping it in repair), but consumes less fuel, and makes it possible to use a lighter and less expensive rail and superstructure. In view of these facts, I am happy to say that your road stands on a much more favorable footing than many of the important roads of the country.

The maximum grade which has been found to be necesary, is fifty feet to the mile: and I will take occasion to say, that it is only for a short distance that such a grade is found neeessary.

It was necessary, for a distance of 1890 feet, to use a five degree curve—the radius being 1146 feet; and for a distance of 1600 feet, to use a curve of four degrees, radius 1432½ feet. With these exceptions, the whole line is reduced to the gentle eurvature of three degrees, or less. More than 81 per cent. of the route is straight line; a fact which exhibits the alignment of the road in a most flattering aspect.

The following shows my estimate of the cost of your road:

From Fort Smith to Dardanelle—74.7 miles.

129,467 cubic yards excavatfon of rock and slate at 75 cts.,	$95,100
413,666 cubic yds. excav'n of earth, at 18 cts.,	74,459
1,461,100 " " emb'k't, at 14 cts.,	204,554
Bridging and Masonry,	60,607
Total—graduation, bridging and masonry,..	$426,720

From Dardanelle to Little Rock—72.38 miles.

113,362 cubic yards excavation of rock and slate, at 75cts.,	$85,026
362,227 cubic yds. excav,n of earth, at 18 cts.,	65,200
1,465,000 " " emb'k't., at 14 cts.,	205,100
Bridge across the Arkansas at Dardanelle,	140,000
All other bridging and masonry,	45,795
Total—gradnation, bridging and masonry,..	$541,095

Graduation, bridging and masonry, from Fort Smith to Dardanelle,	$436,720
Graduation, bridging and masonry, from Dardanelle to Little Rock,	401,095
Bridge across Arkansas river at Dardanelle,	140,000
147.08 miles superstructure, at $7,500 per mile,	1,103,100
3½ miles side-track, at $7,500 per mile	26,250
Right of way	5,000
Engines, cars, watch-houses, shops, water-stations, &c.,	210,800
Engineering and contingencies,	100,000
Total cost of road and equipment,	$2,422,965
Total cost per mile,	$16,473,79

The estimate of $7,500 per mile for the superstructure, is based upon the use of a rail weighing 50 lbs. to the yard (about 78½ tons to the mile), at a cost of $80 per ton, delivered at some point on the road. With the comparatively easy grades on your road, and in view of the fact that it cannot, for years to come, have so heavy a business to do as the great throughfares of the older states—it is believed that a rail of that weight will be heavy enough; until the increased business of the road shall make a heavier one necessary, and at the same time enable its owners, by its increased receipts, to furnish the same.

I will remark that I have strenuously endeavored to avoid the too common error of *under-estimating* the cost of the work to be done; an error by which many companies have been induced to embark in enterprises, with insufficient means to complete them; resulting always in great embarrassment, and sometimes in insolvency.

It will be seen by the foregoing, that the cost per mile is estimated at $16,473 79, which, when compared with the cost of some of the leading roads in the United States, presents your road in an aspect that should be most encouraging to its projectors and stockholders.

NAMES OF ROADS.*	COST PER MILE
Baltimore & Ohio R. R.,	$56,406 00
Weston (Mass.),	63,234 00
Boston & Lowell, and branches,	70,571 00
Boston & Maine, and branches,	47,350 00
Boston & Providence, and branches,	70,952 00
Boston & Worcester, and branches,	71,654 00
Connecticut River,	58,812 00
Phila., Wilmington & Balt., & branches,	50,974 00
Central (Georgia),	17,052 00
South Carolina, and branches,	28,785 00
Georgia Railroad,	17,862 00

Having seen what will be the probable cost of the road, let us examine into the means of the company to build it.

The act of Congress grants alternate sections of land, for six miles on each side of the railroad, that is to say, six sections, or 3,840 acres, which amounts to 564,480 acres, for the whole distanee of 147 miles. In the event that the alternate sections, within that distance, fall upon land that is already taken up, or which, being overflowed, belongs to the state of Arkansas, the company have the right of *floating*, as it is termed, fifteen miles, for the purpose of finding land that is vacant. That being the case, the company could hardly loose ten per cent. of the granted lands, for the lack of unentered lands; but considering that some, although a very small portion, will fall upon mountains that border upon the line, it is probable that ten per cent. loss, on the whole grant, is not far wrong. This would leave 508,032 acres, available for

*Taken from a report of S. G. Jones, engineer of the Muscogee railroad, Ga.

the constructien of the road. The public lands, when far from the facilities of transportation afforded by railroads, are held at a dollar and a quarter per acre, and the most of them, in the settled portions of the Union, have been taken up at that price. By this process has this great nation extended itself, from a narrow line of settlements along the Atlantic coast, until the inhabitants of our western borders begin to consider their brethren on the Pacific almost as much their neighbors as those on the Atlantic. But the process will not stop here. The territory of Kansas on the north-west, and the state of Texas on the south-west, are rapidly settling up, leaving Arkansas, still with a sparse population, in the rear. But why does not the emigrant come tu Arkansas? Because the Arkansas river is only navigable fur a few months in the year, and at the wrong season for emigration; because, when he comes,* he sees the evils of a lack of facilities for transportation to be so great, he is unwilling to encounter them; and furthermore, because, considering Arkansas comparatively an old state, he thinks all the desirable lands have, of course, been taken up, and therefore, that it is not worth the very considerable amount of time and trouble which would be necessary to enable him to visit it. But give those who are seeking a home in a new country the prospect of convenient means of intercourse with "the rest of mankind," and the fine lands which border on the line of the projected railroad from here to Little Rock, will be sought after and settled with avidity, the prices of entered lands will be greatly enhanced, and the un-entered lands which will attach to the adopted route, if in the hands of a well-managed company, would almost pay for the building of the road. Already, between this place and Dardanelle, the country is, in some sectiuns, being rapidly settled by emigrants.

Knowing as I do, huw greatly the building of a railroad enhances the value of lands adjacent to them, I have no hesitation in valuing the 508,032 acres that are available for the construction of the road, at $3 per acre, which will make an aggregate of $1,524,096. This amount, deducted from the estimated cost of the road, $2,422,964, leaves a balance of $898,866, to be raised by subscription. It is needless for me to discuss the modus operandi by which the money based upon the granted lands is to be raised, to assist in building the road. That is more particularly the business of the financier, and will, doubtlessly, be properly attended to, and be found perfectly practicable, when the proper time arrives.

It is apparent, if the foregoing estimate be correct, that this company have the ability, by raising the sum of $898,869—or say, $1-000,000—to build a road which will cost $2,-422,935, and which, when compared with some of the leading railroads in the United States, is very cheaply built at that. Is it possible, if they get the grant of lands, that they will hesitate or falter in so inviting an enterprise! Self-interest, patriotism, every motive which can be brought to bear upon the subject, would seem to urge them forward.

Memphis and Helena are each stretching forth the hands of friendly and profitable intercourse to you, and inviting you to meet their advances; while Napoleon and Pine Bluff, though somewhat tardy in their movements, seem disinclined to give up their chance of a connection, by railroad, with this fine region of country.

It is needless for me to make an estimate of the amount of business that will be done by the road. In the report which will be made by the president of the company, that question will doubtlessly be discussed with more ability and knowledge of the facts, than I can pretend to. I will remark, however, that notwithstanding the proprietors of the road will have to look to the future for a heavy business (arising from an increase of population), yet the stimulus to industry and enterprise resulting from the operation of a railroad, would cause an increase of production, even in this sparsely populated country, that would astonish any one who had not seen the same cause produce like effects. It would be a valuable auxilliary to the missionary and schoolmaster, in civilizing the semi-barbarous Indians who inhabit your borders and make them producers, instead of consumers only, as they have heretofore been; and the rapid influx of population, would, undoubtedly, soon make a business for the road which would place it on equal footing with similar works in the older states.

I have said nothing of the coal, which is found of good quality in many places not distant from the line of the road, between here and Dardanelle; nor of the lead mines which lie near it, some fifteen miles north of Little Rock. These elements of wealth, and of profit to the road, it will take time to develope, though we may reasonably expect that at no very distant day, coal, and secondarily lead, will be articles of prime importance in its business.

Nothing has been said in this report, either of the Great Pacific railroad, which, it is believed, should not at all be brought into the question of a railroad from here to Little Rock. If the former should be built to this place, the latter, or some other railroad to the eastward, must necessarily go forward, whether with or without the aid of those who are engaged in the present enterprise. Therefore, as the "Pacific railroad" is a good thing of doubtful attainment, a dependence on which would paralyze the energies of your citizens, and thus, probably, deprive them for an indefinite period of the benefits of a railroad, it would seem to be the part of wisdum to leave it out of the question altogether, and, with proper self-reliance, bend all your energies to the accomplishment of your purposes, with the means you have at your command.

Before closing this report, I wish to tender my grateful acknowledgements to those gentlemen along the line of the road, who have rendered me assistance in getting a correct knowledge of the country. I am indebted to Captain Barney, the accomplished engineer of the Fort Smith branch of the Cairo and Fulton railroad, for his kindness in furnishing me with several facilities for prosecuting my office work. I take pleasure, also, in acknowledging my indebtedness to Messrs. Going and Calhoun, my assistants, and to the other young gentlemen who formed my corps, for their zealous and efficient assistance in the labors of the survey.

Respectfully submitted,
R. L. HUNTER, *Chief Eng'r.*

*Here now, in the month of August corn is worth a dollar and a half a bushel, and no chance to get a supply until the river rises next spring.

☞We learn from the Selma Reporter that the bridge over the Coosa river, is in such a state of forwardness that the cars could cross it now.—

CENTRAL OHIO RAILROAD.

The completion of our railroad connection with the great West, was celebrated on the day of the opening of the Central Ohio Railroad, on Wednesday last, 15th inst. As the particulars of that occasion have already been published in the daily papers, we will not at present attempt anything more than a recapitulation of a few facts with reference to the position and prospects of this highly important acquisition to our system of internal improvements.

The Central Ohio Railroad begins, as is well known, at the town of Belair, on the right bank of the Ohio, four miles below Wheeling, and thence traverses, in a course almost as direct as an air line, through the populous and fertile counties of Guernsey, Belmont, Muskingum, Licking and Franklin, terminating at Columbus, the capital of the State, its length being 137 miles. By the Census returns of 1850, we find that the Counties above mentioned embrace 1,654,446 acres, or 950,533 acres of improved, and 703,-913 acres of unimproved land, the value of which was estimated at $35,000,000; the same counties produced in 1850, 448,521 head of sheep, 190,000 head of hogs, 1,427,081 bush. wheat, 6,637,728 bush. corn, 1,258,000 bush. oats, and 3,400,000 lbs. tobacco. The construction of the Road itself is of the most complete and substantial character. The route passes through no less than six tunnels, two of them being upwards of 500 feet in length; there is also some 3,000 feet of tressel work.

The Central Ohio Railroad, in connection with the works West of Columbus, reduces the distance from Cincinnati to Baltimore to but 636 miles, which can be travelled by the present arrangement in 28 hours, and it is in contemplation to reduce the time to 24 hours, or one full day, without any additional expense or risk to passengers. There is no question but that it will very shortly establish itself in public favor as *the* route of travel between the East and the West, and it requires but a steady purpose and proportionate enterprise on the part of our citizens to make it also the great medium of trade between the two main sections of our country.

It is a source of much gratification that the finances of the Central Ohio Railroad Company have been so ably and successfully managed during the almost unprecedented embarrassment which has characterised the money market within the past year; for which great credit is due to the indomitable President, Mr. Sullivan, and to our own citizens, who, through the influence of Messrs. Robt. Garrett & Sons, have subscribed about one million five hundred thousand dollars in the Bonds of the Company. In the present able and energetic hands, we hazard nothing in predicting that the enterprise will full soon justify all the expectations of its most sanguine friends.—*Price Current, Bal., Nov.* 25.

RAILROAD DIRECTORS.—We learn from the Hannibal *Courier*, that the following gentlemen were chosen directors of the Hannibal and St. Joseph road, at a recent meeting of the stockholders, in that city:

R. M. Stewart, John Corry, St. Joseph; Z. G. Draper, Hannibal; Joshua Gentry, Marion Co., R. B. Forbes, Jno. E. Thayer, H. Hannewell, T. B. Curtis, Jno. M. Forbes, Boston, Mass.—*Mo. Journal.*

HENDERSON AND NASHVILLE RAILROAD.

At a meeting of the board of directors of the Henderson and Nashville railroad Company held in Madisonville, on the 9th inst., it was deemed expedient by the board that a publication be made, acquainting the public, and particularly the stockholders, with the fact of important negotiations having been recently made in London, during a recent visit made by the chief engineer, Mr. Seymour, and myself, which it is hoped will be gratifying to the friends of the road.

A contract was made for six thousand tons of iron, (enough to lay a track of sixty miles,) for which we agree to pay 2½c in bonds of the company at par, (being 30 year 7 per ct. bonds,) and the remaining ⅓ in cash, which may be regarded highly favorable, and showing that it is a project in which the English people have much confidence.

The delivery of the iron will commence during the month of February or March, and will be delivered in quantities as may be required, and as the grade of the road is completed, and made ready for its reception, until the whole be delivered.

We also arranged for a portion of cash, which will be held subject to my order during the next month, which will enable us (together with anticipated payments made by the stockholders,) to commence the work again in December; and we confidently expect and hope from that time the work will progress uninterruptedly. It is expected, however, that the efforts of the directory will be promptly seconded by the stockholders, and that each and every stockholder will come up to the work and do his work promptly, by paying the instalments due upon his stock. Let us have no shuffling or dodging, but let every man come up to the work and do his duty, his whole duty, and there is no doubt but that during the next summer the snort of the "Iron Horse" may be heard in your forest, some distance from the Ohio river wending his way to Tennessee.

We have recently had promises from influential gentlemen to aid us in procuring an increase of our stock, and if a general feeling of the kind existed all along the line, it would materially lessen our debt; and instead of building a road with a debt, we would be enabled to build it without a debt. There are many individuals living within the influence of this road, who have not as yet taken any stock; it is hoped that as they see their friends and others exerting themselves in a common project, which is for the general benefit of the whole, that they will not stand out longer, but like *men*, like liberal citizens, will come up and take part and give this great project their aid and influence. Any officer of the company is authorized to receive subscriptions of stock.

E. C. SEBREE, Pres't
H. &. N. R. R. CO.

Nov. 15th, 1854.
Henderson Reporter.

CINCINNATI AND CHICAGO RAILROAD.—There is a manifest determination to push this road through as fast as circumstances will allow. A quantity of iron for the track was shipped from Cincinnati on last Monday, intended for the road, but the train broke through a bridge this side of Collinsville on the Eaton & Hamilton railway, letting cars, iron and all into the creek—fortunately no one was injured. The iron will soon be hustled on through to the first point needing it, and the track continued. It is confidently expected that the road will be completed as far as Logansport early in the coming summer. The Hon. Caleb B. Smith, the worthy and talented President of the road, has been spending a few days in Newcastle during the past week, attending to the duties of his office. Mr. Smith deserves a great deal of credit for his exertions in behalf of this enterprize, and we have no doubt his labours will be crowned with success. The Chicago railroad will be, when finished, one of the very best roads in the West, and when the incalculable advantage it will be to the scope of country through which it will pass, is considered, there certainly should be no lack of means to carry it forward to a speedy completion.—*Newcastle Courier, December 1st.*

Miscellaneous.

UNION COLLEGE.

We would call the attention of such of our readers as are interested in the education of Engineers for railroads and mines, to the advertisement of this institution, in another place.

It is comparatively a new feature in education to prepare a young man for out door life, by taking him into the field, and giving him the actual duties of field labor. It has been far too common an error to suppose that the study of the science of language as it is beautifully exemplified in the noble languages of the ancients, is all that is necessary to constitute a complete education. And to this end all the efforts of professors have been too much directed. We know of venerable institutions in our own as well as foreign lands, which tax the memory of their students to retain every dialectic form of languages long disused. Now, we conceive that the great principles of language, as exhibited in the most elegant and finished state of the literature of the nation, is, after all, that which will tend the most to perfect the knowledge of our own,—that to compel the student to remember each variation which the rude state of the uneducated, or the frequent intercourse with neighboring states, introduced among the inhabitants of different portions of ancient Greece, can serve no other purpose than to amuse the curious or show that the most finished and elegant languages are liable to corruption, a fact which the gradual differences creeping into our own tongue will amply testify. We know that it is a most excellent exercise for the memory; the arbitrary committal of any class of facts is invaluable for strengthening and improving this faculty, but where can there be found a better opportunity for this exercise than in those sciences which now constitute the elements of usefulness in life. We would not underrate the value of classical attainments, they, in their proper sphere, are invaluable, and in the Institution, whose advertisement has prompted these remarks, receive a prominent share of attention, but this we do say, that the great object of classical study should be to obtain a knowledge of the *principles* of language, to fit us to make proper use of our own, and this, if properly pursued, is at once a study and a pleasure, and gives elegance and refinement to the taste; but elegance and refinement are not all that constitute education, and we hail it as a good sign that our most valuable and classic institutions have already established practical departments to be pursued either separately or in connection with the favored languages of antiquity.

☞The great bridge across the Mississippi, at Davenport, Iowa, is progressing steadily.

CLEVELAND PIER.

Captain Howard Stansbury, government superintendent of the public works upon Lake Erie, from Conneaut to Monroe, has been doing good work for Cleveland harbor.

The old West Pier was constructed of crib work filled with stone, and protected, as was supposed, by a slanting breakwater of loose stone, which, however, proved a chief cause of its demolition.

Since its almost total destruction, a plan for rebuilding the West Pier was submitted to, and adopted by, the department. It proposed the construction from the shore, just west of the old stone wall, and supported by it on the east, of a pier of substantial crib work, 750 feet in length and 12 in width, to which should be added at the northern extremity 60 feet, 20 feet in width; the old pier to be repaired and put in perfect order; and the space between the two to be bridged and planked, the whole forming a pier 60 feet wide at its northern end, and narrowing to a width of 50 feet at the shore. The estimated expense was:

For New Pier	$19,910 00
" Repairing Old Pier	10,342 20
" Bridging	9,223 43
Total expense of West Pier	$39,475 63
By storms and collisions, the East Pier had been much damaged, and repairs, and the work necessary for its completion, would cost	26,143 15
	$65,618 78
In the Treasury, appropriated for Cleveland Harbor	25,000 00
Leaving to be appropriated	$40,618 78

Agreeably to the plan adopted, Captain Stansbury began work upon the west pier on the 28th of August, and under the immediate superintendence of Mr. Nelson Burington, as foreman, it has progressed with great rapidity. Already 450 feet of cribs have been sunk, filled with stone taken from the old pier and breakwater, and the pier work five feet above the surface of the water placed upon them. All the timber used is one foot square, and each timber of the pier is secured to the cribs by iron bolts 1½ inches in diameter, and 3 feet in length, which will prevent springing from the action of the water.

The work is substantial and perfect as it was possible to make it; and it is a matter of surprise that so much could have been so rapidly and well done with a force averaging only fifteen men. In the Spring the work will be resumed and pushed to speedy conclusion.

We understand that the railroad companies upon the west side, at the earliest possible time, propose building wharves upon their lake front, extending half a mile from the west pier; and also parallel with this and of the same length, from the north end of the west pier, docks wide enough for warehouses. This would allow vessels to load and discharge cargoes from either side the last named wharves; and would form inside it a safe harbor, half a mile in length, with a width of 800 feet.

We also learn that the government have determined upon replacing the present beacon light upon the east pier, with a powerful French revolving one.—*Clev. Herald.*

☞ The total amount of capital invested in Railroads in Great Britain up to December, 1853, was £366,769,732, of which £10,159,276 was authorized during 1853.

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

CORRECTED TO WEDNESDAY OF EACH WEEK.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'N.	ASK'N.
Alabama and Tennessee	1st mortgage, convertible till 1872	7	1872		
Baltimore and Ohio	Transferable. Taxed	6	1885		
Do do	Coupons. Not Taxed	6	1875		
Do do	" "	6	1880		
Do do	"	7	1860		
Do do		6	1885		
Bellefontaine and Indiana	1st mortgage, convertible	6	1866		
Buffalo and Penn. State Line	1st mortgage, not convertible	7	1866		
Chicago and Rock Island	1st mortgage, convertible	7	1870	85	
Chicago and Mississippi	1st " "	7	1862		
Do do	2d " "	7	1874		
Chicago and Aurora	1st " "	7	1866		
Cincinnati and Fort Wayne			....		
Cleveland, Columbus, and Cincinnati	1st mortgage, convertible	7	1859		
Do do do	No mortgage, convertible	7	1855		
Cleveland and Mahoning			....		
Cleveland, Painesville and Ashtabula	1st mortgage	7	1861		
Do do	2d " not convertible	7	1861		
Cleveland and Pittsburgh	1st " convertible	7	1860		
do do	1st " 2d sec. convertible	7	1873		
Cleveland and Toledo,	1st mort. not conv. '73	7	1863	72¼	
Cleveland, Zanesville, and Cincinnati			....		
Cincinnati, Hamilton and Dayton	1st mortgage " till 1855	7	1867		
do do do	2d mortgage	7	1868		80
Cincinnati, New Castle and Michigan	1st mortgage, real estate, convertible	10	5 & 10 y's		
Cincinnati Western	1st " " " "	10	5 & 10 y's		
Cincinnati, Wilmington and Zanesville	1st "	7	1862		
Cincinnati, Indianapolis and Chicago			....		
Columbus and Lake Erie			....		
Columbus, Piqua and Indiana	1st mortgage, convertible	7	1862		
Do do do	2d "		1852		
Columbus and Xenia	1st mortgage, convertible	7	1859		80
Covington and Lexington	2d " " till 1862	7	1883		75
Do do	1st " not "	6	1862		
Dayton and Michigan	1st " "	7	1867		
Dayton and Western	1st " "	7	1862		
Dayton, Xenia and Belpre	1st "	10	1864		50
Eaton and Hamilton	1st mortgage	7	1862		60
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.	7	1862		
Evansville and Illinois	1st Mortgage, convertible 1857	7	1862		
Frankfort and Lexington	1st " "	6	....		
Franklin and Warren			....		
Galena and Chicago Union	Pledge of 2d section, convertible	10	1853-6		
Do do do	1st mort., 2d " not convertible	7	1862		
Illinois Central	1st mortgage, not convertible	6	1875	66¾	70
Illinois and Wisconsin		10	....		
Indiana Central	1st mortgage, convertible	7	1866		75
Do do	" "	10	1857		80
Indianapolis and Bellefontaine	1st " "	7	1860-1		75
Indianapolis and Lafayette	" "	7	1861		
Jeffersonville	1st " not "	7	1861		
Junction (Ohio)	1st " "	7	1867		
Do do	2d " "	7	....		
Lawrenceburg and Upper Mississippi	1st mortgage, convertible	7	1866		75
Lexington and Big Sandy			....		
Little Miami	1st mortgage, not convertible	6	1863		
Do	" " till 1855	7	1861		
Louisville and Nashville			....		
Lyons', Iowa, Central	1st mortgage, convertible	7	1873		
Mad River and Lake Erie	1st mortgage, convertible till 1855	7	1855-6		75
Do do	2d " "	7	1866		75
Do do	Dividend	7	1860		75
Madison and Indianapolis	1st mortgage, convertible after 1853	6	1861		
Marietta and Cincinnati)	1st "	7	1868		
Do Do. united	2d "				
Hillsborough and Cincinnati)	1st "				
Maysville and Big Sandy			....		
Maysville and Lexington	1st mortgage, convertible	6	1873		
Memphis and Charleston			....		
Michigan Central	No mortgage, convertible	8	1860		
Do do	" "	8	1855-6		
Do do	" not "	8	1857-8		
Michigan Southern	1st " " "	7	1860		
Milwaukie and Mississippi	1st " " 1857	8	1862		
Mobile and Ohio	1st mortgage 6s. 1884		....		
Nashville and Chattanooga			....		
New Albany and Salem	mortgage on 1st section	10	1858-62		
Do do	1st " on other sections, convert.	8	1864-75		
New Castle and Richmond	1st " convertible	6	1873		
New Orleans and Ohio, Ky	Guar. of McCracken Co		....		
New York and Erie	1st mortgage, not convertible	7	1867		
Do do	2d " convertible	7	1859	94	
Do do	Income, not convertible	7	1855	86	
Northern Cross, Ill.	1st mort. conv	8	1873		
Northern Indiana	1st mortgage, not convertible	7	1861		
Do do	1st mortgage Goshen line		....		
Do do	Construction Bonds		....		
Ohio Central	1st mortgage, convertible	7	1861-69		
Do	2d " not convertible	7	1865		
Ohio and Indiana	1st " "	7	1867		
Ohio and Pennsylvania	" "	7	1865-6		
Do do	Income. No mortgage, convertible	7	1872		
Pacific, Mo			....		
Panama	1st mortgage, convertible	7	1866		
Parkersburgh (or Northwestern Va.)	" Guar. City of Baltimore	7	1873		
Pennsylvania	1st mortgage, convertible till 1860	6	1880		
Peru and Indianapolis	1st " convertible	7	....		
Rock River Valley Union	1st " convertible	7	1872		
Sandusky and Mansfield	1st "	7	1860		
Do do	2d "	10	1853-7		
Scioto and Hocking Valley	1st " conv. coupons	7	1861		
Southwestern, Tennessee			....		
Springfield and Columbus			....		
Steubenville and Indiana	1st mortgage, convertible	7	1865		
Terre Haute and Alton	1st " convertible		1862-72		
Do do	2d " do	8	1865		
Terre Haute and Richmond	1st mortgage, convertible	6	1866		
Toledo, Norwalk and Cleveland	1st "	7	1863		
Do do do	2d "		....		
Do do do	" Guar of C. C. & C.		1883		

TABLES OF RAILROAD SHARES.

☞ The following quotations are not PER SHARE, but upon the HUNDRED DOLLARS.

	shares.	off'd.	ask'd.
Baltimore and Ohio	100	44¼	45
Bellefontaine and Delaware	50		
Bellefontaine and Indiana	50		
Belleville and Illinoistown			
Buffalo and Pennsylvania State Line			
Central Military Tract			
Central Ohio	50		
Chicago and Rock Island			
Chicago & Miss., (Alton & Springf'd,)			
Cincinnati, Cambridge and Chicago			
Cincinnati and Fort Wayne		10	
Cincinnati Hamilton and Dayton	100	75	77
Cincinnati, Indianapolis and Chicago			
Cincinnati, Logansport and Chicago	50	6	10
Cincinnati Western	50	10	20
Cin. Wilmington and Zanesville	50	40	45
Cleveland, Columbus and Cin	100	92¼	94
Cleveland, Medina and Tuscarawas			
Cleveland, Painesville and Ashtabula	100		
Cleveland and Pittsburgh	50		40
Cleveland and Mahoning			
Cleveland and Toledo	50	56	57
Cleveland, Zanesville, and Cincinnati			
ClintonLine			
Columbus and Lake Erie			
Columbus, Piqua and Indiana			
Columbus and Xenia			
Covington and Lexington	50	35	40
Covington and Ohio, Va			
Dayton and Michigan	50		
Dayton and Western	50	10	
Dayton Short Line	50		
Dayton, Xenia and Belpre			
Detroit and Pontiac			
Eaton and Hamilton	25		
Eaton and Piqua			
Erie and Northeast			
Erie and Kalamazoo			
Evansville and Crawfordsville			
Fort Wayne and Mississippi	50		
Fort Wayne and Southern	25	10	
Franklin and Warren			
Galena and Chicago Union	100	93½	95
Greenville and Miami	50	16	
Hannibal and St. Joseph			
Hudson River		31½	35
Henderson and Nashville			
Hillsboro' and Cincinnati	50		
Illinois Central 10 per cent	100	92½	95
Illinois and Wisconsin			
Indiana Central	50		
Do do 10 per cent	50		
Indianapolis and Bellefontaine	25		
Indianapolis and Cincinnati	50	45	50
Indianapolis and Lafayette	50		
Jeffersonville and Indianapolis	50		
Junction (Ohio)	50	10	
La Crosse and Milwaukie	100		
Lake Erie, Wabash and St. Louis			
Lawrenceburg and Upper Mississippi	50		
Lexington and Frankfort			
Lexington and Danville			
Little Miami	50	95	96
Logansport and Pacific			
Logansport and Marion			
Louisville and Frankfort	50		
Louisville and Nashville	100		
Macon, Georgia	10		
Mad River and Lake Erie	50	40	
Madison and Indianapolis	50		—
Madison, Indianapolis and Peru	50	23	
Marietta and Cincinnati	50		
Marion and Mississinewa Valley			
Maysville and Lexington	50		
Maysville and Big Sandy			
Memphis and Charleston			
Michigan Central		84	85
Michigan Southern			87
Milwaukie and Mississippi			
Mobile and Ohio			
Nashville and Chattanooga			
New Albany and Salem	50		
New Orleans and Ohio			
New York Central		85½	86
New York and Erie	100	34⅓	32
Northern Indiana		80	85
Ohio and Indiana			
Ohio and Mississippi	50	47	
Ohio and Pennsylvania	50		
Ohio River and Wabash			
Owl Creek Valley			
Pacific, Mo			
Panama		75	80
Parkersburg, or Northwestern Va			
Pennsylvania	50		
Peru and Indianapolis	25		82½
Sandusky and Mansfield	50		
Sandusky, Mansfield, and Newark	50		
Sangamon & Morgan, or Great West'n,			
Scioto and Hocking Valley	50		
Southwestern Indiana			
Southwestern, Tenn			
Springfiled Mt. Vernon and Pittsb'gh.	50		
Springfield and Columbus			
Steubenville and Indiana			
Terre Haute and Alton			
Terre Haute and Richmond			
Toledo and Illinois			
Toledo, Norwalk and Cleveland	5		

STOCK TABLE.

CORRECTED WEEKLY.

Government Securities.

	INT.	DUE.	OFF'D.	ASK'D.
U. S. Loan	6	1850	104	105
Do	6	1862	112	114
Do	6	1867	119	119
Do	6	1868	120	120
Do (int. ceased July 1).	5	1853		102
Do Coupons		1862		118
Do "	6	1867		118
Do "		1853		101

State.

Alabama	5	....		
Do	6	....		
Arkansas	6	....		96
Georgia	6	....	90	95
Do	7	....		
Illinois Canal Bonds		1860		
Do do registered		1860		
Do do		1847		
Do do registered		1847		
Do do Internal Impt.	6	1847		82½
Do Interest do	6	....		60
Indiana	5	....	75	78
Do	2½	....	47	50
Do Canal Loan	6	....		
Do do preferred	5	....		
Do do deferred	5	....		
Do special preferred	5	....		
Do do deferred.	5	....		
Kentucky, 30 years	6	1871	95⅓	
Do 15 years	6	....		
Do large bonds	6	1869-72		
Do	5	....		
Michigan	6	....		100
Ohio	6	1856	93	
Do	6	1860	96	98
Do	6	1870		
Do	6	1875	97	
Do	5	1855		
Do	5	1864		
Pennsylvania	6	....		
Do	5	1870		90
Tennessee, new loan	6	1890		90
Do Coupons	5	....		
Virginia Coupons	6	1886	89½	90¼

City Securities.

Albany	6	1871-81		107
Allegheny	6	1875-7		77
Baltimore	6	1870-90	94½	95
Do	5	1865		
Boston Bonds	4½	1860		
Chicago	6	1873-7	92½	95
Covington	6	1881		
Cincinnati	6	1860-92		93
Do	6	1897		
Do	5	1884		
Do W. W	6	1865		
Jeffersonville, Indiana	7	1872-82		
Lawrenceburgh, Ia	7	....		
Louisville	6	1880	84	89
Memphis	6	1882		
New York	7	1857	100½	
Do	5	1858-60	96	98
Do	5	1870-5	100	
Do	5	1890		
Philadelphia	6	1876-90	90	90⅜
Pittsburgh	6	1869-78	77⅛	78¼
Do coupons	6	1883		
Richmond	6	1882		
St. Louis	6	1870	79	80
Wheeling	6	1872		

County Bonds.

Bourbon, Ky	6	1881		
Clarke, O	7	....		
Fairfield, O	7	1862		
Fayette, Ky	6	1881-3	70	71
Guernsey, O	7	1862		
Mason, Ky	6	1881	65	67½
McCraken co. Ky., endorsed by New Orleans and Ohio R.R.				
St. Louis	6	1866	76½	78
Do	7	1871		

Banks.

OHIO.

Ohio Life Insurance and Trust Co	
Lafayette, Cincinnati, (closing)	
Franklin do	
Commercial do	
Mech. & Traders do	
State Branches	

KENTUCKY.

Bank of Kentucky and Branches	
Northern, and Branches	
Southern, and Branches	
Bank of Louisville	
Kentucky Trust Co	
Farmers' Bank of Kentucky	
Newport Safety Fund Bank	
Commercial Bank of Kentucky	

INDIANA.

State Bank and Brauches	

TENNESSEE.

State Bank and Branches	
Union	
Planters'	

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g.
On New York	Sight	½	1 prem.
Boston	Sight	½	1 prem.
Philadelphia	Sight	:	1 prem.
Baltimore	Sight	¾	1 prem.
New Orleans	Sight		1 prem.
England		109½	110¼.

SPECIE.

GOLD.

California, ℔ oz	$17 50	@	$17 65
Spanish Doubloons	16 50	@	16 60
Patriot Doubloons	15 60	@	15 80
Sovereigns	4 85	@	4 87
Guineas	5 00	@	5 00
American, new	1 00	@	1 01
American, old	1 06	@	
Portuguese	1 00	@	1 01

SILVER.

American Dollars	1 04	@	1 04
American, halves	1 04	@	1 04
Spanish Dollars	1 00	@	1 00
Spanish Quarters	1 02	@	1 03
Mexican Dollars	1 05	@	1 05
Five Franc pieces	95	@	96

LAND WARANTS.

	Off'd.	Ask'd
160 acre warrants	$175	
80 acre warrants	88	
40 acrew arrants	44	

CINCINNATI STOCK SALES.

AT THE STOCK BOARD,

MERCHANTS' EXCHANGE

And at Private Sale.

BY HEWSON & HOLMES.

For the two weeks ending December 6th, 1854.

70	Shares	Cin. Wil. & Zanes. R. R. Stock.		40
120	"	" " "	"	38
50	"	Cin. Ham. & Dayton	" "	75
200	"	Cin. Western	" "	10
120	"	Junction	" "	10
100	"	"	" "	10
100	"	Cin. & Chicago	" "	10
200	"	" "	" "	8
240	"	" "	" "	6
50	"	" "	" "	6
10	"	Cin. & Fort Wayne	" "	10
40	"	Little Miami	" "	95
26	"	" "	" "	95
12	"	Ind. & Cin.	" "	45
51	"	" "	" "	43
63	"	Cov. & Lex.	" "	35
20	"	Dayton & Western	" "	10
80	"	Greenville & Miami	" "	16
200	"	" "	" "	15
900	"	" "	" "	15
320	"	Mad, Ind., & Peru Guaranteed Peru & Ind.	" "	23
20	"	Cin. Ham. & Dayton	" "	70
34	"	Ohio & Miss.	" "	47
156	"	" "	" "	43½
100	"	Mad Riv. & Lake Eries	"	40
130	"	Ft. Wayne & Southern	"	10
20	"	Cin. Har & Ind.	" "	5½
5	"	Southern Bank of Kentucky,		80
50	"	Farmers " "		100
20	"	" " "		100
5	"	" " "		100
11	"	Cin. Trust Co.,		90
6	"	Burnet House Stock,		35¼
$1,200	Newport Safety Fund Bank Notes,			96½
$3,800	"	" " "	"	21

Monetary and Commercial.

We have but little to add to our report of the last week, in regard to financial affairs. We have had a quiet but stringent market. It is pretty well understood that none but first class signatures could meet with accommodation under any circumstances, and consequently there is very little paper offering. The banks are still refusing all offers, and the merchants having settled down with a conviction that they must help themselves, are expecting but little aid, contraction has been the order of the day.

There is, however, another feature which may under some circumstances be of importance in this connection. Heretofore the difficulty of getting money has fallen principally on the business community, and especially on the manufacturer, the workpeople have not suffered in proportion to the employer, but now this class of community is beginning to feel the effects of contraction. Many establishments are either doing nothing or only employing half their force, and consequently great numbers of persons have lost employment and the means, if not of subsisteuce, at least of procuring many little luxuries which constitute a great part of the trade of the retail dealer. This will produce its effect in the retail business, and exert a corresponding influence on the wholesale.

The river has remained unusually low till within a few days, when the weather gave indications of a rise, and steamboatmen began to prepare for navigation; but unfortunately the rise was only temporary, and the few boats that ventured to start took half freight.

The stock market, owing to the prevailing disposition to inactivity already noticed in business circles, is destitute of anything approaching auimation. The ruling rates are already so low that necessity alone can compel the offer of stock, and under these circumstances it should not be judged that the intrinsic worth of the script has been obtained. We quote to-day some of the transactions of the past two weeks.

Eastern exchange is dull and extremely low. The bankers are buying at ½ per cent. and selling at from ¾ to 1 per cent. This is a favorable indication. and joined to the fact that the same is noticed in New York with regard to the exchange on London, gives some ground to hope for changes for the better.

At the East, there is but little to note; there is some slight improvement for business men, but parties whose engagements require them to borrow on stock security find much difficulty in negotiating loans. It is also noticed that real estate security is not regarded with much more favor than stocks. Strictly first class mercantile paper is received with more favor, and the Banks are doing a fair business for their customers on short time. We quote rates ranging from 10 to 12 and 15 per cent. for first class.

Exchange is dull. The bankers are drawing bills at 109 per cent., mercantile houses at from 108 to 108½

GREAT WESTERN RAILWAY.

AUDIT OFFICE,
Hamilton, 18th November, 1854.

Amount of Traffic on the Great Western Railway for the week ending November 17, 1854.

Passengers,	£ 6,294 15 4
Freight,	2,239 18 3
Sundries,	393 11 10
Total for the week,	£ 9,019 5 5
Amount of previous receipts,	108,879 10 6¾
Total receipts since the 1st Aug.,	117,898 15 11¾
No. of Passengers for week,	10,960½
No of Passengers previously,	168,504½
Total No. of Passengers since the first of August,	179.465
No. of miles open	241

GEORGE DARTNELL.

COVINGTON & LEXINGTON RAILWAY.

This road was opened through to Paris in October last, and the earnings have already began to be quite large:

The Receipts for September, 1854	$15,003 11
The Receipts for October, 1854	19,137 15
The Receipts for first 18 days of Nov., 1854	16,333 45

The receipts thus far in November are over 70 per cent. increase on October; and for the week ending 18th inst., were $7,251 82.

Office Terre Haute & Richmond R. R. Co.

The Receipts of the Terre Haute & Richmond Rail Road for the month of November 1854, are	$28,128 57
November 1853 was	19.108 53
Increase,	$9,020 04

HEMPFIELD RAILROAD.—We learn from the *Washington Examiner*, that at the meeting of the stockholders of this road the old board of directors was re-elected, and Mr. Conrad retains the presidency until some other person is fouud for the place. Mr. Smith, the acting chief engineer of the company, reported that the requisite sum required to finish the road between Washington and Wheeling would be about $300,000, exclusive of the cost of the rails. A resolution was also passed at the meeting authorizing the directors to borrow one million of dollars on the credit of the company. "When," says the *Examiner* "it shall have been ascertained where the money can be obtained, we will feel encouraged by the action in that behalf."

MEETING OF TAX PAYERS.

A meeting of merchants and others interested in the equalization of the tax laws, was held on Saturday evening, and the following preamble and resolutions adopted:

PREAMBLE AND RESSOLUTIONS.

WHEREAS, The Auditor of State clearly transconded the duties of his office in instructing County Auditors to list credits for taxation, without allowing the lawful assets and deductions therefrom, arrogating to himself extra judicial and legislative prerogatives in declaring certain provisions of the Tax Law of 1852 null and void, "no longer a portion of the law," and filling the void thus declared to exist in accordance with his personal views and private interpretations; And, Whereas, The Auditor of Hamilton County, in meek submission to these despotic and unlawful instructions of the State Auditor, uniformly refused to receive schedules of personal property, listed in strict conformity with the statute law and constitutional requirements, even when oath or affirmation was proffered to the same; And, Whereas, As a consequence of these high-handed measures of mere ministerial officers, great want of uniformity in the method of listing property obtains throughout the State, amounting in Hamilton County to a chaos of favoritism and injustice; And, Whereas, The fundamental law of the Commonwealth declares that "no power of suspending laws shall be exercised except by the General Assembly," (Sec. 18, Art. 1, of Con.,) and again, that "no tax shall be levied except in pursuance of law, and every law imposing a tax shall state distinctly the object of the same, to which only it shall be applied," (Sec. 5, Art. 12, Con.,) Therefore,

Resolved, That we will not pay taxes on personal property assessed under the late instructions of the State Auditor, unless the same instructions are affirmed and sustained by the highest tribunals known to our laws.

Resolved, That in no spirit of factious oppposition, but as law loving and law-abiding citizens, for the peaceful testing of a great fundamental principle, we again bind ourselves to stand by each other on all necessary occasions; and in case of distraint by officers of the law, that we will purchase no property so distrained and offered for sale, repudiating all who, under such circumstances, shall purchase, as therefore unworthy our association and confidence; and that with an abiding faith in a just and true issue, we hereby re-affirm in every particular our tax-pledge.

CHEMICAL FILTRATION OF WATER.

PREVENTING INCRUSTATIONS OF BOILERS.—An important improvement has been made in the filtration of water—chemically—for the purpose of removing all the lime held in solution, so that naturally, hard water can be safely employed for steam boilers, without the fears of causing incrustations. The nature of the improvement consists in providing an upright cylindrical vessel, divided into different compartments, the upper one being filled with stones, the next containing bróom brush, and the lower one some suitable substance, impregnated with some such free alkali as ammonia, which is always to be obtained cheaply in some kinds of stable manure. The water to be fed into the boiler is passed through this apparatus, being first heated at the top of the cylinder, by contact with the exhaust steam, to a temperature of about 70° degrees, which causes the liquid in passing over so many substances to deposit all the incrusting matter which it had held in solution, thus rendering the water perfectly pure when it arrives at the boiler.

This method of purifying water for steam boilers is the invention of G. Weissenborn, of this city, who has taken measures to secure a patent for the same.—*Scientific Am.*

THE BELLEVILLE & ILLINOISTOWN R. R.

This little road, fourteen miles in length, built, and we believe owned, by Messrs. Sanger, Camp & Co., is already doing a better business than was anticipated. Additional rolling stock is being forwarded from the city, including a splendid passenger car. The heaviest business of the road will be the conveyance of coal to St. Louis; the Belleville coal fields being almost inexhaustible and of superior quality.

In this connection we would state, upon what we deem reliable authority, that the *Alton Extension*, which is built under the charter of this road, will be hurried to completion. The grading is nearly finished, and the ties for the superstructure upon the ground. We are informed that the iron will be delivered at New Orleans by January 1st, 1855, and as the length of the road is but 22 miles, we may anticipate its completion by the opening of Spring or sooner. It will be a successful competitor with the great Mississippi for the tide of travel, and must be of large benefit to both Illinoistown and Alton. —*Dem. Press, Chicago.*

NORTH CAROLINA STATE DEBT AND RAILROAD SYSTEM.—The debt of the state of North Carolina amounts to $8,800,000; the revenue from all sources is estimated at $200,000. As this sum is not sufficient to defray the state expenses and discharge the annual interest, a scheme will be proposed to the next legislature to increase the taxes. The late loan of $260,000 was taken at Raleigh at 100 1-2. The state is pursuing its system of internal improvements, and several of the railroads in which it is interested have commenced paying dividends. Wilmington and Raleigh railroad, after sixteen years' struggle has been able to clear a semi-annual dividend of four per cent.; the Raleigh and Gaston railroad has just declared a dividend of six per cent. for the last year; and the recently completed Wilmington and Manchester railroad, in its first year, gives evidence of being good stock.—*Balt. Am.*

CIVIL ENGINEERING.

COURSE OF INSTRUCTION IN UNION COLLEGE, SCHENECTADY.

UNDER THE DIRECTION OF PROF. W. M. GILLESPIE.

THIS department will re-open on January 5th 1855. It comprises thorough instruction and practice in all the branches necessary to fit students for prosecuting advantageously this important profession. Among its subjects are Drafting (Mechanical, Isometrical, &c.;) Surveying (Land, Maritime, Mining) with Compass, Transit Theodolite and Sextant; Location of Railroad Curves; Levelling; Roadmaking; Mensuration and Calculation of Earthwork, Masonry, &c., the Strength of Materials, and Stability of Structures; Principles of Construction of Masonry and Carpentry; Bridges; Canals; Waterworks; Practical Astronomy, &c. The above subjects are pursued in connection with such of the regular college studies of Mathematics, Natural Philosophy; Modern Languages, &c., as are desirable. The Fees for both, including room rent &c., are the same as to the ordinary college course, $19 per term, and $7 entrance fee. Students may pursue any of the above branches for which their previous acquirements fit them. A thorough and ready knowledge of Arithmetic, Geometry, (Plane and Solid) and Algebra (through equations of second degree) is necessary for those *Commencing* the course. If further information is desired, address

REGISTER OF UNION COLLEGE,
Schenectady, N. Y.

Railroad Printing.

WE have now attached to this office an extensive **Composition** and **Press Room** and **Bindery**, under the personal supervision of the proprietors of the RECORD. With confidence, therefore, we call the attention of RAILROAD OFFICERS and others to our extensive establishment, containing every facility for turning out superior work in any and every department of the PRINTING BUSINESS.

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AUBIN'S PATENT.—We are agents for this new and improved furnace, and having had one in operation at our office for several months past, can confidently recommend it as being simple in its operation, occupying little room and furnishing a pure and beautiful burning gas. From the peculiar arrangement of the retort it is not liable to *burn out*, thus saving a great part of the expensive repairs of other furnaces. We are prepared to erect these furnaces at our own risk and warrant them to produce good gas.

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167 Walnut-st., Cin'ti.

GEORGE H. KNIGHT,

PATENT ATTORNEY,

141 Main St., Cincinnati, Ohio.

REFER TO

Judge McLean, U. S. S. C., Prof. John Locke, Cincinnati, Ohio, Niles & Co., Cincinnati, Ohio, W. B. Chapman, Prest. Pharm. Soc'y, Gen. James Semple Ills., Judge Walker, Cincinnati, Ohio. Elijah Coffin, Richmond, Ind, Col. S. H. Long, U. S. Top. Engineer,

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For the purchase of all articles required by Railway Companies, On Commission.

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Wm. D. Lewis, Esq. Pres't Catawissa R. R. Co. "
Charles H. Fister, Esq., "
Jno. Caldwell, Esq., Pres't S.C. R.R.Co. Charleston, S.C.
J. Pinckney Huger, Esq., Pres't. N. E. R.R.Co. "

Oct. 13-tf.

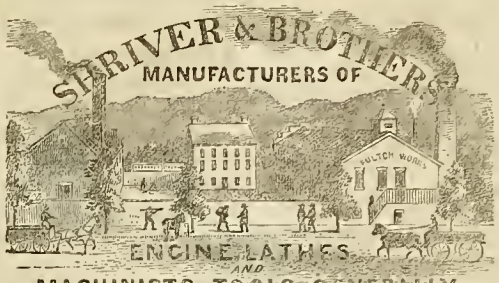
Locomotive for Sale.

ONE 8 wheel, 16 ton Engine, Cylinder 13 by 20, 4½ feet driving wheels, 2 pair drivers connected, and truck. Tender holding about 1400 gallons.

The Engine is in good condition; manufactured by Rogers, Ketchum & Grosvenor, Patterson, N. J.

Address ENOCH JOHNSON,
Sup't C., Z. & C. RR.
Akron, Ohio.

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(On Baltimore & Ohio Railroad, midway between Baltimore and the Ohio River.)

MANUFACTURERS of *Engine Lathes, Planing Machines, Drill Presses, Hand Lathes, and other Machinists Tools.* These tools are built in a superior manner, from the very best materials, and are particularly adapted for railroad shops and all others repairing first rate machinery. Our location is very advantageous for shipping work to the West or South. Orders and communications receive prompt attention. Address

nov9-6m. SHRIVER & BROTHERS, *Fulton Works, Cumberland, Maryland.*

Notice.

THE copartnership heretofore existing between the undersigned, under the firm of Smith & Tyson, is this day dissolved by mutual consent. Either partner is authorized to settle the business of the concern.

J. HOPKINSON SMITH,
RICHARD W. TYSON,

Baltimore, July 1, '54. No. 25 South Charles st.

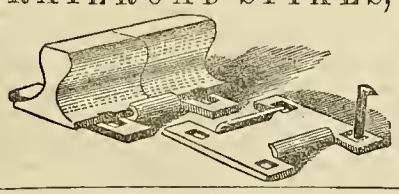
Notice of Copartnership.

THE undersigned have this day formed a copartnership, under the firm of J. Hopkinson Smith, in which Richard W. Tyson is a special partner, and J. Hopkinson Smith is the general partner.

J. HOPKINSON SMITH,
RICHARD W. TYSON.

Baltimore, July 1, 1854. [aug. '54-3*

RAILROAD SPIKES,



WROUGHT IRON
Chairs and Fastenings.

THE undersigned will continue to manufacture with increased facilities, HOOK & FLATHEAD R. R. SPIKES, of all Patterns, WROUGHT and CAST CHAIRS, and FASTENINGS, BOILER RIVETS, BOLTS, SHIP and BOAT SPIKES, &c.. &c.

The best quality of refined iron is used, and all orders filled with despatch. J. HOPKINSON SMITH,
No. 25, South Charles st.

☞ Please direct the name in full.

Baltimore, August 31-†

ADRIAN H. MULLER & CO.

AUCTIONEERS

Of the City of New York.

Hold their regular Auction Sales of Stocks, Bonds and other Securities every Wednesday at 12½ o'clock, at the Merchants' Exchange. They would respectfully tender their services in the negotiation of the same, either at private or public sale.

Office, No. 2, Pine Street, corner of Broadway, Metropolitan Bank Building.

REFERENCES BY PERMISSION:

Moses Taylor, Esq.; W. W. DeForest, Esq.; Geo. S. Robins, Esq.; Dow D. Williamson, Esq., Pres. Farmers' Loan and Trust Co.; Wm. F. Hayemeyer, Esq., Pres. Bank North America; Edward Whitehouse, Esq.; Messrs. Camman & Co.; Messrs. Carpenter & Vermilye; Messrs. Fisher, Denny & Co.; Messrs. Wm. & Jno. O'Brien; Messrs. Week, & Co. mh96*

NUGENT'S COLLEGE
OF
ENGINEERS & MECHANICS,

PUBLIC SQUARE, CLEVELAND, OHIO;

C. NUGENT, C. E., Principal.

THE design of this Institution is to afford young men an opportunity of acquiring a knowledge of the profession of Civil Engineering, and to Mechanics and Tradesmen a sound theoretical and practical knowledge of Mathematics, Architectural and Mechanical Drafting, Plain and Ornamental Penmanship, &c. For further particulars address the Principal. au.10.

ISAAC OSBORN DAVIS,

AUCTIONEER.

No. 38 West Third Street,

CINCINNATI, OHIO.

THE subscriber is prepared to make contracts to sell at auction any class of property that may offer on reasonable terms. ISAAC OSBORN DAVIS.

FOR SALE.—At the financial Agency and Stock Exchange, No. 38 Third street, the following Stocks and Bonds, viz.

$6,000 2d mortgage 7 per cent. Bonds Ohio and Mississippi Railroad Company
$6,000 1st mortgage 6 per cent. Bonds Covington and Lexington Railroad Company
$17,000 convertible 6 per cent. Bonds Covington and Lexington Railroad Company, redeemable Sept. 1st, 1872, guaranteed by the city of Covington
$5,000 first mortgage Bonds Little Miami Railroad Company
$10,000 1st mortgage 7 per cent. Bonds Columbus, Piqua and Indiana Railroad Company
$5,000 1st mortgage Bonds Cincinnati, Wilmington and Zanesville Railroad Company
$12,000 Bonds Springfield, Mt. Vernon and Pittsburgh Railroad Company
$20,000 second mortgage Bonds Maysville and Lexington Railroad Company
$10,000 1st mortgage 7 per cent. Bonds Scioto and Hocking Valley Railroad Company
$12,000 1st mortgage 10 per cent. Bonds Dayton, Xenia and Belpre Railroad Company.

RAILROAD STOCKS.

100 Shares Little Miami Railroad Stock; shares $50.
85 Shares Cincinnati, Hamilton and Dayton Railroad Stock; shares $100.
70 Shares Covington and Lexington Railroad Stock. shares $50.
80 Shares Ohio and Mississippi Railroad Stock; shares $50
17 shares Little Miami Railroad Stock, Shares $50.
150 Shares Cincinnati and Chicago Railroad Stock; shares $50.
25 Shares Ohio and Mississippi Railroad Stock; shares $50.
18 shares Eaton and Hamilton Railroad Stock; shares $25.
175 shares Cincinnati, Wilmington and Zanesville Railroad Stock; shares $50.
39 Shares Cincinnati and Indianapolis Railroad Stock; shares $50
50 shares Fort Wayne and Southern Railroad Stock; shares $50.
50 Shares New Albany and Salem Railroad Stock; shares $50.
40 shares Eaton and Hamilton Railroad Stock; shares $25
30 shares Southern Bank of Kentucky Stock; shares $100.
15 shares Kentucky Trust Co. Bank Stock; shares $100.

oct 12-tf ISAAC OSBORN DAVIS.

STEREOTYPE FOUNDRY,

AND AGENCY OF

L. JOHNSON & Co.'s TYPE FOUNDRY.

C. F. O'DRISCOLL, (Successor to A. C. JAMES.) is prepared to execute in the best manner all kinds of

STEREOTYPING,

including Books, Pamphlets, Music, and Jobs of every description. He will keep on hand an assortment of

Card and Job Type, Cuts, Rules, &c. &c.

from the foundry of L. JOHNSON & CO., of Philadelphia, and will furnish to order PRINTING MATERIALS OF EVERY KIND,

AT THE FOUNDRY PRICES.

C. F. O'DRISCOLL,
No. 167 Walnut Street,
Cincinnati, O

CHARLES FRODSHAM'S

IMPROVED WATCHES!

BEGGS & SMITH,

JEWELERS,

No. 6 West Fourth St.,

Adjoining the First Presbyterian Church,

CINCINNATI, O.,

HAVE received from Mr. Simon Willard, Boston, Agent for the United States, the sole and exclusive agency for the sale of **CHARLES FRODSHAM'S** NEW SERIES OF IMPROVED CHRONOMETER WATCHES, in the states of Ohio, Indiana, Illinois, Michigan, Iowa, Wisconsin, Missouri, Kentucky and Tennessee.

In the Watches of the New Series, Mr. FRODSHAM has succeeded by a more perfect method of compensation, a more correct adjustment in isochronism, and an entirely new and peculiar construction of the train, by which more power is obtained without increase of size, in producing timekeepers of wonderful and unrivalled accuracy. The great importance of the improved watches is a perfect regularity of time under every variety of climate, motion and position. So perfect are the adjustments, that the most violent exercise, such as horseback riding, jumping, etc., produces on them no sensible effect They are therefore, particularly adapted to Railroad purposes.

Liberty is given to refer to the following gentlemen, who, among many others, have proved the excellence of Charles Frodsham's Watches as timekeepers:

Gen. John S. Tyler,		Massachusetts.
John E. Thayer, Esq.		"
Enoch Train	"	"
E. C. Bates,	"	"
F. W. Thayer,	"	"
Wm. Whiting,	"	"
Geo. M. Thacher,	"	"
David Dyer,	"	"
Alvin Adams,	"	"
Billings Briggs,	"	"
David Weld,	"	"
Hon. Ebenezer Lane,		Sandusky.
E. F. Osborne, Esq.		Ohio.

The Prices of the New Series Gold Cases, are According to Size, viz:

SIZE 12	
" 14	$230
" 16	
" 18	250
" 20	275
" 22	300

Recommendations:

Boston, Sept. 3, 1853.

The Compensated Lever Watch I purchased of you, made by Charles Frodsham, London, No. 7300, has varied but thirty seconds from mean time in six months, by actual daily comparison with your regulator.

Yours, &c., ALVIN ADAMS.

Mr. Simon Willard.

Boston, Feb. 4, 1854.

Mr. S. Willard Dear Sir—The Frodsham watch, No. 7557, I purchased of you last October, has performed wonderfully well. I have compared it almost daily by your Astronomical clock, and its variations for ninety days is but one second, or a loss of but one-hundredth of a second per day. I consider it better than any Marine Chronometer I ever used.

Yours truly,
FISHER A. NEWELL,
Late master of Sch., Honolulu.

Sandusky, Ohio. Jan. 1, 1854.

Mr. S. Willard, Dear Sir—More than six months ago I purchased of you two of Frodsham's best watches—up to this time, one of them, No. 7571, has altered from mean time but twenty-seven seconds, and the other, No. 7517, but twenty-three seconds in the same period.

Yours, respectfully,
E. F. OSBORNE.

To Mr. Simon Willard.

Gentlemen—On the 1st of April last I procured from Mr Willard, of Boston, one of Frodsham's improved series of watches. It was regulated and set to Cincinnati time. It has not, in that period, been suffered to run down, nor have the hands been moved, and to day it is 20 seconds only slow. Respectfully yours,

HENRY O. AMES,
Sup,t Cin. Ham. & Dayton Railroad.

August 18, 1854.

To Messrs. Beggs & Smith.

The following is an extract from a letter of William Brown, Esq., Springfield, Ohio, engineer on the M. R. & L. E. R. R., who has personally kept the rate of several of Frodsham's watches.

"Finally from what I have known of Frodsham's watches, I am very strongly impressed with the idea, that they are a decided improvement on all other timekeepers, and were they set in gimballs and used with the same care, I think their performance would equal that of Mr. Frodsham's celebrated box chronometer, and would answer the same purpose for determining longitudes."

Sept. 21-6*

Railroad Car Findings.

BRIDGES & BROTHER,

64 Courtlandt Street, New York.

Wheels & Axles, Jaws, Boxes, and Castings Fitted

Wrought Nuts, Bolts, & Washers,

Engine and Car Screw Bolts, all sizes; Coach Lag and Telegraph Screws,

LOCOMOTIVE ENGINE LANTERNS,

From the best Manufacturers, and at their prices. Car Hand, and Signal Lanterns.

Cotton Duck for Car Covering,

Of any required width to 124 inches.

ENAMELLED HEAD LININGS, Plush and Curled Hair.

Hand Cars and Baggage Barrows. Passenger, Freight-Car, and Switch Locks, Door Knobs and Butts. Brass and Iron Wood Screws. Brass and Silver Plated Trimmings for Windows and Seats. Varnish, Coach Japan, and Glue; Paints, Varnish and Glue Brushes.

Silver Plated and White Metal Letters. Engine and Signal Bells, anti-friction or Babbitt Metal.

Portable Forges and Jack Screws.

Hemp Packing, American, Russia, and Italian. Conductors' Badges and Baggage Checks. Iron, Bronzed and Brass Hat Hooks. Ventilators and White Metal Rings. And all other Articles pertaining to Cars.

ALBERT BRIDGES,
Late Davenport & Bridges, Car Manufacturers, Cambridgeport, Mass.
ALFRED BRIDGES,
Late Davenport, Bridges & Co., Fitchburg, Mass.

†oc6

Locomotive Tires and Car Axles.

THE undersigned is prepared to supply Railroad Companies and Builders with Tires and Axles of superior quality and finish, made from faggotted charcoal iron, formed and finished entirely under the hammer. For the character of the manufacture he refers to builders and companies who have used them in the West.

A. S. WINSLOW
mr.24-†] 9 and 11 West Second St., Cincinnati.

G. ESCOL SELLERS.....C. D. DANA.

SELLERS & DANA,

AGENCY FOR THE SALE OF

Railroad Materials and Machinery,

THIRD STREET, (west of Burnet House.)

CINCINNATI, OHIO.

HAVING OPENED a depot for the sale of all articles used by Railroad Companies, we will fill orders promptly at manufacturers' prices, and are now prepared to furnish

Locomotives, Cars, Car-Wheels, and Axles. Ames' Tire and Crank Axles, Chairs and Spikes. Locomotive Head Lights, (of several makers) Car, Conductor's, Signal, Switch, Stoker and other Lanterns. Drawbridge and cross Road signal Lights; Gum Packing and Hose, assorted Car Trimmings, Enameled head and seat Linings, Plated and White Metal Letters.

—ALSO—

Machinists' Tools, particularly adapted to Railroad Work, Mill Work, Shafting and Shop outfits, Punching and Shearing Machines, for Boiler Work; Planers, Lathes, Drills, Portable Forges, etc., etc. Oak-Tanned Belting, of superior quality of all sizes. jy.1†3.

JAMES W. HOOKER,

Commission Merchant,

AGRICULTURAL WAREHOUSE,

—AND—

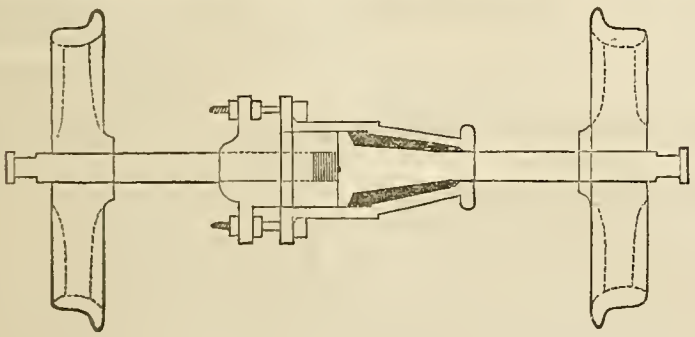
MACHINERY DEPOT,

35 Lloyd Street,

BUFFALO, N. Y.

Commission Dealer in Portable and Stationary Engines Iron Planers, Lathes, Universal Checks, Belting, Oils, Rubber Packing and Hose, Scales, Safes, Mill Stones and Machinery generally. Post Paid Letters will receive prompt attention je. 1-tf.

DENNEY'S DIVIDED CAR AXLE.



PATENTED JANUARY 31ST, 1854.

THE ATTENTION OF RAILROAD COMPANIES is respectfully invited to an examination of the merits of this valuable invention, which offers to add largely to the safety of life and property.

The valuable features of this arrangement of axle are, a saving of full fifty per cent. in motive power on crooked roads: the rails are protected from being destroyed by the flanges of the wheels coming in contact with them on the curves, as is the case with the stiff or rigid axle, which not only destroys the rail but puts a constant strain upon the wheel and axle, causing the wheel on the inner rail to trip or revolve upon the rail under the weight of the car and its load, while the opposite wheel is traversing its greater distance; the tendency of which, is to wear the wheel flat, and cause it, or the axle, to break sooner or later. There is less danger of the car leaving the track from its having become spread.

Axles fitted in this way do not require to be near so large, and yet contain more strength than the common axle, for the reason that the liberty given to the wheels, which allows them to accommodate themselves to the curvatures of the road, removes wholly the strain thrown upon the ordinary axle; and therefore, it requires no more strength of iron at any point between the wheels, than is contained in the bearings, which in the ordinary axle, is not more than one-third of the strength of the other portions of the axle.

The elongated bearing which forms the connection is so proportioned as not to wedge or become tight in the alloy, the wear being almost imperceptible, requiring to be set up not oftener than once in twelve months, by a slight tightning of the screw nuts. If, from long service, the alloy becomes worn out, it can be refilled, making it as perfect as when first filled up, and the gauge of the wheels will never become changed so as to injure the running of the car.

It is after a series of the most careful experiments, conducted through a period of time sufficient to test in the most satisfactory manner, the real merits of divided car axles, and a thorough and practical test in real service of over two years, that we now offer to Railroad Companies one that we are assured will give universal satisfaction in its operations, and both simple and cheap in its construction.

We are now ready to dispose of rights to use the above axle on the following terms: We guarantee full and perfect satisfaction by giving ample time to thoroughly test its merits, and will require no payment to be made until such satisfaction has been given. All applications to be made to

SAMUEL L. DENNEY,
Christiana, Pa.
Or, to **CHRISTIAN UMBLE,**
Gap, Pa.

y.10†

TYLER DAVIDSON & CO.,

Agents for the

BOSTON BELTING COMPANY

India Rubber Machine Belting in any quantity, from 2 to 20 inches.

India Rubber Steam Packing;

Mixed	do	do	1-32 to ¼ inch thick.
Plain	do	do	1-32 to 1 inch thick.
Pure	do	do	

Pipe and Manhole Rings, all sizes;
Square or Rope Packing, do.

HOSE.

India Rubber, Hydrant, Conducting, Fire Engine, and Locomotive, of all sizes, manufactured from the best of Vulcanized Rubber, and for sale only by the agents.

Car Springs, and all other kinds of Vulcanized India Rubber used for Mechanical and Manufacturing purposes.

The undersigned, having been appointed Agent of the Boston Belting Company, beg leave to advise Dealers and Consumers that they are now prepared to supply the above goods in any quantities, on the most favorable terms. On hand and for sale,

50,000 Feet Vulcanized India Rubber Machine Beltings, from 2 inch to 20 inches, 3 and 4 ply.

TO STEAMBOATS AND RAILROADS.

India Rubber Hose, for Pavements, Streets, Gardens, Locomotives, Engines, etc.

40,000 feet Hose, 3, 4, 5, 6, and 7 plys, suitable for pavements, streets, gardens, locomotives, fire engines, etc., 1 to 3 inch, warranted extra quality. Also,

THE vulcanized India Rubber Break Springs now in use by all the Eastern Railroads, and possessing decided advantage over the Steel Springs now in use, for the following reasons:

1st, They are much easier put on.

2d, They are a great deal cheaper.

3d, They are much more durable than steel, and no time lost in making them, the weather having no effect on them.

ALSO—Large 6 inch hose for water stations. This is a new and important invention. The coldest weather will have no effect on them whatever They are warranted to remain as pliable, in the COLDEST of weather, as they are in 150 Fahrenheit heat.

Armitage Anvils, 10 casks, assorted weights now in store.

Allen's Revolvers and Self-Cocking Pistols.—Now in store, a large assortment of the above, 3, 4, and 5 inch Revolvers; 3, 4, 5, and 6 inch Pocket Pistols. Also, Dueling Pistols.

Leland's Superior C. S. Car and Auger Bitts.—All sizes.

Brass Kettles, and Sheet Brass, &c.—Brass Kettles, assorted from 6 to 30; Sheet Brass assorted from No. 0 to 30; Brass Wire, do do do.

Star Breast Chains.—Four casks of those superior double-linked Chains, just received.

Walker's Trace Chains.—70 casks of those superior goods, warranted full length and sizes, 8 to 20 links, straight and twisted, now in store.

American Anvils.—Eagle brand, faced with with cast steel, and warranted by the manufacturers equal to Armitage's Mousehole.

Plated Spoons.—Plain, tipped, and threaded heavy plate, on best quality of German Silver.

Premium Gimlet Screws.—10,000 gross just received.

Mill Saws. Hoe & Co.'s C. S. Wm. Rowland's, and W. H. Rowland's 6, 6½, 7, 7½, and 8 ft

Cross Cut Saws.—Hoe & Co.'s C. S., Jno ckerell's C. S. and G. S., Wm. Rowland's and W. & H. Rowland's 5, 5½, 6, 6½, 7, 7½, and 8 feet Also, 4 and 4½ feet Tennon Saws.

Axes.—1000 doz. Axes, assorted Yankee and Kentucky patterns, first, second, and third quality

Nails.—4000 kegs Shoenberger's and Wheeling Nails, now in store.

For sale by TYLER DAVIDSON & CO.,
mr 3 140 and 142 Main street

RAILROAD MAP.

WE have now ready A RAILROAD MAP OF THE WEST, containing ALL THE RAILROADS constructing, completed, or proposed in the States of Ohio, Indiana, Illinois, and Kentucky, and portions of Wisconsin, Michigan Pennsylvania, Virginia, Tennessee and Canada, showing the termini, points upon the lines, connections, &c. of each line, all laid down accurately, by a competent hand.

The size of the sheet is 24 by 38 inches, and can be sent by mail.

Price—plain..... 40 cents.
Colored in outlines..... 50 cents.
Full colored ..... 75 cents.

Liberal discounts will be paid to those wishing them in quantities.

Railroad companies desiring a map to illustrate their road cannot find one offering greater inducements as to correctness, &c., or on better terms; as any line can be made prominent, with its connections, &c.

All orders addressed to U. P. JAMES will secure prompt attention

ENGINEERING!!

The undersigned is prepared to furnish
SPECIFICATIONS, ESTIMATES, AND PLANS,
In general or detail of all kinds of
Steam Vessels, Engines, Boilers, Mill Work, &c
Particular attention given to the superintending of
LOCOMOTIVES, TENDERS, CARS,
And Railway Machinery of every Description,
While under construction.

AGENT FOR THE PURCHASE of, on commission, all articles required for Railroads, Steam Vessels, Locomotives, Engines, Boilers, Machinery, &c.

General Agent for
ASHCROFT'S STEAM GAUGE, ALLEN AND NOYES' METALIC SELF ADJUSTING CONICAL PACKING, DUDGEON'S HYDRAULIC JACK.

Also, for Water Ganges, Indicators, Steam Whistles, &c., &c.

CHAS. W. COPELAND,
Consulting Engineer,
x5-tf 64 Broadway, N. Y

RAILROAD HOTEL.

CINCINNATI, O.

THE GIBSON HOUSE, Cincinnati, is situated on Walnut-street, between Fourth and Fifth, in the immediate neighborhood of all the Railroad Offices. For comfort and convenience it is believed that this hotel is unsurpassed. It is heated with steam from the first floor to the fifth, thus making it the most desirable winter house in the West. The proprietor hopes to enjoy a share of the patronage of Railroad men.

A. WETHERBEE, Proprietor.

New Works on Civil Engineering.

THE Field Practice of Laying out Circular Curves for Railroads. By John C. Trantwine, Civil Engineer.—4th Thousand, in pocket-book form with tucks.

—ALSO—

A New Method of Calculating the Cubic Contents of Excavations and Embankments, by the aid of Tables and 10 Engraved Plates of Diagrams. By John C. Trautwine, C. E.; 2d edition.

Price, one dollar each. Postage on the Curves, five cents; on the Excavations and Embankments, eight cents. For sale by WILLIAM HAMILTON.

Hall of the Franklin Institute.
Sept. 21-3* Philadelphia, Pa.

COLUMBUS PIQUA, AND INDIANA RAILROAD.

New route from Columbus, West and from Urbana, East.

On and after Monday September 19, 1853, two trains per day, (Sunday excepted) each way, will run on this Road, between COLUMBUS and URBANA. Will leave Columbus at 4.50 a.m., and 3.30 p.m.—arriving at Urbana at 8.12 a.m., and 6.14 p.m. Returning—will leave Urbana, for Columbus, at 9.15 a.m., and 3.00 p.m.—arriving at 12.05 and 6.55 p.m.

The 4.50 a.m. train, from Columbus, will connect with the night Express train from Cleveland and arrive at Urbana in time for the morning train north for Sandusky and intermediate points. Persons arriving by the morning Cleveland and Zanesville trains can have a few hours at Columbus and leave by the 3.30 p.m. train—arriving at Urbana in time to get supper and take the 5.35 p.m. train for Dayton and Cincinnati.

The 9.15 a.m. train from Urbana connects with the morning train from Cincinnati and Dayton that arrives at Urbana 8.40 a.m.—arriving at Columbus at 12.05 p.m in time for the 1 p.m. train for Cleveland, connecting with the Buffalo and Dunkirk boats. The 3.00 p.m. train will leave Urbana on the arrival of the Sandusky train—reaching Urbana at 2.45 p.m.—and arrive in Columbus in time for the various night trains.

A line of Omnibuses will connect with the trains at Urbana for the conveyence of passengers to and from Piqua and Greenville over a good Macadamized road.

A. G CONOVER, Sup
Piqua, Sept. 13, 1853. s29-tf.

Railroad Line.

The Shortest, Quickest and Best
ROUTE TO LOUISVILLE.

MADISON, INDIANAPOLIS, PERU, TERRE HAUTE, MICHIGAN CITY, CHICAGO, GALENA, ST. LOUIS, AND NEW ORLEANS.

OHIO & MISSISSIPPI RAILROAD,

ON MONDAY, SEPTEMBER 18, AND UNTIL FURther notice, the Passenger Trains will run as follows:

For Louisville and New Albany.

Leave Cincinnati at 7.15 A. M. and 3.15 P. M., connecting with the Jeffersonville Railroad at Seymour, and arrive at Jeffersonville, opposite Louisville, at 1 o'clock P. M., and at 9 P. M.

Returning—Leave Jeffersoneille at 8.30 A. M., and 3.15 P. M., arrive in Cincinnati at 2.30 P. M., and 9.30 P. M. No delays in connecting with any other Railroad,

Fare $2 50.

For Indianapolis.

Leave Cincinnati at 7.15 A. M., and 3.15 P. M., connecting with the Indianapolis and Cincinnati Railroad at Lawrenceburg, for Indianapolis, and all the principal cities and towns of the North and West.

Returning—These trains arrive in Ciucinnati at 4.05 P. M., and 9.30 P. M.

Fare $3 00.

For Lawrenceburg and Aurora.

Leave Cincinnati at 7.15 A. M., 10 45 A. M., 1.27 P. M., and 5 P. M., stopping at all the regular stations.

Returning—Leave Aurora at 6.50 A. M., 3.15 P. M., 2.55 P. M., and 8.23 P M., stopping at all the regular stations, and arrive in Cincinnati at 8.10 A. M. 2.30 P. M., 4.05 P. M., and 9.30 P. M..

FREIGHT TRAINS for Jeffersonville and all intermediate stations. leave Cincinnati at 9.30 A. M.

For further information see handbills, or apply at the Ticket Office. on Fourth street, north side, four doors from Vine street, oposite new Custom-house.

S. S. POST.
Chf. Eng'r and Supt.

Passengers, by leaving their address at the Ticket Office, will be called for by St. Lonis and Cincinnati Omnibus Line.

Omnibuses call at all the principal Hotels, for each train. W. S. BABCOCK, Agent,
Sept 5. St. Lonis and Cincinnati Omnibus Line.

Cincinnati, Wilmington and Zanesville Railroad.

OPEN TO LANCASTER.—Two daily Trains, (Sundays excepted) between Lancaster and Cincinnati. On and after Monday, June 26th, 1854, until further notice, trains will run as follows:

The morning Train leaves Lancaster at 5.10 A. M., and arrives at Cincinnati at 11.15. Returning leaves Cincinnati at 3.05 P. M. and arrives at Lancaster at 9.30 P. M

The downward accommodation train leaves Lancaster at 10.05 A. M., and arrives at Cincinnati at 5.40 P. M.

The upward accommodation train leaves Cincinnati at 7.30 A. M., and arrives at Lancaster at 4.00 P. M.

Trains will stop for passengers as follows: At Amanda, Stout's, Circleville, Williamsport, Four Corners, New Holland, Washington, Rattle Snake, Sabina, Cross Roads, Wilmington, Sligo, Clarksville and Morrow; and on the Little Miami Road at Deerfield, Butterworth's, Water Station, Loveland, Miamiville, Milford and Plainville, and on proper signal by flag, or to the Conductor, at Branch Hill and Linwood, at Turnpike.

The downward Trains connect at Morrow with the Trains on the Little Miami Road for Columbus.

Lines of Omnibusses and Packets will run between Circleville and Chillicothe, and Stages and Packets between Lancaster, Logan, Nelsonville, Athens and Pomery; and Stages between Lancaster, Somerset and Zanesville connecting with the morning train from, and evening train to, Ciucinnati.

Fare from Cincinnati to Washington..... $2 50
" " " " Circleville..... 3 00
" " " " Lancasler..... 3 60
" " " " Chillicothe..... 4 00

For other information and Tickets, apply at Ticket office, corner of Broadway and Front sts, and at the Little Miami Depot, or to the Station Agents on the line.

E. W. WOODWARD,
Engineer and Superintendent.

☞ The Omnibus Line will call for and deliver passengers to and from the trains to any part of the City.

J. HOWELL, Conductor.

☞ The Company will not be responsible for baggage exceeding $50 in value, unless the same be returned to the Conductor or Agent, and freight paid at the rate of a passage for every $500 in value above that amount.

je. 29

Baltimore & Ohio Railroad.

380 MILES BETWEEN WHEELING AND BALTIMORE.

THIS Road was opened to the Ohio River in the spring of 1853. and has already established a high character with the business community of the West. Its facilities for the transportation of freights are already superior to those of any other great through line—while the attractions of the country through which it runs, and its many admirable provisions for the expedition, comfort and safety of travelers, it has received such favor as a passenger road, (with its present connections,) as to show that it will become the preferred route for all portions of the West and South-West as soon as its further connections are formed by the completion of the Central Ohio, North-Western Virginia and other Railroads now rapidly finishing.

FOR PASSENGERS BY THIS ROUTE,
Through Tickets from all Parts of the West,
ARE NOW SOLD IN
Cincinnati, Louisville, Madison, Indianapolis. St. Lonis, Chicago, Toledo, Detroit, Cleveland, Columbus, Zanesville and other Cities.

AT ALL OF WHICH ARRANGEMENTS HAVE BEEN EFFECTED

For Sending Travelers Direct to
WASHINGTON, BALTIMORE, PHILADELPHIA, NEW YORK, and other ATLANTIC CITIES.

FOR FREIGHTS IN EITHER DIRECTION

The fullest accommodations are provided. In motive power and Cars, the company has abundant resources, which are being further extended to meet the demands of Western Trade. In the dispatch and regularity of transpart, and in the careful landing of property, this road challenges a comparison with its rivals. At Baltimore, the road counects directly in the streets and at the wharves with the

PHILADELPHIA AND NEW YORK RAILROADS,

The numerous Steamers of the Parker Vein Line to New York and Boston, the Ericsson Steamers by Canal to Philadelphia and New York,

And various other Lines of Steamers and Sailing Vessels to the Eastern Ports, and to Richmond, Norfolk, Charleston, Savannah. etc.

J. B. FORD is the Company's Receiving Agent at Wheeling.

WM. G. HARRISON, President. *JOHN H. DONE*, Mast. of Transportation, Baltimore.
je. 8†

Pittsburgh, Philadelphia, BALTIMORE AND NEW YORK.

NEW ROUTE OPENED TO NEW YORK, ALL THE WAY BY RAILROAD, VIA **CINCINNATI, HAMILTON & DAYTON RAILROAD.**

The quickest, cheapest and most pleasaot route to Pittsburgh, Philadelphia, Baltimore and New York.—Depot in the West end of the city.

Only route via Pittsburgh by which through tickets can be obtained from Cincinnati to New York.

One less change of cars than any other route.

Passengers leaving Cincinnati, on 6 o'clock morning train of Cincinnati, Hamilton & Dayton Railroad, go through to Crestline without change of cars, and, after 30 minutes for dinner, proceed by Ohio & Pennsylvania Railroad, arriving at Pittsburgh at 8 o'clock P. M.: leave Pittsburgh via Pennsylvania Central Railroad, at 9 o'clock, P. M., and arrive in Baltimore and Philadelphia at 12 o'clock and 30 minutes (noon) next day; and from thence via Kensington and Jersey City, or Camden and Amboy Railroads, arriving in New York at 4 P. M.

Second Train:

Leaves Cincinnati, Hamilton and Dayton Railroad at 8 o'clock and 20 minutes every morning; arrives at Crestline at 4:20 P. M., and Pittsburgh at 12 o'clock and 30 minutes, midnight; and after a comfortable night's rest, resume by 7 o'clock A. M. Train, arriving in Philadelphia and Baltimore at 12 o'clock and 30 minutes, midnight.

The only offices in Cincinnati at which Through Tickets can be purchased from Cincinnati to New York, via Pittsburgh and Philadelphia, are under the Spencer House, and one door below the Gibson House on Walnut street.

FARE:

From Cincinnati to Pittsburgh, first class.....$ 7 00
" " " front car..... 5 00
" " Philadelphia..... 14 00
" " Baltimore..... 14 00
" " New York, via Pittsburgh and Philadelphia. all the way by railroad 16 00

For through tickets and information. please apply at Cincinnati, Hamilton and Dayton Railroad Office. north west corner of Broadway and Front streets, under the Spencer House, or to J. W. SHIPLEY, at Railroad Office on Walnut street, between Fourth and Fifth streets. one door south of the Gibson House, or at Sixth street Depot.

H. O. AMES, Superintendent.
W. A. LATHAM, Agent.

The Omnibus Line will call for passengers by leaving their orders at the offices.

Sep. 7,-tf. WM. H. SMITH, Conductor.

Railroad Line.

Cincinnati, Hamilton & Dayton Railroad.

Fall Arrangement.

COMMENCING MONDAY, OCTOBER 9th, 1854.

PASSENGER Trains will leave the Sixth-street Depot as follows:

First Train

At 6.30 A. M., Lightning Express for Hamilton, Richmond, Indianapolis, Terre Haute, Lafayette and Chicago, direct.

Second Train

At 8 A. M., for Hamilton, Eaton, Richmond, Dayton, Troy, Piqua, Sandusky, Toledo, Chicago, Clyde, Cleveland, Buffalo, New York, Boston, Pittsburgh, Philadelphia, Baltimore, Washington, etc.

Third Train

At 2.15 P. M., for Dayton, and intermediato stations, Troy, Piqua, etc.

Fourth Train

At 4 P. M., for Hamilton, Richmond, Indianapolis, Terre Haute, Lafayette Chicago, Dayton, Springfield, Urbana, Kenton, Carey, Crestline, Pittsburgh, Philadelphia, Baltimore, Washington, etc.

Fifth Train

At 5.20 P. M., for Hamilton and intermediate stations.

The 1st Train, Express,

Will stop at Cumminsville, Lockland and Glendale.

2d, 3d, and 4th, Trains,

Will stop at all regular stations.

Fifth Train

Will stop at all regular stations and at flag stations on signal or notice to the Conductor.

The 1st Train

Will connect at Richmond at 9 A. M., with Train of Indiana Central Road for Indianapolis; arrive at that place at 11.30 A.M., thence to Terre Haute, Lafayette, and Chicago without detention. Time as short as by any other route.

2d Train

Will connect at Dayton at 10.30 A. M., with Mad River Train for Sandusky and intermediate points; also at Crestline at 4.20 P. M., with the Ohio & Pennsylvania Train for Pittsburgh, Philadelphia, Baltimore, Washington, etc. The same train will connect at Clyde with Toledo and Cleveland Train to Toledo, Chicago, and Intermediate points. Also, with Dayton and Michigan Railroad to Troy and Piqua, and at Piqua with Doyle & Co's Canal Packet Line to all points on Wabash and Miami Canals, and at Dayton with Dayton and Greenville Railroad to Greenville, Union, and all points on Bellefontuine and Indianapolis Railroad at 2.30 P. M.

3d Train

Connects at Dayton with Train for Troy, Piqua, etc. Also, with train of Dayton and Western Road for Indianapolis

Fourth Train

Will connect at Richmond at 6.40 P. M., with Indiana Central Train for Indianapolis, Terro Haute, Lafayette, and at Dayton with Mad River and Lake Erie Railroad for Springfield, Urbana, Kenton, Carey, Crestline, Pittsburgh, Philadelphia, Baltimore and Washington.

FARE:

From Cincinnati to		Hamilton	$ 60
Do	do	Eaton	1 35
Do	do	Richmond	1 75
Do	do	Indianapolis	3 50
Do	do	Terre Haute	5 75
Do	do	Lafayette	5 50
Do	do	Chicago	9 00
Do	do	Dayton	1 50
Do	do	Troy	2 10
Do	do	Piqua	2 35
Do	do	Springfield	2 10
Do	do	Toledo	5 75
Do	do	Cleveland	6 00
Do	do	Pittsburgh, first class	7 00
Do	do	do front car	6 00
Do	do	Philadelphia	14 00
Do	do	Baltimore	14 00
Do	do	New York, via Pittsburgh and Philadelphia, (Railroad all the way)	16 00

For further information or tickets apply to W. A. LATHAM, General Agent, at the office, corner Broadway and Front streets, under Spencer House, or at the Office on Walnut street, next door to the Gibson House, or at the Sixth street Depot.

HENRY O. AMES,
Cincinnati, Oct. 19, 1854. Sup't.

Marietta & Cincinnati Railroad.

OPEN between CHILLICOTHE and GREENFIELD, Connected by Stage at Hillsborough, with Hillsborough and Cincinnati, and Little Miami Railroad Trains, forming a through daily line each way.

On and after Monday, the 8th of May, passenger trains will run as follows, viz:

Leave Chillicothe at 9 00 A. M.
Returning do Greenfield at 5 30 P. M.

Passengers from Cincinnati leave by Little Miami Railroad, at 7 40 A. M., dine at Hillsborough and reach Chillicothe the same Evening.

Fare from Cincinnati to Chillicothe, $3 45.

J. W. STOWELL,
Chillicothe, May 6th, '54— Sup't.

Fall Arrangement.

LITTLE MIAMI RAILROAD.

THIS IS THE ONLY ROUTE AUTHORIZED TO receipt Passengers, via Lake Shore Railroad.

Passengers by 6 o'clock A. M., Train Little Miami Railroad, breakfast at Cincinnati, and dine the following day in New York, Philadelphia or Baltimore.

The 6 o'clock A. M. Train, Little Miami Railroad, is the only Morning Train leaving Cincinnati by which passengers can reach Philadelphia direct, and is the the ONLY Train leaving Cincinnati direct for Baltimore.

FROM CINCINNATI

To New York in	34 hours.
To Philadelphia in	31 "
To Baltimore in	31 "
To Boston in	36 "
To Buffalo in	16½ "
To Dunkirk in	15 "
To Cleveland in	9¼ "
To Sandusky in	8¼ "
To Pittsburgh in	14 "
To Wheeling, in	11 "

FOUR DAILY TRAINS.

FIRST TRAIN.—Lightning Express at 6 o'clock A. M., for Cleveland, Dunkirk, Buffalo, Albany, New York and Boston; Crestline, Pittsburgh, Baltimore, Philadelphia, and New York; Zanesville, Wheeling, Baltimore, Philadelphia and New York; Washington City, etc.; Connects to Sandusky, also at Xenia to Springfield,

SECOND TRAIN—Accommodation Express, at 8 o'clock, A. M., for Cleveland, Dunkirk, Buffalo, Albany, New York, and Boston; Crestline, Pittsburgh; Zanesville, Circleville and Lancaster; Hillsboro'. Connects at Sandusky with steamer BAY CITY, to Detroit.

THIRD TRAIN.—Accommodation, at 3.05 P. M., for Xenia; Circleville and Lancaster; Blanchester and Chilicothe; Hillsboro'.

FOURTH TRAIN.—Night Express, at 5 P. M., for Cleveland, Dunkirk, Buffalo, Albany, New York and Boston; Crestline, Pittsburgh, Philadelphia and New York; connects at Xenia to Springfield.

One Train on SUNDAY, for Columbus, at 2.30 P. M.

FARE AND THROUGH TICKETS.

For prices of fare, through tickkts, and all information, please apply at the company's new office, No. 233 west side of Walnut street, six doors south of the United States Hotel, or at the old-established General Railroad office, in the three-story yellow building, southeast corner of Broadway and Front-street, directly opposite the Spencer House, Railroad Hotel and Mailboat Lauding, or at the Eastern (Little Miami) Depot, East Front-street.

P. W. STRADER, Gen'l Agent.

OMNIBUS LINE.

The Omnibus Line calls for passengers at all the principal hotels; and by leaving directions at the office, No. 233 Walnut street, six doors south of the United States Hotel, or at the office southeast corner of Broadway and Front-street, opposite tha Spencer House, directly on river bank, they will call in any part of the city.

J. H. HOWELL,
oct. 19. Conductor.

Change of Time on Cincinnati, Hamilton, Eaton & Richmond Railroad.

ON and after TUESDAY, April 4th, 1854, the Morning Train for Richmond and Indianapolis, will leave Depot, foot of Sixth street, at 6.10 o'clock, A. M.

Passengers by this Train connect at Indianapolis with the 1 o'clock, P. M. Train on Lafayette and Indianapolis Railroad for Lafayette and Chicago; arriving at Chicago by 9 o'clock, P. M., of same day, being 9 hours less time than by any other railroad route leaving Cincinnati.

Also, connect at Indianapolis with 1.15 P. M. Train for Terre Haute.

Trains for St. Louis leave Chicago at 11 o'clock P. M., after the arrival of 1 P. M. Train from Indianapolis in the morning, making this the quickest route by far between Cincinnati and St. Louis.

Evening Train will leave as usual, at 3.30 P. M. connecting at Richmond with 7 P. M. Train for Indianapolis; arriving at Indianapolis at 10.30 P. M.

FARE—Cincinnati to Richmond	$1 75
Cincinnati to Indianapolis	3 00
Cincinnati to Chicago	9 00

ap. 6 D. M. MORROW, Sup't.

Shortest Route to Indianapolis, Chicago, and St. Louis by Indianapolis & Cincinnati Railroad,

VIA LAWRENCEBURG,

IN connection with the OHIO & MISSISSIPPI RAILROAD. Passenger Trains leave Cincinnati at 7:15 A. M., and 3:15 P. M. Arrive at Indianapolis at 11.30 A. M., and 8:30 P. M.

By morning train passengers arrive at Chicago in 14 hours, and at St. Louis in 28 hours.

Freight shipped to Indianapolis and all other points West and North without delay at cheapest rates.

Cars run from Lawrenceburgh to Terre Haute, Lafayette, Peru and Chicago, without unloading.

Office, foot of Main street corner of Water street.

SIDNEY RICE,
Cincinnati, Sept. 28, 1854. Agent.

Covington and Lexington Railroad.

1854. 1854.

OPEN to Paris.—Direct Railroad connection with Lexington, Frankfort and Louisville.

Two Daily Passenger Trains.

On and after MONDAY Oct. 9th, 1854, and until further notice, Trains will run as follows:

Express Train leaves Covington at 7 o'clock, A. M. stopping at Grant's Bend New Philadelphia, Canton, Benton, Clarkson, Demossville, Butler, Irving, Falmouth, Callenville, Boyd's, Berry's, Robinson's Garnett's Cynthiana, Laird's and Kiser's and arriving at Paris at 11.30 A. M.

Returning, leave Paris at 12 o'clock M., stopping as above, and arriving at Covington at 4.35 P. M.

Through passengers by this train connect directly at Paris with Maysville and Lexington road, and arrive at Lexington at 1 o'clock P. M., connecting at Lexington with the stage lines for Danville, Winchester, etc., and with the afternoon train of the Lexington and Frankfort road, for Frankfort and Louisville.

Returning, leave Lexington at 10 o'clock, A. M., and arrive at Covington at 4.35 P. M., in time for the Evening Express Trains North and East.

The Accommodation Train leaves Paris at 5.30 A. M., stopping at all regular and flag stations and arriving at Covington at 10.25 A. M.

Returning, leave Covington at 2.40 P. M., stopping as above, and arriving at Paris at 7.35 P. M.

Through passengers by this train lie over night at Paris and arrive at Lexington at 8.30 next morning.

Freight Trains leave Covington daily, Sundays excepted, at 2.40 P. M.; freight received up to 12 M., for the train of same day.

RATES OF FARE.

Covington to Lexington	$3 00
Covington to Paris	2 40
Covington to Cynthiana	2 00

FOR THROUGH TICKETS,

Apply at the Cincinnati, Hamilton and Dayton Rail road Ticket Office, W. A. Latham, Agent; Little Miami Railroad Ticket Office, P. W. Strader, Agent; or at the Depot, Covington.

J. M. DOUGHERTY,
Superintendent.

☞ The Omnibus Line will call for Passengers in any part of the city, by leaving directions at the above offices. CLAYTON & GRANT.

oct. 17.

Cincinnati to Indianapolis.

TO CHICAGO IN 15 HOURS.
TO ROCK ISLAND IN 25 HOURS.
TO ST. LOUIS IN 31 HOURS.

ALL THE WAY BY RAILROAD.

FOR Terre Haute, La Fayette, Michigan City, Chicago, Peru, Galena, Rock Island, and St. Louis.

Passengers will find this the most pleasant route of any to the West, as it passes through the richest and most thickly settled portion of the State of Indiana. In taking this route, passengers will reach Terre Haute, Lafayette, Peru, Michigan City, Chicago, Rock Island, Galena and St. Louis, as soon as by any other leaving Cincinnati, and with less fatigue, in consequence of several of the other roads not being fully ballasted.

TO TERRE HAUTE AND LAFAYETTE BY DAYLIGHT, by way of Hamilton, Eaton and Richmond.

CINCINNATI, LOGANSPORT AND CHICAGO RAILROAD.—Three daily trains, at 6.30 A. M., 8 A. M., and 4 P. M., from Cincinnati, Hamilton and Dayton Railroad Depot.

Passengers leaving Cincinnati on the 6.30 A. M. Lightning Express, reach Indianapolis at 11 A. M., resume at 1.15 P. M. for Terre Haute, and 12 M. for Lafayette, Michigan City, Chicago, Galena, Rock Island and St. Louis, reaching Chicago at 8.30 P. M., in time to connect with night trains for Galena, Rock Island and St. Louis.

Baggage checked to Indianapolis.

Passengers leaving Cincinnati at 8 A. M., Richmond Mail Passenger Train reach Richmond at 11.05 A. M., connecting with trains for Hagerstown and New Castle. Returning leave Richmond at 3.10 P. M., arriving in Cinninnati at 6 P. M. This train stops at all way and flag stations.

FARE:

From Cincinnati	to	Richmond	$1 75
"	"	New Castle	2 50
"	"	Indianapolis	3 50
"	"	Terre Haute	5 75
"	"	La Fayette	5 50
"	"	Michigan City	7 75
"	"	Chicago	9 00
"	"	Rock Island	14 00
"	"	Galena	14 25
"	"	Saint Louis	15 50

Passengers leaving Cincinnati on 4 P. M. train, sleep at Indianapolis, resume at 6 A. M. for Lafayette, Chicago and Rock Island, and 1.15 P. M. for Terre Haute.

For information and through tickets, please apply at the General Railroad Ticket Office, No. 169 Walnut st., next door below the Gibson House, or to W. A. Latham, at the Cincinnati, Hamilton and Dayton Railroad office, corner of Broadway and Front Streets, under the Spencer House, or at the Sixth street Depot.

JOHN W. SHIPLEY, Agent.

The Omnibus Line will call for passengers in any part of the city, by leaving their orders at the offices.

oct. 19. W. H. SMITH Conductor.

WHEELBARROWS!



ON hand, Wheelbarrows, of my own manufacture suitable for Railroad, Turnpike, Canaling, etc., in ots to suit purchasers. Orders filled for any reasonable amount.
HENRY ROCKEY,
jy. 20. No. 21 East Front st.

CAR MANUFACTORY,
Dayton, Ohio.

E. THRESHER & CO., having enlarged their shops, are prepared to contract on favorable terms, for building every variety of railroad Cars, in any quantity and on short notice, made of the best materials, and of the most approved workmanship.

They are prepared also to furnish jaws and boxes; the Washburn Wheel, 30 and 33 inch, adapted to inside or outside bearing; cast iron frogs, steel plated; and switches of the most approved patterns.

They also manufacture blacksmith tuyeres, Harris' Patent; portable bolt forges: bolt heading and bolt cutting machines; upright drills, wheel presses; wood planers; tenoning and mortising machines, etc.

They respectfully invite the attention of railroad directors and superintendents to their establishment.
Dayton, Jan. 24th, 1853. jan.25-†

S. C. THOMSON & CO.,
MANUFACTURERS OF
PATENT PAD LOCKS,
For Railroad Switches, Merchandise Cars, Stores, Cemeteries, Iron Safes, &c.,
Cor. Railroad Avenue and Market st.,
'an.12† NEWARK, N. J.

PROSSER'S PATENT
Lap-Welded Iron Boiler Tubes.

TUBES screwed together, flush on both sides, for Artesian wells, etc. Free-joint Tubes, for Core Bars, Awning Frames, Leaders, etc.

Brass Boiler Tubes.

Patent Wrought Iron Blacksmiths' Water Tuyeres, Water Backs, etc.

Agents for Krupp's celebrated Cast Steel for Shafts' Railway Axles, Tires, Platers' Rollers, etc.

P. S.—All Tools necessary for the construction or keeping in order of Tubular Boilers.
THOS. PROSSER & SON
au.17† 28 Platt street, New York.

Norris' Locomotive Works,
PHILADELPHIA.

ENGAGED for many years in manufacturing Locomotives, offer to Railroad Companies to construc of any plan or size,
LOCOMOTIVES OF SUPERIOR QUALITY.
Our facilities for doing work have been largely increased this year, and orders can be executed with dispatch.
jy. 27. RICHARD NORRIS & SON.

ALBERT H. NICOLAY,
AUCTIONEER.

HOLDS his regular auction sales of Stocks, Bonds, and other securities, every Monday and Thursday, at 12½ o'clock, at the Merchants' Exchange. First class Stocks, and Bonds, at private sale.
Office No. 4 Broad street, New York.

KENTUCKY LOCOMOTIVE WORKS.
CORNER OF KENTUCKY AND TENTH STS.
LOUISVILLE, KY.

THE Proprietors of the Kentucky Locomotive Works would respectfully inform Railroad Companies and the public generally that, having completed their establishment, they are now prepared to receive and execute orders with fidelity and dispatch.
They will contract for
Locomotives, Passenger, Baggage, Freight, Gravel and Hand Cars,
Of every style and pattern, as well as all kinds of St and Machinery required for railroads.
Particular attention will be paid to repairing, which they have every facility.
They are also prepared to contract on favorable terms for building all kinds of Machine Tools, such as Turning Engines, Lathes, Planers, Drills, Slotting, Spliting, and Shaping Machines, of every variety of pattern.
Having also a large FOUNDRY connected with the establishment, orders for Castings are solicited, and will be filled with promptness.
Car Wheels of any pattern can be furnished or short notice. Double and single plate and Spoke Wheels of all sizes constantly on hand.
☞ Communications or orders must be addressed to
OLMSTED, TENNYS & PECK,
Je.8-tf Louisville, Ky.

Lightner's Patent Axle Boxes for Railroad Cars.

THE attention of Railroad Managers and others is called to this valuable improvement in
AXLE BOXES.

The first cost and "fitting up" of these boxes is 20 to 25 per cent below that of most boxes in use. They will save about 75 per cent in consumption of oil. The construction is simple; they are not liable to become loose, nor "heated" by severe service. The Reservoir is held close to the shaft, and the oil journals, are secure from dust yet easy of access; the brasses may be removed from the journals, while under the car, in a few minutes. Cars furnished with these boxes run from 4 to 5 weeks without replenishing the oil, and are not detained from the road for repairs ONE TENTH part of the time which is necessary when other boxes are used.

The business of a railroad can be done with a much less number of cars, with these boxes than if any other kind are used.

The first railroad men in the country have certified that Lightner's improvements in AXLE BOXES are among the first of the times.

Models and Testimony of the above Boxes, may be examined, and arrangements may be made for the right to use the same, with the subscriber.
WILLIAM SHERBURNE,
PRINCIPAL AGENT,
May 18.6* Office, No. 167 Broadway, New York.

GUNPOWDER,
MANUFACTURED BY
The Hazard Powder Company.
HAZARDVILLE, CONN.
H. G. HAZARD, President.
A. E. DOUGLASS, Secretary.

THE undersigned are always prepared to furnish Mining and Blasting Powder to any extent, delivered at any point on the lines of railroads, or any other places of public improvements in the West or South, at the very lowest rates. Also, SAFETY FUSE of the best Eastern manufacture.

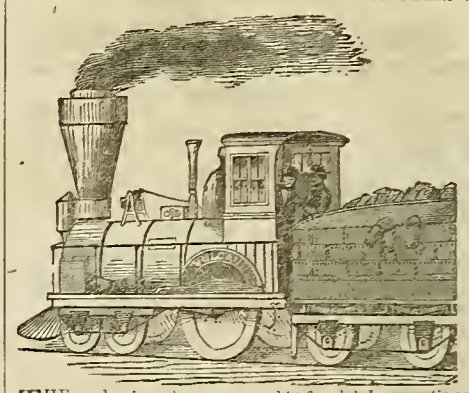
We would respectfully urge all contractors and consumers to call upon or correspond with either of us before arranging for their supplies elsewhere.

To the trade generally we would offer all the brands of Sporting and Rifle Powder manufactured by the above concern.
M. D. W. LOOMIS,
Southeast corner Main and Second Sts.
Cincinnati, Ohio.
S. H. LOOMIS,
Nashville, Tenn.
August 16, 1854. [au.18†

Myers' Patent Cylindrical Car.

NOTICE.—The Subscriber having become proprietor of MYERS' PATENT CYLINDER CAR, for a considerable portion of Western territory, including the State of Ohio, offers the same to Rail Road Companies on favorable terms. The public will be furnished within a short time with complete explanations of its operation, together with the results of actual experiments testing its applicability to all the uses for which it is recommended.
W. CLOUGH,
South-western Car Works.
Madison, Indiana. May 11.

Cincinnati Locomotive Works!



THE undersigned are prepared to furnish Locomotives equal in efficiency and durability to the best Eastern manufacture. Also, Shaping and Slotting Machines suitable for railroad shops. Also, all kinds of heavy forging and casting done at short notice. Also, bolts for bridges cut with dispatch.
ap. 20 MOORE & RICHARDSON.

ASHCROFT'S
METALLIC STEAM GAUGE.
(BOURDEN'S PATENT,

THE subscribers offer for sale this valuable Gauge. It is adapted to Locomotive and other steam boilers, indicating with accuracy the continual variations of steam within the boiler, enabling the Engineer to maintain a uniform and safe pressure. Any of the Eastern Railroads may be referred to for proof of its importance and value.
BRIDGES & BROTHER,
sep.15-tf 64 Courtlandt St., New York.

WASON'S
CAR MANUFACTORY,
Near the Pittsburgh R. R. Shops,
CLEVELAND, OHIO.
Passenger, Baggage, Freight, Dumpers, Hand Cars, &c.,

Of the best quality in all respects, style, workmanship, and material, made to order with promptness.

Orders respectfully solicited, with the assurance that no pains will be spared to give entire satisfaction in all cases.
CHARLES WASON,
Late of the firm of T & E. Wason, Springfield,
†oc20 Massachusetts.

Notice of Copartnership.

MR. PETER MARIE, heretofore of the firm of Decoppet & Co., has this day formed a copartnership with Mr. Rudolph Kanz, (for many years with the banking house of Messrs. L. Von Hoffmon & Co.,) under the firm of MARIE & KANZ, at 27 William street. Their attention will be devoted to the purchase and sale on commission of Stocks, Bonds and Foreign Exchanges, and to the negotiation of business paper.
New York, Sept. 1, 1854. [sept. 7-1*

ENGINEERS' & SURVEYORS' INSTRUMENTS!
JAMES FOSTER, Jr.,
MATHEMATICAL AND PHILOSOPHICAL
INSTRUMENT MAKER!

HAVING removed from his old staud to south-west corner of Fifth and Race street, and increased his facilities for making instruments, is now ready to supply Levels, Transits, Theodolites, the Dumpy or Gravatt Level, Circular Protractors of Troughton & Simms model, Surveyors Compasses, Pocket Compasses with and without sights, in great variety. All kinds of Land Chains; Ivory and Box wood Scales of all kinds and graduation; Drawing instruments of all kinds, brass and German silver. Measuring tapes of all kinds, Magnets, Magnifyers, Barometers, Spy Glasses, &c., &c. Repairing promptly attended to. ap.6-6*.

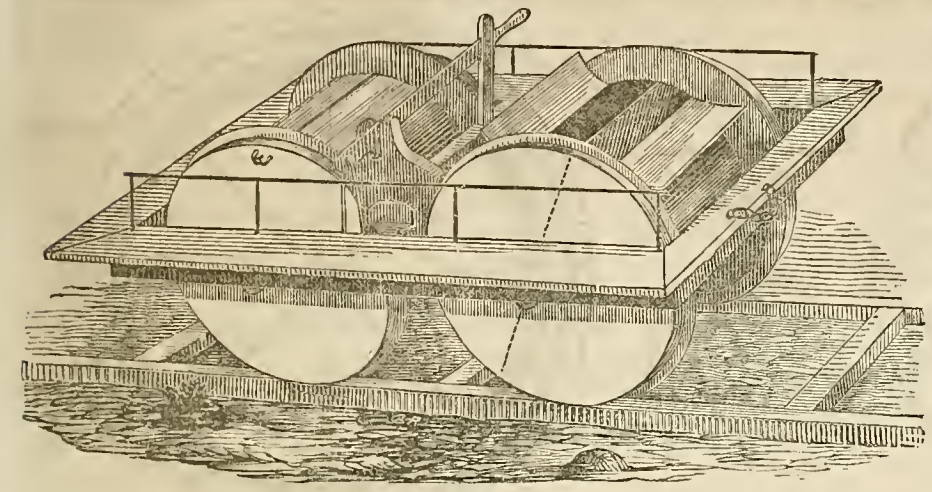
ENGINEERS' MATERIALS.

EGGERS & CO.,
WHOLESALE DEALERS IN
PAPER & STATIONERY,
Since first January,
No. 127 Walnut St., bet. Third and Fourth,
CINCINNATI,

Keep the most complete stock in the West of everything used by Engineers. On application, a catalogue with prices will be forwarded. [jy.21-†.

MYERS' PATENT CAR,

FOR COAL, GRAIN, &c., &c.



FOR PARTICULARS OF COST, RIGHT OF USE, &c., ADDRESS,

C TIERS MYERS,

No. 33 WALNUT ST EET,

dec15-3* PHILADELPHIA.

McDANEL & HORNER,

LOCO-MOTIVE AND CAR SPRING

MANUFACTURERS, WILMINGTON, DEL.

Locomotive and Car Springs of all descriptions manufactured on the most reasonable terms, made of the best STEEL, which we have manufactured to order from the BEST SWEDE IRON. Orders from any part of the United States will be thankfully received and promptly attended to

McDANEL & HORNER

All Springs ordered from a distance will be delivered on shipboard at *Philadelphia* free of charge

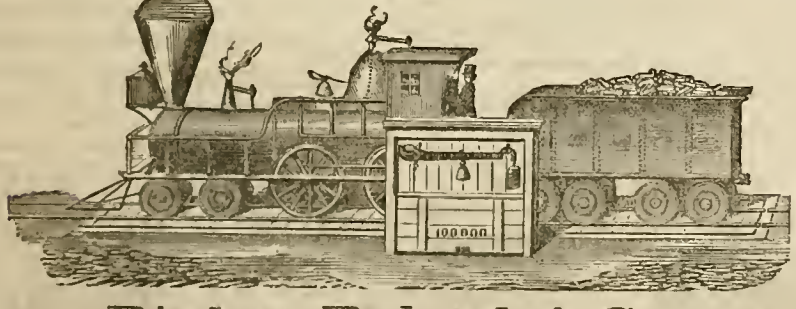
References.

NORRIS BROTHERS, Locomotive Builders, Philad.
A. C. GRAY, Pres't New Castle Manuf. Co.
U. WELLS, R. R. Car Manuf. Petersburg, Va.
I. R. TRIMBLE, Supt. Philad. R. R. Co.
M. B. MILLEN, Gen. Supt. C. R. R. Savannah, Ga.
EMERSON FOOTE, Supt. M. & W. R. R. Macon, Ga
THOMAS DOUGHERTY, Master Mach. do.
THOS. SHARP, Supt. R. F. & P. R. R. Richmond, Va

†May 19.

ISAAC RIGDON. EDWARD C. RYLAND. WM. HUDDART.

OHIO SCALE WORKS.



Rigdon, Ryland & Co.,

No. 39 Vine Street, between Front and Columbia streets,

CINCINNATI.

WE are now prepared to furnish **Railroad Track and Depot Scales** of all sizes, which we warrant in every respect equal to any manufactured in the United States.

Being practical workmen ourselves, we feel confident that we can furnish the West and South with as good an article and cheaper than can be bought East.

Cincinnati, June 29, 1854.

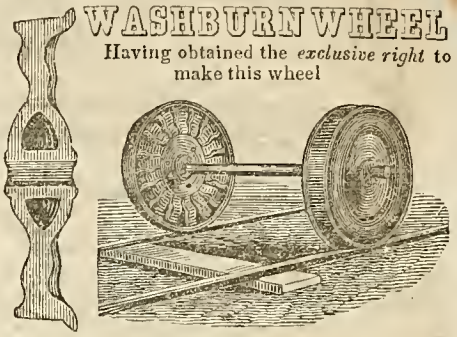
FULTON CAR WORKS,

CINCINNATI, OHIO.

THE Proprietors of this establishment would respectfully call the attention of Railroad Companies in the West and South to their establishment at Cincinnati.—Their facilities for manufacturing are extensive, and the means of transportation to the different points speedy and economical, They are prepared to execute to order on short notice, eight-wheeled Passenger Cars of the most superior description. Four or eight-wheeled Baggage, Cattle, Freight and Gravel Cars. Also, Crank and Lever Hand Cars, Trucks, Wheels, and Axles fitted.

WASHBURN WHEEL

Having obtained the *exclusive right* to make this wheel



In Cincinnati, Covington and Newport, they are now prepared to furnish Railroad Companies with that Celebrated wheel, with or without Axles. Also, Journal Oil Boxes of any pattern, and Castings for cars fitted to order at the shortest notice.

Address KECK & HUBBARD,
Fulton Car Works Cincinnati, Ohio.
ap.12 Office 62 East Second Street.

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Over 2500 of which are now running on the Central Ohio Railroad, and many of those have been in use on the road over two years, having in that time only three to crack, and two to be renewed in consequence of the wearing of the Chill. We have also commenced the manufacture of the celebrated

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DAVENPORT, RUSSEL & CO.,

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We have now on hand the best of dry White-Oak with which we think we can build Cars as cheap and as well as any other establishment in the States.

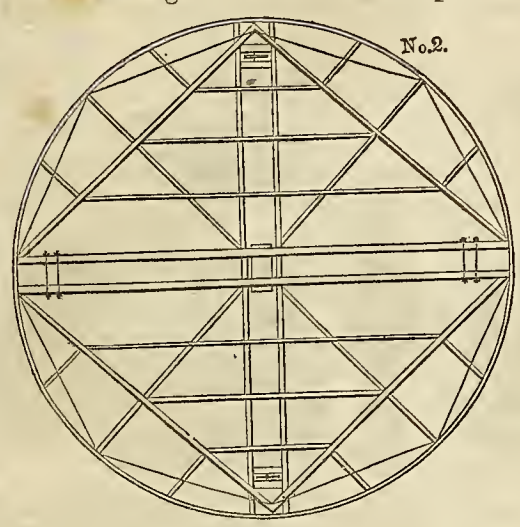
Feb. 16†* JOSEPH DAVENPORT.

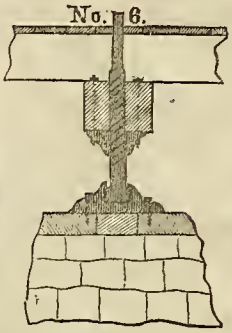
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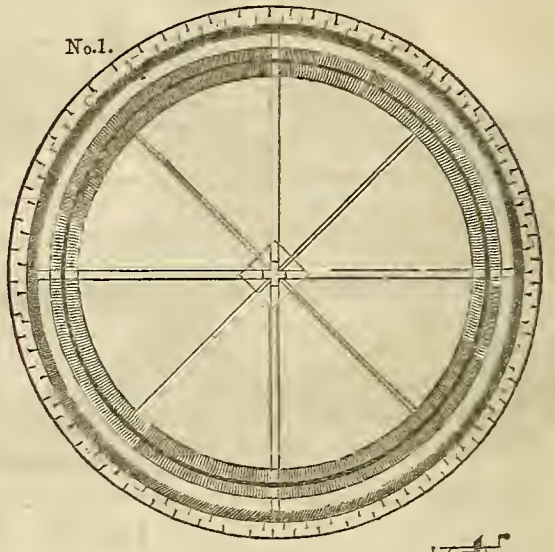
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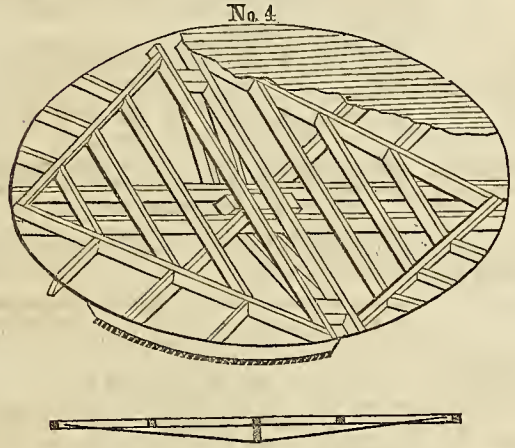
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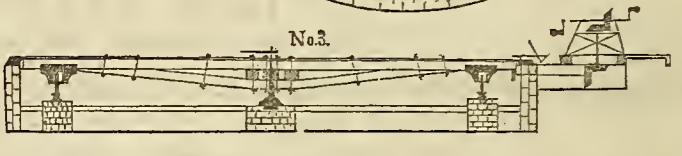
Now building for 13 of the Principal Roads in Ohio, Indiana, New York, New Jersey, and North Carolina.

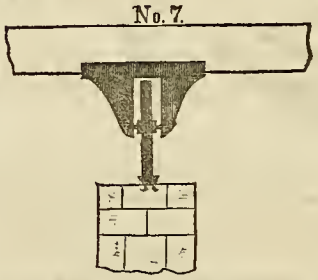


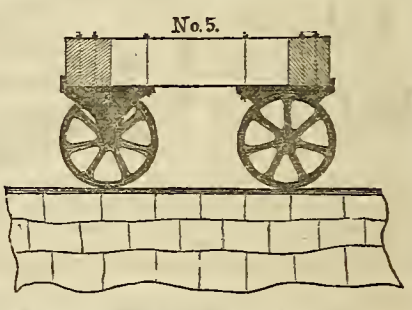












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RAILROAD COMPANIES in want of *Turntables* of a permanent and durable character, at a low price, are respectfully referred to the annexed references. The undersigned being confident that the manner of turning engines by his Table is the most permanent, expeditious, and cheapest in the United States, solicits the attention of Engineers, and others, to his improvement. The undersigned being a practical mechanic, and having devoted his time, for the past five years, exclusively to the construction of Turn and Transfer Tables, Draw and other Bridges, is prepared with every facility for executing orders in that line with promptness and satisfaction.

The price, which is always based upon the use of the best materials and best workmanship which can be procured in the market where used, can be determined only by the locality.

REFERENCES:

New York & Erie Railroad Company.
Hudson River Railroad Co.
Ohio & Pennsylvania Railroad, J. Edgar Thomson, President, S. W. Roberts, Sup't and Engineer, Pittsburgh, Pa.
Pennsylvania Central Railroad, O. W. Barnes, Resident Engineer, Pittsburgh.
Toledo & Cleveland Railroad, Wm. Ferguson, Chief Engineer, Cleveland Ohio.
Columbus, Piqua & Indiana Railroad, A. J. Conover, Chief Engineer, Piqua, Ohio.
Cleveland, Zanesville & Cincinnati Railroad, W. H. Grant, Chief Engineer, Akron, Ohio.
Cleveland, Columbus & Cincinnati, and Cleveland & Erie Railroads, L. Tilton, Sup't, Cleveland, Ohio.
Little Miami & Columbus & Xenia Railroads, William H. Clement, Sup't, Cincinnati, Ohio.
Cincinnati, Wilmington & Zanesville Railroad, E. W. Woodward, Engineer, Circleville, Ohio.
Central Ohio Railroad. G. W. Fulton, Sup't, and S. Medbury, Engineer, Zanesville, Ohio.
Camden & Atlantic Railroad, and Dauphin & Susquehanna Railroad, R. B. Osborne, Engineer, Philadelphia.
Bellefontaine & Indiana Railroad, W. M. Roberts, Engineer, Pittsburgh, J. Nottingham, Sup't, Marion, Ohio.
Cleveland & Pittsburgh Railroad, J. Durand, Sup't, Cleveland, Ohio.
Wilmington & Raleigh Railroad, North Carolina.
Central North Carolina Railroad.
Cincinnati & Indianapolis Railroad, Indiana.
New Albany & Salem Railroad, Indiana.
Michigan Central Railroad, Michigan.
Dayton, Xenia & Belpre Railroad, Ohio.
Pomeroy Railroad, Engineer at Cincinnati.
Springfield, Mount Vernon & Pittsburgh Railroad, Ohio, Charles Anthony, President.

DESCRIPTION OF PLAN.

Fig. 1, of the above cut, represents the foundations, consisting of *Bank* and *Track Walls*, the latter made of cut, the former of hammer-dressed stone, with cut stone coping. The Track is bent of the ordinary T rail, spiked and leaded to the stone track walls. The Center Pier is made of cut stone, with a step for screw and pivot bolted to the same.

Fig. 2, shows the framing.

Fig. 3, is a side view of Main Truss, with the mode of gearing, including the mitre-wheels, iron crank frame, rack and pinion, foundations, pivot wheels and pedestals.

Fig. 4, gives a perspective view of rim, segments, decking, etc.

Fig. 5, is an end view of the main trucks, with pedestals and wheels.

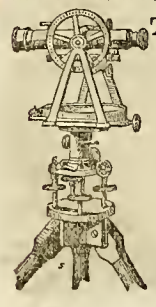
Fig. 6, is a screw for pivot, 6 inches in diameter, working in a steel step through a nut for adjustment.

Fig. 7, shows a cross section of track wall, well, and pedestal

For further particulars please address,

D. M. CARHART, Cleveland, Ohio.

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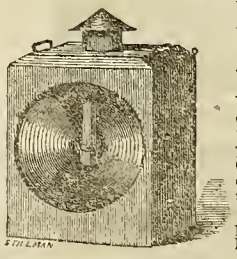
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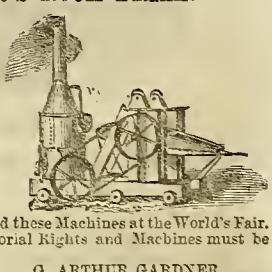
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nov17†

Railroad Record.

E. D. MANSFIELD, - - - - - - Editor.
J. A. JAMES, W. WRIGHTSON, - - - Associate Editors.

CINCINNATI:

THURSDAY MORNING,.....DEC. 14, 1854.

E. D. MANSFIELD,

May be found at the office of the *Railroad Record*, 167 Walnut st., between the hours of 11 A. M. and 1 P. M.

ACKNOWLEDGEMENTS.

Life of P. Barnum, Written by Himself.—We are indebted to Messrs. Patterson & Clark for a first peep at this much expected book. In appearance, it certainly does credit to its publisher, Mr. Redfield of New York. We have no doubt, that like its author, it will take."

For sale by Patterson & Clark.

Report of the Memphis and Ohio Rail Road.—The Report of this Road was received too late for notice in the present number. Our thanks are due to our friends in Memphis, for the Report and Map, as well as the Copy of the Railroad Law of Tennessee.

Mobile and Ohio Railroad. — We have to acknowledge the reception of a Map showing the different sectional reservations, of the Mobile & Ohio Railroad Grant in the States of Mississippi and Alabama.

We thank our friends of this road for their attention, and shall be pleased to hear of the progress of their work.

LITTLE MIAMI RAILROAD.

RUNNING ARRANGEMENTS.

We would call the attention of those of our readers, whose business or pleasure will call them East, to the changes in the running arrangements of the Little Miami Railroad, whose advertisement will be found in the proper page of the *Record*. This road, by its connection with the great eastern and northern lines, forms a grand starting point for a great portion of the through travel between the West and East, and South and North.

THE ROCK BOTTOM.

This is the title of a spirited little sheet published weekly at Florence, Nebraska Territory. The editor, W. C. James, thus introduces himself: "Here 's our hand reader, neighbor, squatter, or whoever in this wide wicked world may accept such token of peace and friendly intercouse."

We accept the proffered hand, and wish our "squatter friend" success in his new enterprise.

RAILWAYS OF INDIANA AND ILLINOIS. REVIEW.

In reviewing Railways, we should remember that the whole system is in a *transition state*;—not only in business, but in creation. Hence, it is very difficult to ascertain precisely how many miles are in active operation, and how many are in such progress as to give a reasonable expectation that they will be completed. We have endeavored to do this as accurately as possible, but may leave out some which their projectors no doubt think will soon be completed, but which we think will not be done soon.

Indiana Railways are quite remarkable—not merely for their number and the rapidity of their execution, but the fact that not one of them (if we except that to Evansville) have any point of concentration *in the State*. We do not mean mere crossing, but *terminal object*. For example, the Jeffersonville R. R. has Louisville for its object. The Madison R. R. really transacts business for Cincinnati and Louisville. The two lines to Lawrenceburg and Richmond terminate at Cincinnati. The same is true of all the others. Indiana having no great commercial city, (although many large and flourishing towns,) is in reality a great field crossed by many highways, which carry off its surplus products, and bring merchandize to its cultivators. To do this, however, is the great business of railways, and accordingly railway enterprize has flourished there and proved profitable.

For want of a great commercial city,—and for the convenience of general intersection,—most of the railways of Indiana have been made to terminate at Indianapolis, the seat of Government, which has received, from this cause, a large accession of population, and is now a town of about 20,000 inhabitants.

The following is a list of the number and extent of the railways in Indiana, Dec. 1854.

ROADS.	COMPLETED.	IN PROGRESS.
Indianapolis & Cin.,.....	90 miles.	
Ohio & Mississippi,.....	67 "	108 miles.
Indiana Central,.....	67 "	
Indianapolis & Bellefontaine	84 "	
LaFayette & Indianapolis,	73 "	
Terre Haute & Richmond .	72 "	
Madison & Indianapolis,..	86 "	
Peru & Indianapolis,.....	73 "	
Jeffersonville, ...	77 "	
New Albany & Salem.....	288 "	
Shelbyville Branch,.....	16 "	
Shelbyville & Knightstown	26 "	
Shelbyville & Rushville,..	20 "	
Martinsville,.....	25 "	
Evansville & Crawfordsville	107 "	..... 53 "
Northern Indiana,.....	101 "	
Central Michigan,.....	40 "	
Wabash Valley.....	.....	.....175 "
Cincinnati & Chicago,.....	48 "	.....303 "
Ohio & Indiana,.....	20 "	
Junction.....	.....	..... 86 "
Fort Wayne & Chicago,..	.....	.....150 "
Cin. & Fort Wayne,.....	.....	.....114 "
Fort Wayne & Mississippi	.....	.....199 "
Toledo, Wabash&St. Louis	.....	.....175 "
Aggregate,	1,288	1,293

Of the above roads, the following general routes will be formed, when completed:

NORTH AND SOUTH.

1. New Albany & Salem,.....288 miles.
2. Wabash Valley,.....175 "
3. Evansville & Crawfordsville.....160 "
4. Madison & Peru,.....159 "
5. Cincinnati & Fort Wayne,.....114 "

EAST AND WEST.

1. Northern Indiana,.....104 "
2. Terre Haute, Indianapolis & Richmond 143 "
3. Ohio & Mississippi,.....175 "

CINCINNATI AND NORTHWEST.

1. Cincinnati, Indianapolis & Lafayette, 163
3. Cincin., *via* Junction to Peru,..... ....159 "
3. Cin., Cambridge, Newcastle & Chicago, 255 "
4. Cin., Ft. Wayne, to Chicago,.....264 "

TO THE NORTH-EAST.

1. From Evansville, the Wabash Valley, 175
2. " Louisville, *via* Jeffersonville, Indianapolis & Bellefontaine,..194 "

It is singular that out of *fourteen* great lines, formed as above, only *one*, the New Albany & Salem, really crosses the State, north and south. The other four northerly lines are only partial—not going to the northern boundery.

Of the *twenty-five* Indiana railways above enumerated, NONE lead directly to Cincinnati, and FIVE are intersected by roads leading to Cincinnati. Four of the remainder are branches; so that in fact, nearly the whole of Indiana Railways lead to or from Cincinnati.

Of the 91 Counties of Indiana, no less than *sixty* will have railroads in them. If those in progress are completed, there will be one mile of railway to each fourteen square miles.

Railways of Illinois.—The railways of Illinois, have been completed, in less time, in proportion to their amount, than any other in the United States; and a great number of miles have been finished in the last year. The following is as complete a list, as we are now able to make out, viz:

	COMPLETE.	IN PROGRESS.
Galena & Chicago Union,..	121 miles.	
Chicago & Rock Island,....	181 "	
Chicago & Miss.,.....	285 "	
Galena Air Line,.....	96 "	..... 39 miles.
Chicago & Aurora.....	80 "	.....
Central Military Tract,.....	84 "	.....
Peoria & Oquawka,.....	40 "	..... 40 "
Peoria & Bureau Valley,...	47 "	.....
Ohio & Miss.,.....	75 "	..... 70 "
Alton & Terrehaute,.....	65 "	.....105 "
Illinois Central,..		
Cairo to Galena..428 / Chicago Branch,.. 164	...602 "	.....102 "
Great Western, ...	95 "	..... 40 "
Belleville & Illinoistown,..	14 "	.....
Chicago & Milwaukie,.....		..... 50 "
Chicago & Wisconsin,.....		..... 80 "
Lacon & Platte Val. Air Line		.....180 "
Northern Cross,.....		... ..120 "
Paducah & Vincennes,.....		.....140 "
Ind. & Illinois Central,.....		.....120 "
Michigan Central,.....	10 "	.....
Michigan Southern,.....	12 "	.....
Warsaw & Rockford,.....		 62
Toledo, Wabash & St. Louis		151
Atlantic & Miss.,.....		170
Cin. & Chicago,.....		 20
Chicago & Fort Wayne,....		 135
Aggregate,	1,807 miles.	1,638 miles.

It will be seen by this table, and a reference to the map, that Illinois differs from Indiana, in this ; that her railways, for the most part, terminate in a commercial city, and have for their object, the concentration of Illinois interests. This was the more readily done, as there are but two points in Illinois, where there was a probability of erecting large commercial towns. These were the southern end of Lake Michigan, and the mouth of Ohio river. Opposite the mouth of the Missouri would be such a site, had not the vantage ground been seized by St. Louis in Missouri. To this point, however (Alton), will tend several of the largest railways in the state. Cairo, (the mouth of the Ohio), was the end of the *tongue*, between the Ohio and Mississippi, and will, therefore, be fully served by one great trunk, which will connect with the other railways of the state. This is accomplished by the Illinois Central. On the other hand, Chicago is situated at the other end of the state, and at the *base* of the trough, which is nearly its shape. It, therefore, needs railways on all sides ; and being a large and prosperous commercial town, has procured their construction, so that nearly all the railways of the state connect with that place, directly or indirectly. Of the 26 railroads above enumerated, *twelve* connect with Chicago ; so that there is there quite a concentration of railways. Geographically, the following is the distribution of the principal lines :

NORTH AND SOUTH.

1.	Illinois Central	704 miles.
2.	Chicago and Miss.,	285 "
3.	Chicago and Milwaukie,	50 "
4.	Warsaw and Rockford,	62 "

The Chicago and Milwaukie is a continuation north of the Illinois Central ; making 420 miles from Cairo to Milwaukie. The Warsaw and Rockford road, is nearly on the banks of the Mississippi.

EAST AND WEST.

Galena & Chicago, two lines	217 miles.
Great Western, and Indiana and Illinois Central	255 "
Chicago & Rock Island,	181 "
Chicago and Miss.,	285 "
Ohio and Miss.,	145 "
Alton & Terrehaute,	170 "
Atlantic & Miss.,	170 "
Lacon & platte Valley Air Line;	180 "

From near Salem, the intersection of the Ohio and Mississippi with the Illinois Central—the latter road makes *two* lines, one to Galena, and the other to Chicago. Above that, there are *five* east and west lines ; so that north of Salem, and between the Indiana state line and the Mississippi river, the state is divided into *fifteen* compartments ; disregarding the diagonal lines, which make many small parts. Below Salem, the trunk line of the Indiana Central, divides the *tongue* into two parts—one on the Mississippi side, and the other on that of the Ohio. Of one hundred counties in the state, *sixty-two* have railways in them. Looking on a railway map of the state, one would suppose, that it was more supplied with roads than Indiana ; but, such is not the fact. Illinois is a very large state ; its surface being over 60,000 square miles. If all the railways above enumerated, are fully completed, there will be but 1 mile of railway to 18 square miles—a proportion much less than those of Ohio and Indiana. In the southern half of the state, the proportion will be much less—being only 1 to 32 square miles—and in the southern third, it will be only 1 in 40.

The state of Illinois, lying on the Mississippi, between Lake Michigan and the Ohio, and with a level and easily worked surface, is remarkably well adapted to railroads. This has tempted her people to the construction of many lines. But, it must be recollected, that *density of population*, is, at last, the great basis of railways ; for if they are ever so easily run, or cheaply constructed, it is population only, which can furnish either the persons or the products necessary to make them profitable. In regard to *through* traffic, there is likely to be a fatal competition ; there being *six* independent lines, newly finished, across the state, east and west. Heretofore, the entire travel has been confined to one or two. It is plain, that these lines can expect hereafter but a moderate profit.

OHIO CANNEL COAL.

A large deposit of cannel coal has been discovered in our state, about thirty miles below Newark, which is said to be of a superior quality for various purposes, and particularly for the manufacture of gas in large gas works. With reference to this, the Commercial Republican, of Toledo, says : " we learn that the newly discovered Ohio coal has recently been tested in Boston and New York, and pronounced equal in all respects, and in some superior, to the best Scotland Bog's Head coal, which sells readily in Boston at $30 per ton. In illuminating power, it exceeds, by nearly two and a half times the common English cannel, and has the advantage of all such coal, in the fact that it makes an excellent quality of coke.

From Mr. J. B. Robinson, superintendent of the Sandusky, Mansfield and Newark railroad, who has an interest in the mines, we learn that fifteen tons have already been shipped to Boston, where it has been contracted at $20 per ton. It has, at present, to be transported a few miles to the canal in wagons, and then by canal to Newark, which makes the expense of getting it forward very heavy ; but when the Scioto and Hocking Valley railroad, which runs through the mines, is completed, it can be mined and freighted to Boston at $12 per ton, yielding the nett profit of $8 per ton at least."

This is a subject worthy the attention of the managers of coal gas works. If the experience of eastern cities can be relied upon, we should think this a most valuable discovery. It will, undoubtedly, be a source of great profit to its owners.

Railroads.

DEPRECIATION IN RAILROAD STOCK.

The extremely low prices at which railroad stocks generally have been selling for several months past, has seriously alarmed many timid holders, and induced a belief on the part of a portion of the community, that railroad stock is really a bad investment. How far this was true or false was shown in No. 90 of the Record. From the reports of various roads it was there shown, that the nett increase of profits was greater than the increase of capital and expenditures. Now, whatever pays well, cannot long be below par. It may for a time, suffer from panic or loss of confidence, but if it yields a good profit, it is sure to regain its hold in public faith. That this is really the case, the experience of banking some fifteen or sixteen years ago will amply testify. A correspondent of the Boston *Transcript*, has taken the pains to arrange a few facts in reference to this subject, which we copy. He says :

About fifteen years ago, there was a like panic in bank stock throughout the country, affecting both sound and unsound institutions. Bank stock had previously been up as at present to par and an advance. The stock of the Atlas Bank fell from 105 to 72 ; Granite, to 76 ; Traders', 76 ; North, 79 ; South, to 60, and was then wound up, and paid the stockholders 07½. The Atlantic sold for 81, Shawmut 80, Tremont, City, and others of the same class at similar figures ; Merchants', Globe, Union, State, below par. The Market Bank from 105 fell to 55, then had its capital reduced to 70 per share, its present par value.

The Suffolk was the only bank that kept up to par. Bank divideuds were then mere skeletons. Stockholders, on consulting the semi-annual report, found to their dismay, *none* scattered up and down the page. A semi-annual list of that period commenced as follows :

American, none ; Atlantic, none ; Atlas, none. The Atlas paid no dividend for two or three years ; some institutions eked out 1½, some 2, some 2½ per cent semi-annually. The Suffolk alone kept up to 4, the Merchants', and one or two others to 3 per cent. Bank stock was then looked upon as railroad property now is. There were more sellers than buyers at low figures. Railroads from that date took a start. The Worcester from 77 went up gradually to 122 ; Western from 40 to 112 ; Lowel from 86 to 130 ; Maine from 75 to 118 ; Fitchburg from 90 to 128, and so on. That bank panic was like the present one in railroad property. Some few were mismanaged, some failed, and distrust settled upon them all, depreciating their

market value from 10 to 50 per cent. So at present with railroad stock and bonds; some rascality has been perpetrated, some roads have been mismanaged, and nearly the whole, stock and bonds, settle down from 5 to 50 per cent below par. That new roads, that have got submerged in debt should lose nearly all market value, as regards the common stock, is not surprising; but that old, established roads, and first mortage 7 per cent bonds for about one-third the actual cost of building, on finished roads running through a populous and fertile country, should be forced down to 50 per cent discount, is indeed a marvel.

But there is another feature in the present position of things which tends to show that railroads are not the only investments which have suffered from the panic. Bank stocks as well as state stocks have likewise depreciated, and their holders can extend the hand of sympathy to those of the much abused railroad script. But we refer to real-estate. At the period in which railroads possessed the entire confidence of the community, real-estate securities were in a measure neglected, however their value was fixed by the test of income and in some places had run enormously high. No where more so than in New York, where the opportunities for successful business investments induced a correspondingly high price in real-estate. We see it however repeatedly stated in New York Journals, that houses which commanded a rent of $4,000 a year ago, now can scarcely find a tenant at $2,000. Here then is ample evidence that railroads are not the only *bad* investments. That everything that depends on the caprice of public confidence or convenience, not excepting even gold itself, is liable in times of panic to sudden and unreasonable revulsions in value.

Whatever interest absorbs a vast amount of capital, must inevitably in its fluctuations, from whatever cause they may arise, affect the whole routine of financial concerns. If capitalists become alarmed in reference to banking institutions, the panic extends to every other interest; if again railroads are made the subjects of distrust, the consequent embarrassments and difficulties they are compelled to undergo, is not limited to themselves, but involves in general difficulty the mercantile, banking and manufacturing interests.

Baltimore and Ohio Railroad Freight Tariff.—We are indebted to a friend on the Baltimore and Ohio Railroad for their table of Freight Tariff for December, 1854. The various classes of freight are charged 90, 75, 65, and 55 cents per 100 lbs. severally, from Baltimore to Wheeling.

Alabama and Florida Railroad.—This company are prepared to let out the contract for the graduation, masonry, and bridging of 67 miles of their road from Montgomery.

PITTSBURG AND CONNELLSVILLE R. R.

The annual meeting of the stock-holders of this company took place at Pittsburg, on Dec. 4. The reports of the President, Gen. Larimer, of the Treasurer, Wm. B. Curry, and of the Chief Engineer, Oliver F. Barnes, were presented and accepted. The meeting then proceeded to elect the following gentlemen as directors for the ensuing year, Wm. Larimer, Jr., Thos. Scott, Thos. Bakewell, Walter Bryant, James T. Kincaid, John Anderson, of Pittsburg; Henry S. Garret, Columbus O. Donnell, Thomas C. Jenkins, of Baltimore; C. P. Markle, of Westmoreland Co.; Daniel R. Davidson, of Fayette Co.; and Peter Meyers, of Somerset Co.

Since the last annual report of the Directors, the road has been located and put under contract. On the 22nd of February last, the report of the Chief Engineer, on the location of the road and the estimated cost of the various routes, was submitted to the board, and after consideration, the route was located on the north bank of the Youghiogheny river, from West Newton to Connellsville. On the 23rd of March, the road was let in sections of one mile each, and also the Sand Patch Tunnel, in Somerset Co.; this last was subsequently re-let to another firm. Contracts were made in July and August for the iron, payable in Alleghany County bonds. Much of the iron has been delivered at West Newton, and the remainder is expected. The cross ties are furnished and distributed along the line, and contracts have been made for the chairs and spikes. Arrangements have also been made for locomotives and cars, and one of the locomotives already received.

On the division between West Newton and Connellsville, the grading, masonry, and ballasting of about twenty sections, are completed, and the remainder will be vigorously prosecuted, as also the track-laying, which has been already commenced. It is expected that the road between West Newton and Connellsville, will be open early in the spring.

The right of way has been obtained through more than 100 miles of route, at a cost not exceeding $10,000, much of which is payable in stock. The company has also purchased three tracts of land in Somerset County, lying around the western approaches of the Sand Patch Tunnel, and thereby secured the control of the section in which their heaviest operations must be conducted. They have also purchased thirteen acres of coal land, adjacent to the borough of Connellsville, payable in stock, they have already opened a twelve foot vein on this land.

It is suggested that an arrangement will be attempted to be made with the Pennsylvania R. R. Co., for the use of their track for the first twelve miles from Pittsburg, this will be a great saving of expense to the Connellsville company, and the two tracks of the Pennsylvania company, when completed, will be sufficient for the business of both roads.

The following summary of the financial ability of the company, we copy directly from the reports:

At the date of the last annual report the subscriptions from corporations and individuals to the capital stock of the company, amounted to $1,820,100. The amount embraced in additional individual subscriptions since—the amount disposed of in consideration of land damages—purchase of real estate, depot grounds, material for the road, engines, cars, &c. will be sufficient to swell this sum to	$2,000,000
The city of Allegheny, by her Councils, has resolved to subscribe, on terms which will be complied with	250,000
The counties of Somerset and Fayette have been asked for $200,000 each, but will subscribe $100,000	200,000
Additional individual subscriptions along the lines of the road, and at the cities of Pittsburg and Cumberland, can be procured for	50,000
Amount proposed to be taken by contractors on the graduation and masonry, being one-sixth of estimates	500,000
	$3,000,000
This amount expended on the road, we propose to execute a mortgage for $2,100,000, under full authority of law for that purpose, as follows, viz: $1,000,000 six per cent. bonds, with the guarantee of the city of Baltimore; and $1,000,000 seven per cent. bonds, for which the work actually completed, and constantly in progress, will afford a substantially increasing basis of security to the purchaser	2,000,000
	$5,000,000

This sum will meet the gross estimate, $5,000,000, of the Chief Engineer, of the amount necessary to complete and equip the whole road for one year. The amount required for additional equipment and for interest and discount accounts, can be provided for and met by the issue of income bonds.

INDIANAPOLIS & CINCINNATI RAILROAD.

It will be gratifying to the friends of this road to learn that it is rapidly gaining in favor with the community, and that its careful and attentive management is reaping its reward. The following statements of earnings for the past five months, will amply show its hold on public confidence:

November.	
Passengers	$20,733 13
Freight	16,668 38
Mails	562 50
	$37,964 01
October.	
Passengers	$18,557 88
Freight	14,824 35
Express	562 50
	$33,944 73
September.	
Passengers	$16,089 44
Freight	15,021 90
Express	560 50
	$31,671 84
August.	
Passengers	$13,227 39
Freight	12,514 94
Express	562 50
	$26,304 83
July.	
Passengers	$8,036 79
Freight	7,803 83
Express	562 50
	$16,403 12

The gross income of August was 60 per cent. greater than that of July, September 20 per cent. greater than August, October 7 per cent. greater than September, and November 12 per cent greater than October. The earnings of November are 131 per cent. greater than for July. The increase of freight

during the same period, will be seen to be 113 per cent., and that of passengers 158 per cent. A large portion of this increase in the passenger receipts, is undoubtedly due to the fact that the road has been thoroughly ballasted during the summer, and its through connection with the Ohio and Mississippi road, have opened to it a new channel of business. There can be no doubt, but that when the Ohio and Mississippi road has extended its track nearer the business portion of the city, and when a third rail shall be laid to extend the guage of the Indianapolis road to the city depots, the freight business of this road will be materially increased; it has along the line of its route material enough waiting for favorable facilities to bring it into competition with the same articles in other sections.

PENNSYLVANIA RAILROAD DOUBLE TRACK.

We learn from the Pittsburg *Gazette*, that the double track of the Mountain Division of this road is finished. The line between Altona and Johnstown, a distance of thirty-nine miles, is ready for business, being provided with all the necessary sidings and water stations. This is highly gratifying intelligence, indeed we cannot put too high an estimate on the value of a double track on any railroad, and particularly, on those which have heavy grades. There are circumstances, when the utmost caution, will fail to provide as efficient a safeguard from accident, as the simple remedy of a double track.

We hope to be able before many years to announce the completion of a double track on every great railroad route in the country.

BEAVER EXTENSION OF THE CLEVELAND & PITTSBURG RAILROAD.

We have just received the gratifying intelligence, says the Beaver *Argus*, from Mr. WILLARD, one of the Engineers, that at a meeting of the Stockholders held at Hartford, Conn., the sum of $150,000 was realized from the sale of Bonds—which amount is to be applied toward the completion of that portion of the road located between Beaver and Wellsville. The funds, however, will not be appropriated to this object until about the 1st of January. The entire length of the line, including the heavy stone work, is in such a state of forwardness, that the rails could easily have been laid before the close of the present year, had it not been for monetary difficulties entirely beyond the control of the officers. Now, if there is no drawback—and there is no reasonable likelihood that there will be—we may expect to hear the neigh of the iron horse along Beaver Plains, before the ensuing spring is half advanced. All honor and gratitude to the citizens of Connecticut —the "land of steady habits,"—of "onions." —and of "wooden nutmegs,"—for the timely aid in furtherance of an enterprise greatly advantageous to Western Pennsylvania, and which we trust, will also fill their pockets with goodly dividends.—*Wellsville Patriot.*

Banking, &c.

THE TIMES.—LAW AND EXECUTION.

What are termed "hard times" result from a too general indebtedness. The nation owes too much abroad. The merchants owe too much. The banks owe too much, and thousands of individuals owe too much. To this there must come a time of settlement; for even India rubber will not stretch beyond a certain point,—however elastic it may be, it must have an end somewhere. In financial revulsions, the simple state of the case is, that credit has been stretched to its utmost tension. The consequence is, that some of the strands of the thread begin to give way, the weakest first. Banks, whether private or public, break when they owe too much; the public confidence being shaken, credit is rapidly diminished. The recent failure of Private Banks in Cincinnati, has destroyed one very general delusion; and so far, done good. It has destroyed the delusive idea, that it is the issue of Bank Notes, which is the source of danger in Banks. That is all a mistake. A *debt* is a debt, whether it is evidenced by a Bank Note, a Certificate of Deposite, a Bill of Exchange, or a Judgment at Law. A debt is a debt, carrying with it the legal and moral obligation to pay the sum mentioned. This being the case, a Corporate Bank, State Bank, Private Bank, Merchant or individual, all stand under precisely the same *liabilities*, in whatever form that debt exists. In a time, like the present, it is not the want of *money*, but the abundance of *debt*, which makes the difficulty; and the solution of the difficulty consists simply in the settlement of these debts, either by payment, or bankruptcy. Either course requires *time*, and the creditors, (possibly themselves debtors also,) are impatient, and unwilling to wait, because they themselves are pressed. The consequence is, that A presses B, B presses C, C presses D, and D in turn presses A; if A determines to force B by law to pay, attach his property by judgment, and harrass him by executions, the result is, that B does the same, and the whole series of individuals are pursuing one another, with Sheriff's writs; and thus property is reduced in value, individual estates sacrificed, and the whole business of society thrown into inextricable confusion. The history of some of the Judgments in our Courts of Law would be found to run through twenty years, involving remote parties, who had no interest in them; sacrificing property, at rates, alike ruinous to creditor and debtor; and doing nothing but evil continually. Now what we would say is this,—*avoid the law while you possibly can.* Left to their calm judgment, nine business men out of ten will say the same thing. No man in the world *can settle up a commercial concern, or an estate, or a Bank, as well as the proprietor, if he be an honest man.* Ah! say you,—suppose he is not honest? Well, if he is not an honest man, your chance at law is worse yet. The law is the very place for a rogue to involve you in swamps and morasses from which you will never get out. Suppose a rogue, instead of being fool enough to run away, stands his ground; what is to prevent his putting his property out of the way?—Nothing.—Under our laws, a creditor can *attach* property only when *you* can *swear* a fraud, or something to that effect against the debtor. But how can you swear a fraud against a common debtor? You cannot, on any ordinary evidence, without perjury. The rogue knows his own plans, and pursues them without giving notice, till he has converted personal property into money, and put his real estate in the hands of a friendly creditor. The result is you pursue such property forever, and have the costs and fees of years to pay, without a cent in return. But, in nearly all cases, the debtor is morally upright. He has only been foolish or imprudent; and the creditor pursues him, as he says, to get *security*, or to *force payment*. Now, what does he get? If he commences a legal hunt, he must share with all others, and bring in all creditors, and by tearing the debtor to pieces, they destroy the very property, credit, and energy, which carefully minded, would have paid all their debts. By selling property under execution, they destroy its value; and finally turn the debtor on the world, with the conviction that they have cancelled his obligations, by the cruelty of their treatment, and that henceforth they may get their debts as they can.

Taken in any aspect, except in some very peculiar cases, the collection of debts by law, is alike injurious to creditor, debtor, and society. All the lessons of wisdom and experience, concur in proving, that while it is not prudent to give or take credit, beyond the means of immediate payment, it is equally a wrong and a folly to pursue a debtor as if he were a felon, and deal with a man to whom you have yourself given credit, as if he were a villain. It is now quite settled, that it is as fatal to the creditor as the debtor; and if, as in some cases, God has permitted men to flourish on the ruin of others, it is only to reserve them, in their own persons or in their descendants, to a moral retribution, certain, signal, and exemplary.

SUNBURY AND ERIE RAILROAD.

We are happy to announce the fact that the link of the Sunbury and Erie Railroad between Milton and Williamsport Pa., (28 miles) will be opened for travel on the 15th inst. This completes the chain from Philadelphia to the City of Erie, Dunkirk, Buffalo and Niagara Falls, over roads previously mentioned. It will at once place this city in a position to compete with New York for the trade of the Lakes, a portion of western New York, and the rich and beautiful valley of the west branch of the Susquehanna, being ten miles nearer than New York to all the points named and the country west of Elmira. The opening of the road will be an era in the history of the business of this city, in which all should feel the liveliest interest. An excursion to Williamsport, in which the City Councils will participate, will leave on the 15th. The excursionists will visit Erie and return by the way of Cleveland and Pittsburg, over the Pennsylvania Railroad.

The road is one of the most substantially built in the Union, the bed being of the most solid character, and the rails of a very superior quality. The Montour Company at Danville, Pa., manufactured the rails, which are 87 pounds to the yard. Two handsome bridges span the Susquehanna, which are represented to be unexcelled, in any particular, by any railroad bridges in the country. The road is graded the whole length for a double track, and cost about $40,000 per mile—say nearly one and a quarter millions of dollars. —*Phil. Price Current.*

Selected Railroad News.

ELECTION OF RAILROAD DIRECTORS.

On Tuesday last, the stockholders of the Cincinnati, Lebanon and Xenia railroad, met at the Town Hall to elect seven Directors to serve for the ensuing year.

The new board, then, will consist of the following gentlemen: Thomas Corwin, J. F. Gould, Durbin Ward and J. P. Gilchrist, of Lebanon; William B. McClelland, of Waynesville, and George Carlysle and O. M. Mitchell, of Cincinnati.

From the report of the President, we derived the following facts in relation to the fiscal condition of the company.

RESOURCES.

Individual subscriptions, including those of Edgar Conkling and A. De Graff & Co., the former partly in real estate. - - $527,300

EXPENDITURES.

For engineering, work on the road, right of way, salaries, purchase of depot grounds, and all other expenses, - - - - - - - - - $83,085

Leaving a balance, in the hands of the company, in cash and stock subscriptions of $438-697. Of this amount, A. De Graff & Co., subscribed $200,000, and E. Conkling, in cash and real estate, $122,000—in all, $322,000, none of which has yet been paid. But, besides, there were over $200,000 in unquestioned subscriptions of which $97,402 have been collected and $83,085 expended.

On the road, over $60,000 of work has been done, chiefly between Lebanon and Mason.

The cost of engineering up to the present day, has been about $9000—a sum considerably below the popular estimate. This includes the survey of two routes to Xenia, one by Bellbrook and one by Waynesville; and two to the tunnel and one to the Great Miami road. In addition, the line from Sharon to Xenia, has been located, staked, superintended and partly graded. We do not know precisely the amount paid for salaries and incidental expenses, but it is not near so great as generally rumored.

On the whole, the fiscal affairs of the company have been pretty well managed—quite as well as any new road projected at the same time, and infinitely better than many old ones, many of which are now insolvent. The company is entirely out of debt—has about $20,000 cash on hand—and reliable cash subscriptions besides, of over a hundred thousand dollars.

We believe the officers have acted with integrity and good faith, and, under all the circumstances, with perhaps as much wisdom as any other body of men would have acted.

The new board are men of wealth generally and of undoubted honesty. We hope they will soon favor the stockholders with such information as to the future prosecution of the road as will induce them to pay, with alacrity, the remaining instalments of stock. A permanent union with the Great Miami, Mississippi or Little Miami roads, or with all of them, on mutually advantageous terms, would restore confidence. The Directors, we are satisfied, are ready to conclude any fair arrangement which will insure us a road at an early day. Our citizens would generally prefer the construction of the Short Line if it can be done; but if this object cannot be accomplished, they are in favor of a junction with the Little Miami road. Whether an arrangement could be effected with the latter, in any contingency, is, probably, doubtful.—*Star.*

NIAGARA FALLS AND LEWISTON R. R.—The Niagara Falls Gazette has an article in reference to this new road, opened week before last, from which we extract the following:

The whole is a continuous descending grade. It enters the gorge of the river, near the "Devil's Hole," and passes along the side of the river bank to the mountain above Lewiston, where it descends to the eastern end of the village. At some points, the rock overhangs the road as though ready to fall. At such places and at the curves, men are placed to see that it is all right before a train passes. Not far above the Lewiston Suspension Bridge, is a tunnel through the solid rock of some 90 feet. As the train passes along the river bank a most beautiful view is presented of the Niagara and the distant Lake. This is enough to pay the traveler and nature's admirer for the time and expense of the trip.

Buffalo trains run over the road, and as yet, trips are made with great care. The traveler will be glad to learn that he can now find a more modern way of traveling from here to Lewiston, than by the clumsy stage."

THE BLUE RIDGE RAILROAD AND ITS KENTUCKY CONNECTIONS.

The following is a copy of a letter addressed to Gen. Leslie Combs, President of the Lexington and Danville railroad. It contains information of value to the people of Louisville:

CONSTRUCTION OFFICE,
BLUE RIDGE RAILROAD,
Pendleton, S. C., Nov. 7, 1854.

SIR: This road will undoubtedly terminate at the mouth of the Holsten, and it is time to commence obtaining information in regard to the best route north.

The route from Paris via. Richmond, London, Williamsburg, Wheeler's Gap, Clinton, on Clinch River, mouth of Hickory Creek, to the head of Town Creek, thence to the mouth of the Holsten, and the line of the E. T. & Georgia Railroad, has been carefully examined this season, and the route has but few difficult points, and those easily overcome.

The *other route* which has not been examined *commences at the mouth of the Holsten*, thence to Clinch river, at the mouth of Emory river, thence up Emory river to the main fork of Emory river, via. Montgomery, in Morgan county, thence to the head of the south fork of the Cumberland, *thence via or near Somerset to Danville Kentucky.*

This line ought to be examined immediately, and if your company will examine that part between Danville and Montgomery, I will examine that part between Montgomery and the mouth of the Holsten.

This line is chartered to the Kentucky line, and has State aid, $10,000 per mile for iron and equipments, and $100,000 for the bridge across Clinch, and we can get in Tennessee $200,000 in county and private subscriptions. And as thirty miles of the line would be in common with the line from the mouth of the Holsten to Nashville, the Virginia and South Carolina lines could be depended on for about $300,000 more. I presume, if the route is favorable, a large county and private subscription could be obtained in Kentucky.

This line could, if the route north of the main Emory is favorable, be continued down the valley of the Sequatchy to the Tennessee river, and connect with the Memphis and Charleston and Nashville and Chattanooga Railroad, at the mouth of the Sequatchy, thereby making a due north and south line from Danville.

The valley of the Sequatchy is remarkably straight, and well adapted to the construction of a railway, the cost of grading which, would not exceed $5,000 per mile.

Your early attention is requested; and write to me at Raleigh, N. C., to the care of the Hon. N. H. Thomas.

Very respectfully, your obedient servant,
ANSON BANGS.

Gen. Leslie Combs, President Lexington and Danville Railroad Company, Lexington, Kentucky.

THE NEW YORK AND ERIE RAILROAD.

We find in the New York *Daily Times* of Wednesday, the following complimentary notice of Mr. D. C. McCallum, formerly of this city, but now filling the responsible post of Superintendent of the above work. Those who know Mr. McC. will not doubt that the praise bestowed upon him is merited.

"A strong movement in favor of Temperance has been made on the Erie Railroad. The Superintendent, Mr. McCallum, has determined, so far as he is able, to prevent the sale of liquor at the Depots on the line of the Road. Turner's Station, in Orange County, has heretofore been the regular stopping place for meals, etc., and liquor has been sold at the bar in great quantities. The *employees* of the company having been somewhat too prone to refresh themselves, the running of the trains was altered, so that few or none of them stopped for meals until the evil was abated. In consequence of this action, the bar at Turner's had been removed, the counter taken up and transported to parts unknown, and only coffee and spring water remain to be procured within the Depot buildings. At the private bar of the house, notice is given to the effect that no liquor will hereafter be sold to persons known to be employed on the Road. Similar action, it is understood, will be taken at other points.

"Since the accession of the present Superintendent, the running of the Erie cars has been remarkably regular and free from accident; more so, we think, than previous seasons. Scarcely a single serious catastrophe has occured during the Summer and Fall; a fact which shows that careful superintendence obviates the tendency to disasters, even on a road so celebrated for mishaps as the Erie has been, in times past. 'Safety first, speed afterward,' is the motto now; and it is a good one for all Railroad Companies to heed."—*Roch. Amer.*

RAILROAD CONSOLIDATION.

A contract was made by the proper officers on the 21st ult., whereby the Eaton & Hamilton and the Richmond & Miami Railroad Companies, their Capital stock, roads, debts, dues, rights in action, franchises, interests, and property of every kind, character and description, were merged, united and consolidated into one joint-stock company, one road, one interest, and one property,—the new organization, to which all the aforesaid rights, &c., accrue to be known and designated as the Eaton & Hamilton Railroad Company. The agreement took effect on the first day of the present month, and is now in force. This arrangement is considered of much importance to those interested in the property and business of the Road.—*Eaton Register Dec. 7th.*

Miscellaneous.

THE SUSPENSION BRIDGE ACROSS THE MISSISSIPPI.

There now exists no longer any doubt, that the first bridge across the mighty Mississippi, at any point, will be at Minneapolis, in the Territory of Minnesota, where, but six years ago, scarcely a house marked the progress of civilization. This will be a suspension Bridge, constructed by private enterprise, at a cost of $60,000. Strange as this may appear to those who ten years since could not trace out Minnesota on the Map, it is nevertheless a reality, and when the fact has become generally known, it will do much toward attracting strangers to one of the most delightful as well as one of the most romantic spots in the Union.

"What! a Suspension Bridge across the Mississippi river at Minnesota?" "Certainly, why not?" "Oh! but I thought you were so poor there that you were obliged to live in log huts?" "Live in log huts! Why, my dear sir, we have splendid mansions in Minnesota. We have a large city in Minnesota. We have magnificent hotels in Minnesota. We have extensive saw-mills in Minnesota. We have fine churches in Minnesota.

We have mineral, agricultural and manufacturing resources in Minnesota. We have beautiful lakes, rivers, prairie land, and game of all sorts in Minnesota. We have beautiful carriages and fast horses, and what is further, we have fast people in Minnesota. We have Minneha-ha and St. Anthony Falls in Minnesota. And above all, we have the first bridge (and a Suspension Bridge at that) in Minnesota. In fact, sir, we have every thing which conduces to the comfort of man in Minnesota."

Now, then, tell your friends these facts. They won't believe you. They will laugh at you. And when we tell them we have a suspension bridge erected at a cost of $60,000, they won't believe that: still it is so. But new countries are like progressive individuals:— they are invariably ahead of the age:— They are obliged to suffer and even to endure the sneers of the ignorant, but time sets all things right: so will it be with Minnesota. When thousands and thousands who now scout the idea of a great city where stands St. Paul, shall have passed over the first suspension bridge that spans the Mississippi, they will begin to realize that the "tale has not half been told.

The bridge to which we allude, is in a rapid course of completion. Eight ropes, so to speak, embracing one thousand strands of wire, have been strung across from the piers on the Minneapolis side to those on Hennepin Island. These are to be bound together, which will form one of the main supports on which the bridge is to be hung. The other will soon be completed, when in a short time the bridge will be in a condition to cross. The architectural design is of a modern character, and is in keeping with the progressive spirit about the region in which the bridge is built. In truth the bridge equals (although not on so gigantic a scale) the far famed suspension bridge at Niagara Falls.

As Minneapolis is a place of only a year's growth, some of our distant readers may not know its precise location, and that of the bridge above described. Minneapolis is directly opposite St. Anthony, on the west bank of the Mississippi, on what is still government land, and two years since was in possession of the Indians. The bridge connects the two places, which, the Times might have added, will contain five years hence, twenty thousand citizens.—*L. Times.*

PAPER MAKING.

Few persons have an adequate idea of the immense amount of capital and labor employed in the manufacture of paper; and it is only by a recourse to figures and reliable statistics, that a just conception of the nature and extent of the business can be approximated. The rate at which the consumption of the article increases, has far outstripped the most extravagant anticipations that could have been entertained, and has opened the eyes of manufacturers to the startling fact, that the source from which they have derived the material necessary for the manufacture of paper, and which they had regarded as unfailing has been comparatively exhausted—to such an extent, at least, as to render them no longer able to keep pace with the demand. Rags which at one time proved a serious incumbrance to house-keepers, were thrown out with the daily offal, are now becoming not only sought after, but an article esteemed almost precious.

This state of things had been foreseen; and the proprietors of the London Times knowing the effect, an advance in the price of paper growing out of a scarcity of rags, would have in diminishing their profits, offered a reward of $25,000 for the discovery of a cheap and perfect substitute for rags as a material for the manufacture of paper. Many experiments have already been tried, and though as yet, without entire success, we may still reasonably hope, in view of what has already been accomplished, that ultimately the desired result will be attained. What man has done in the past, inspires the belief, that his genius is capable of further and greater achievements, that indeed whatever his physical and intellectual wants may crave as essential to the grand progressive movement in favor of the true interests of his race, will in time be procured, and brought within the achievement of science and art. We trust that the check experienced in meeting the demand for paper, will soon be removed, as great inconvenience has already been suffered, particularly by the press. Many proprietors of newspapers have been compelled to reduce the size of their sheets, and in some instances to suspend the publication of their paper altogether. We know of no more perilous undertaking in a pecuniary point of view, than to attempt at this time, the establishment of a newspaper.

We have at present in the United States, 750 paper mills, which it has been estimated, manufacture 270,000,000 pounds of paper a year, valued at $27,000,000. Allowing that one and a half pounds of rags are required to make one pound of paper, we have 405,000,000 pounds of rags consumed in one year, which at the rate of four cents a pound are worth $16,200,000, and if we add to this the cost of manufacturing, which, with interest and fixed capital, insurance expenses, &c., has been found to be $4,000,000, and the cost of labor, making an aggregate of $23,635,000, as the actual expenditure in manufacturing paper worth $27,000,000, we find the "measure of profit by no means unreasonable; and which might even be considered small, were not the manufacturer comparatively free from those sudden changes that affect the manufacture of cloth and metals." If a substitute for rags be discovered, which will keep the supply of paper up to the demand, we can readily perceive that a tremendous impetus will be given to the manufacture.

Translated for the Journal of the Franklin Institute.

APPARATUS FOR PRESERVING TELEGRAPHIC APPARATUS FROM THE DISTURBING INFLUENCE OF ATMOSPHERIC ELECTRITY.—"M. Becquerel presented to the Academy, an apparatus invented by M. Barthelemy Bianchi, intended to preserve telegraphic apparatus from the disturbing influence of atmospheric electricity."

This very simple and easily erected apparatus, consists of a metallic sphere, traversed by the circuit wire, and kept in the centre of another glass sphere, formed of two hemispheres united by a broad copper ring, armed at its inside with equi-distant points directed towards the centre of the metallic sphere, and approching within a short distance of its surface. The two hemispheres end in sockets, into which the connecting wire passes and is cemented. The lower part of the copper ring is provided with a metallic stop-cock, which permits a vacuum to be made in the apparatus, and kept in it, if it be thought necessary. This stop-cock has a screw-thread which is to receive a metallic rod designed to put the metallic armature into direct connexion with the earth, while the circuit wire, and the sphere which forms part of it, are completely insulated.

With this apparatus it is seen, that all the atmospheric electricity which comes upon the conducting wire of the telegraph, is transmitted to the ground through the points with which the ring is armed.

Such an apparatus is to be erected at each station; experiment has proved to the author, that when the discharge of a battery of eight jars is passed into a telegraphic conductor provided with this apparatus, the dynamic current is not affected, and all the stati cal electricity passes into the earth, under the influence of the points.

M. Becquerel in presenting the apparatus, expressed the desire that it should be immediately experimented on, on a large scale, on our telegraphic lines.—*Comptes Rendus de l' Academie des Sciences, (Paris,)* 15th May, 1854. p. 877.

MACHINERY.—President Hitchcock says that there are in Great Britain, at the present day, fifteen thousand steam engines driven by means of coal, with a power equal to that of two million of men; and thus is put into operation machinery equalling the unaided power of 300,000,000, or 400,000,000 of men. The influence thence emanating reaches the remotest portions of the globe, and tends mightily to the civilization and happiness of the race.

RAILWAY RESOLVES AGAIN.—We learn that among other ways and means suggested for advancing the credit of railways, the Board of Directors of the Ohio & Indiana Railroad Company have established a sinking fund of the net earnings of the Road, "to be exclusively and irrevocable applied to the redemption of the mortgage debt of the Company." The Board of Directors of the Fort Wayne & Chicago Railroad Company have adopted a like policy.—*Com. Reg., Sandusky.*

☞ The Melbourne and Hudson's Bay Railroad, the first in Australia, was opened on the 12th of September last.

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

CORRECTED TO WEDNESDAY OF EACH WEEK.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'D.	ASK'D.
Alabama and Tennessee	1st mortgage, convertible till 1872	7	1872		
Baltimore and Ohio	Transferable. Taxed	6	1885		
Do do	Coupons. Not Taxed	6	1875		
Do do	" "	6	1880		
Do do	"	7	1860		
Do do		6	1885		
Bellefontaine and Indiana	1st mortgage, convertible	6	1866		
Buffalo and Penn. State Line	1st mortgage, not convertible	7	1866		
Chicago and Rock Island	1st mortgage, convertible	7	1870	85	
Chicago and Mississippi	1st " "	7	1862		
Do do	2d " "	7	1874		
Chicago and Aurora	1st " "	7	1866		
Cincinnati and Fort Wayne					
Cleveland, Columbus, and Cincinnati	1st mortgage, convertible	7	1859		
Do do do	No mortgage, convertible	7	1855		
Cleveland and Mahoning					
Cleveland, Painesville and Ashtabula	1st mortgage	7	1861		
Do do	2d " not convertible	7	1861		
Cleveland and Pittsburgh	1st " convertible	7	1860		
do do	1st " 2d sec. convertible	7	1873		
Cleveland and Toledo,	1st mort. not conv. '73	7	1863	72¼	
Cleveland, Zanesville, and Cincinnati					
Cincinnati, Hamilton and Dayton	1st mortgage " till 1855	7	1867		
do do do	2d mortgage	7	1868		80
Cincinnati, New Castle and Michigan	1st mortgage, real estate, convertible	10	5 & 10 y's		
Cincinnati Western	1st " " " "	10	5 & 10 y's		
Cincinnati, Wilmington and Zanesville	1st "	7	1862		
Cincinnati, Indianapolis and Chicago					
Columbus and Lake Erie					
Columbus, Piqua and Indiana	1st mortgage, convertible	7	1862		
Do do do	2d "		1852		
Columbus and Xenia	1st mortgage, convertible	7	1859		80
Covington and Lexington	2d " till 1862	7	1883		75
Do do	1st " not "	6	1862		
Dayton and Michigan	1st " "	7	1867		
Dayton and Western	1st " "	7	1862		
Dayton, Xenia and Belpre	1st "	10	1864		50
Eaton and Hamilton	1st mortgage	7	1862		60
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.	7	1862		
Evansville and Illinois	1st Mortgage, convertible 1857	7	1862		
Frankfort and Lexington	1st " "	6			
Franklin and Warren					
Galena and Chicago Union	Pledge of 2d section, convertible	10	1853-6		
Do do do	1st mort., 2d " not convertible	7	1862		
Illinois Central	1st mortgage, not convertible	6	1875	66	66¼
Illinois and Wisconsin		10			
Indiana Central	1st mortgage, convertible	7	1866		75
Do do	" "	10	1857		80
Indianapolis and Bellefontaine	1st " "	7	1860-1		75
Indianapolis and Lafayette	" "	7	1861		
Jeffersonville	1st " not "	7	1861		
Junction (Ohio)	1st " "	7	1867		
Do do	2d " "	7			
Lawrenceburg and Upper Mississippi	1st mortgage, convertible	7	1866		75
Lexington and Big Sandy					
Little Miami	1st mortgage, not convertible	6	1863		
Do	" " till 1855	7	1861		
Louisville and Nashville					
Lyons', Iowa, Ceatral	1st mortgage, convertible	7	1873		
Mad River and Lake Erie	1st mortgage, convertible till 1853	7	1855-6		75
Do do	2d " "	7	1866		75
Do do	Dividend	7	1860		75
Madison and Indianapolis	1st mortgage, convertible after 1853	6	1861		
Marietta and Cincinnati }	1st "	7	1868		
Do Do. } united	2d "				
Hillsborough and Cincinnati }	1st "				
Maysville and Big Sandy					
Maysville and Lexington	1st mortgage, convertible	6	1873		
Memphis and Charleston					
Michigan Central	No mortgage, convertible	8	1860		
Do do	" "	8	1855-6		
Do do	" not "	8	1857-8		
Michigan Southern	1st " "	7	1860-90	73	
Milwaukie and Mississippi	1st " " 1857	8	1862		
Mobile and Ohio	1st mortgage 6s. 1884				
Nashville and Chattanooga					
New Albany and Salem	mortgage on 1st section	10	1858-62		
Do do	1st " on other sections, convert.	8	1864-75		
New Castle and Richmond	1st " convertible	6	1873		
New Orleans and Ohio, Ky	Guar. of McCracken Co				
New York and Erie	1st mortgage, not convertible	7	1867		
Do do	2d " convertible	7	1859	94	
Do do	Income, not convertible	7	1855	92	
Northern Cross, Ill	1st mort. conv	8	1873		
Northern Indiana	1st mortgage, not convertible	7	1861		
Do do	1st mortgage Goshen line		1868	74	75
Do do	Construction Bonds			70	75
Ohio Central	1st mortgage, convertible	7	1861-69		
Ohio and Mississippi	2d " convertible	7	1880	63¼	75
Ohio and Indiana	1st " "	7	1867		
Ohio and Pennsylvania	" "	7	1865-6		
Do do	Income. No mortgage, convertible	7	1872		
Pacific, Mo					
Panama	1st mortgage, convertible	7	1866	69	
Parkersburgh (or Northwestern Va.)	" Guar. City of Baltimore	7	1873		
Pennsylvania	1st mortgage, convertible till 1860	6	1880		
Peru and Indianapolis	1st " convertible	7			
Rock River Valley Union	1st " convertible	7	1872		
Sandusky and Mansfield	1st "	7	1860		
Do do	2d "	10	1853-7		
Scioto and Hocking Valley	1st " conv. coupons	7	1861		
Southwestern, Tennessee					
Springfield and Columbus					
Steubenville and Indiana	1st mortgage, convertible	7	1865		
Terre Haute and Alton	1st " convertible		1862-72		
Do do	2d " do	8	1865		
Terre Haute and Richmond	1st mortgage, convertible	6	1866		
Toledo, Norwalk and Cleveland	1st "	7	1863	77¼	
Do do do	2d "				
Do do do	" Guar of C. C. & C.		1863		

TABLES OF RAILROAD SHARES.

☞ The following quotations are not PER SHARE, but upon the HUNDRED DOLLARS.

	shares.	off'd.	ask'd.
Baltimore and Ohio	100	44	44
Bellefontaine and Delaware	50		
Bellefontaine and Indiana	50		
Belleville and Illinoistown			
Buffalo and Pennsylvania State Line			
Central Military Tract			
Central Ohio	50		
Chicago and Rock Island			
Chicago & Miss., (Alton & Springf'd.)			
Cincinnati, Cambridge and Chicago			
Cincinnati and Fort Wayne		10	
Cincinnati Hamilton and Dayton	100	65	70
Cincinnati, Indianapolis and Chicago			
Cincinnati, Logansport and Chicago	50	6	10
Cincinnati Western	50	10	20
Cin. Wilmington and Zanesville	50	40	45
Cleveland, Columbus and Cin	100	92	94
Cleveland, Medina and Tuscarawas			
Cleveland, Painesville and Ashtabula	100		
Cleveland and Pittsburgh	50		40
Cleveland and Mahoning			
Cleveland and Toledo	50	56¼	57
Cleveland, Zanesville, and Cincinnati			
ClintonLine			
Columbus and Lake Erie			
Columbus, Piqua and Indiana			
Columbus and Xenia			
Covington and Lexington	50	35	40
Covington and Ohio, Va			
Dayton and Michigan	50		
Dayton and Western	50	10	
Dayton Short Line	50		
Dayton, Xenia and Belpre			
Detroit and Pontiac			
Eaton and Hamilton	25		
Eaton and Piqua			
Erie and Northeast			
Erie and Kalamazoo			
Evansville and Crawfordsville			
Fort Wayne and Mississippi	50		
Fort Wayne and Southern	25	10	
Franklin and Warren			
Galena and Chicago Union	100	92½	95
Greenville and Miami	50	16	
Hannibal and St. Joseph			
Hudson River		30½	35
Henderson and Nasbville			
Hillsboro' and Cincinnati	50		
Illinois Central 10 per cent	100	93	93
Illinois and Wisconsin			
Indiana Central	50		
Do do 10 per cent	50		
Indianapolis and Bellefontaine	25		
Indianapolis and Cincinnati	50	45	50
Indianapolis and Lafayette	50		
Jeffersonville and Indianapolis	50		
Junction (Ohio)	50	10	
La Crosse and Milwaukie	100		
Lake Erie, Wabash and St. Louis			
Lawrenceburg and Upper Mississippi	50		
Lexington and Frankfort			
Lexington and Danville			
Little Miami	50	02	95
Logansport and Pacific			
Logansport and Marion			
Louisville and Frankfort	50		
Louisville and Nashville	100		
Macon, Georgia	10		
Mad River and Lake Erie	50	40	
Madison and Indianapolis	50		—
Madison, Indianapolis and Peru	50	23	
Marietta and Cincinnati	50		
Marion and Mississinewa Valley			
Maysville and Lexington	50		
Maysville and Big Sandy			
Memphis and Charleston			
Michigan Central		81½	83
Michigan Southern			82
Milwaukie and Mississippi			
Mobile and Ohio			
Nashville and Chattanooga			
New Albany and Salem	50		
New Orleans and Ohio			
New York Central		80½	86
New York and Erie	100	33½	34
Northern Indiana		78	80
Ohio and Indiana			
Onio and Mississippi	50	47	
Ohio and Pennsylvania	50		85
Ohio River and Wabash			
Owl Creek Valley			
Pacific, Mo			
Panama		68	70
Parkersburg, or Nortbwestern Va			
Pennsylvania	50		
Peru and Indianapolis	25	81½	82½
Sandusky and Mansfield	50		
Sandusky, Mansfield, and Newark	50		
Sangamon & Morgan, or Great West'n,			
Scioto and Hocking Valley	50		
Southwestern Indiana			
Southwestern, Tenn			
Springfilled Mt. Vernon and Pittsb'gh.	50		
Springfield and Columbus			
Steubenville and Indiana			
Terre Haute and Alton			
Terre Haute and Richmond			4
Toledo and Illinois			
Toledo, Norwalk and Cleveland	5		

STOCK TABLE.

CORRECTED WEEKLY.

Government Securities.

	INT.	DUE.	OFF'D.	ASK'D.
U. S. Loan	6	1856	102¼	105
Do	6	1862	112	114
Do	6	1867	119	119
Do	6	1868	120	120
Do (int. ceased July 1).	5	1853		102
Do Coupons		1862		118
Do "	6	1867		118
Do "		1853		101

State.

Alabama	5	....		
Do	6	....		
Arkansas	6	....		96
Georgia	6	....	90	95
Do	7	....		
Illinois Canal Bonds		1860		
Do do registered		1860		
Do do		1847		
Do do registered		1847		
Do do Interual Impt.	6	1847		82½
Do Interest do	6	....		60
Indiana	5	....	75½	78
Do	2½	....	47	50
Do Canal Loan	6	....		
Do do preferred	5	....		
Do do deferred	5	....		
Do special preferred	5	....		
Do do deferred.	5	....		
Kentucky, 30 years	6	1871	95⅛	
Do 15 years	6	....		
Do large bonds	6	1869-72		
Do	5	....		
Missouri	6	....	83	100
Ohio	6	1856	93	
Do	6	1860	96¾	98
Do	6	1870		
Do	6	1875	97	
Do	5	1855		
Do	5	1864		
Pennsylvania	6	....		
Do	5	1870		90
Tennessee, new loan	6	1890		90
Do Coupons	5	....		
Virginia Coupons	6	1886	85¼	90¼

City Securities.

Albany	6	1871-81		97½
Alleghony	6	1875-7		77
Baltimore	6	1870-90	91¼	92
Do	5	1865		
Boston Bonds	4½	1860		
Chicago	6	1873-7	92½	95
Cleveland	6	1879	101½	102½
Cincinnati	6	1860-92	89¾	90½
Do	6	1897		
Do	5	1884		
Do W. W	6	1865		
Joffersonville, Indiana	7	1872-82		
Lawrenceburgh, Ia	7	....		
Louisville	6	1880	84	89
Memphis	6	1882		
New York	7	1857	100¾	
Do	5	1858-60	96	98
Do	5	1870-5	100	
Do	5	1890		
Philadelphia	6	1876-90	81½	85
Pittsburgh	6	1869-78	75¼	76½
Do coupons	6	1883		
Richmond	6	1882		
St. Louis	6	1870	79	80
Wheeling	6	1872		

County Bonds.

Bourbon, Ky	6	1881		
Darke, O	7	....		
Fairfield, O	7	1862		
Fayette, Ky	6	1881-3	70	72½
Guernsey, O	7	1862		
Mason, Ky	6	1881	67	66½
McCraken co. Ky., endorsed by New Orloans and Ohio R.R.				
St. Louis	6	1866	76	77
Do	7	1871		

Banks.

OHIO.

Ohio Life Insurance and Trust Co	65
Lafayette, Cincinnati, (closing)	
Franklin do	
Commercial do	
Mech. & Traders do	
State Branches	

KENTUCKY.

Bank of Kentucky and Branches	
Northern, and Branches	
Southern, and Branches	
Bank of Louisvillo	
Kentucky Trust Co	
Farmers' Bank of Kontucky	
Newport Safety Fund Bank	
Commercial Bank of Kentueky	

INDIANA.

State Bank and Brauches	

TENNESSEE.

State Bank and Branches	
Union	
Planters'	

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g.
On New York	Sight	½	1 prem.
Boston	Sight	½	1 prem.
Philadelp hia	Sight	:	1 prem.
Baltimore	Sight	¼	1 prem.
New Orleans	Sight		1 prem.
England		108¼	109½.

SPECIE.

GOLD.

California, ℔ oz	$17 50	@	$17 65
Spanish Doubloons	16 50	@	16 60
Patriot Doubloons	15 60	@	15 80
Sovereigns	4 85	@	4 87
Guineas	5 00	@	5 00
American, new	1 00	@	1 01
American, old	1 06	@	
Portuguese	1 00	@	1 01

SILVER.

American Dollars	1 04	@	1 04
American, halves	1 04	@	1 04
Spanish Dollars	1 00	@	1 00
Spanish Quarters	1 02	@	1 03
Mexican Dollars	1 05	@	1 05
Five Franc pieces	95	@	96

LAND WARANTS.

	Off'd.	Ask'd
160 acre warrants	$175	
80 acre warrants	88	
40 acrow arrants	44	

CINCINNATI STOCK SALES.

AT THE STOCK BOARD,

MERCHANTS' EXCHANGE

And at Private Sale.

Sales made but not reported.

Monetary and Commercial.

During tho past week, there has been but little change in the position of affairs in monied circles. The expectations of increased business dependent on a rise in the Ohio, have not been realized; the river is still much below the point of successful navigation, and, consoquently, in general business, but little is doing. The weather recently has been favorable for packing, and, consequently, the hog market has exhibited considerable activity. The arrivals have been large and larger quantities are understood to be on the way. The receipts of the week up to Tuesday evening, are thus summed up in the *Price Current:*

From Kentucky	4 610
By river and Railroads	44 670
Through tollgates	9 400
Slaughtered at Madisonville and Plainville	10 500
	69 180
Previously reported	105 588
Total	174 768
To same date last season	131 191

Prices range from $4,50 to $4,75 for large sizes, and somewhat irregular. The banks still adhere to their stringent course in regard to discounts. Accommodations at the banks on new paper are among things that are talked of, as having happened some time ago; but at the present, the banks find all their available means fully occupied in extending the paper they already hold. The payment of taxes to be made before the 20th, rather adds to the stringency, and there is active inquiry for money. We quote nothing doing in regular transactions, and outside rates ranging from 1 to 4 per cent.

The firm of T. S. Goodman & Co., commenced business under their new style of Goodman & Sons on Monday, and paid depositors of the old firm 10 per cent. on their old deposits, being the first monthly installment on their liabilities. It is hoped that the other suspended banks will be soon able to take some such course.

The stock market has been entirely without energy for the past week, and were it not for the necessities of holders, but little stock would be offered in market. Eastern exchange contioues abundant, we quote it at ¾ to 1 per cent. selling, and ½ per cent. buying.

Our reports from the East are of an encouraging nature, though as yet there is little perceptible relief for the general borrower. The Banks of New York city are beginning to extend accomodations somewhat to their customers, and it seems to be a general impression that the bottom has been reached. There are several favorable indications which have been before noticed, such as decreased imports, few European orders for the Spring, decreased shipments of gold, with increased exports. These, together with the fact that the cotton crop is now known to be unusually large, will gradually but surely bring back business to a healthy tone.

We hear of but few failures of the merchants, either at the East or West, a circumstance which in these times of pressure could hardly be expected; it speaks well for the prudence and integrity of the business community.

In painful contrast with this, is the frequent report of defaulting clerks in the Banks; it shows there is a screw loose somewhere. These institutions have been carried on too much on the "confidence" plan, we mean to say that while legislation has placed safe-guards around them, the Directors have allowed themselves, or rather others, to be swindled for want of making proper use of the precautions which legislative wisdom had placed in their power. It does seem to us that the system of reports, examination of accounts, and inspection of vaults, if properly carried out, would materially assist in keeping "honest" men from becoming rogues. If a man is conscious of integrity, a searching inspection can do him no harm, but if he is guilty of fraud, it would detect the peculation before it had proceeded too far. No honest clerk would object to a careful scrutinization of his accounts. It is to be hoped that these unfortunate circumstances will lead to more thorough and careful inspection of bank accounts.

With regard to Stocks, Thompson's Reporter says, The Stock Market continues without much animation, and prices are not materially altered from last week. The Fancies fluctuate from day to day, according as the Bear or Bull feeling predominates among the brokers. Outsiders are doing very little in speculative Stocks. Orders for good dividend paying securities are coming in to a moderate extent. State Stocks are selling largely, and at very low prices. At present prices, Virginia, Missouri and Louisiana 6's present an opportunity for safe investments seldom offered. An easy Money Market would put up prices 10 ℔ cent at once.

The following quarterly statement of the Ohio Banks to the Auditor in November, may not be uninteresting.

	Feb. 1854.	Nov. 1854.
Number of Banks	68	65
Notes and Bills disc'nted	$17,380,255 81	$13,578,339 06
Specie	2,319,064 74	1,680,105 44
Notes on Banks, &c	1,438,342 74	905,555 65
Due from other banks and bankers	1,266,482 56	1,025,954 65
Eastern deposits	2,198,488 53	1,725,858 73
Checks and other cash items	171,855 82	158,310 27
Bonds deposited w'h State Treasurer	1,084,848 13	2,466,247 03
Safety Fund	849,609 80	
Bonds deposited with Auditor of State	873,879 50	
Real Estate and personal property	332,909 95	298,222 29
Other resources	748,401 86	1,006,625 96
Total Resources	$28,734,138 24	$22,854,619 43
Capital Stock	6,545,171 00	6,037,970 00
Circulation	9,839,008 90	8,074,132 98
Safety Fund Stock	1,467,983 86	1,128,611 74
Due to banks and bankers	1,866,172 51	949,727 32
Due to individual dep'tors	7,683,606 46	5,290,312 20
Surplus or cont'gent fund	578,315 85	729,588 21
Bills payable and time drafts	249,887 38	140,162 17
Discount, interest, &c	345,719 06	72,421 21
Dividends unpaid	10,004 23	160,254 00
Other liabilities	148,268 89	271,490 19
Total liabilities	$28,734,139 24	$22,854,619 43

RAILWAY TRAFFIC RETURNS.

GRAND TRUNK RAILWAY OF CANADA.

AUDIT. OFFICE,
Moutreal, Nov. 23, 1854.

Return of traffic for the week ending Saturday, Nov. 11, 1854.

3855 1-2	Passengers, First Class,	$3932 47
1315 1-2	" Sec'd "	944 19
3333 3-4	Tous Merchandise,	9657 37
229 182	Feet of Lumber,	862 46
1185	Cords of Fire Wood,	1624 03
	Mails, &c.,	813 88
Total.	Currency	$17,834 40
		£4458 12 0

COMPARATIVE STATEMENT.

1854, week endiug Nov. 11,	£4458 12 0
1853, week ending Nov. 12,	2316 19 10
Increase,	£2141 12 2
Mile open,	292
Total receipts for current half year commencing July 1, up to week euding Nov. 11, 1854,	£93,205 1 9

JAMES HARDMAN, *Auditor.*

OHIO AND PENNSYLVANIA R. R. RECEIPTS.

PITTSBURGH, Dec. 4, 1854.

Receipts in Nov., 1854	$125,129 95
Receipts in Nov., 1853	73,530 61
Increase	$ 51,599 34
Receipts in 1854 to Nov. 30th	$1,022,398 75
Receipts in 1853 to Nov. 30th	603,324 45
Increase (68 per cent.)	$ 419,074 30

The road has earned in twelve months $122,398 more than my estimate for the whole year.

S. W. ROBERTS,
Chief Engineer and Superintendent.

ESTIMATED WEIGHT ON VARIOUS ARTICLES OF FREIGHT ON RAILROADS.

Many articles of freight being usually bought and sold by measurement, and not weight, it would be somewhat difficult to arrive at the proper charges on the railroad, unless the comparative weights of the various substances are well known. It is not always safe to take an isolated sample, for a slight error in a sample, would produce a large one in a lot of merchandise.

The following table of weights which has been adopted by the Baltimore and Ohio Railroad, may be found useful:

	lbs.	
Wheat	60	per bush.
Rye	56	" "
Corn	56	" "
Barley	46	" "
Buckwheat	45	" "
Oats	30	" "
Charcoal, if dry	22½	" "
do	14	" cubic foot
Fire Wood, Posts & Rails, dry	3500	" cord
do do do do, green	1500	" "
Tanners' bark, dry	2000	" "
Pine and Hemlock boards, planks and scantling, well seasoned	2250	" M feet B.M.
do do do not well seasoned	4500	" " " " "
Ash, Oak, Walnut, Maple, and Cherry, dry	3500	" " " " "
Ash, Oak, Walnut, Maple, and Cherry, not dry	4000	" " " " "
Whitewood Boards, green	3500	" " " " "
Stone, entirely unwrought	4000	" cubic yard
Bricks	5000	" 1000

Accompanying the articles designed for shipment, there should always be forwarded to the company, some reliable evidence of the number of bushels, feet, etc., in the articles.

RAILWAY SUSPENSION BRIDGE AT THE FALLS.—This noble structure is expected to be completed by the first of January, and the first train will probably pass over it on that day. The Rochester *American* gives the following dimensions of the Bridge, as furnished by the Architect, Mr. J. A. Robling:

Length or distance from the centre of the towers,	feet	822
Height of the towers above the rocks on the New York side,	"	89
Height on the Canada side,	"	37
" to the railroad track,	"	60
" of the track above the water,	"	260
Number of Wire cables,	"	4
Diameter of cables,	inches	10
Number of strands of No. 9 wire in cable,		3,659
Total Power of the cables,	tons	12,400
Weight of the entire bridge,	"	750
" of the bridge and of the heaviest load that can be put upon it,	"	1,250
Greatest weight which the cables and supports can bear,	"	7,300

RAILWAY WORK SUSPENDED.—The Maumee River *Times* says all work upon the Toledo & Illinois Railroad has been suspended, for the time being, owing to a lack of means to carry it on; and adds—"This does not look much as though we would hear the neighing of the iron horse upon it as soon as was anticipated, mention of which was made in our last issue."—*Com. Reg., Sandusky.*

THE IRON MOUNTAIN.

Who has not heard of the "Iron Mountain of Missouri!" In the county of St. Francois, and in the midst of a fertile and flourishing agricultural region, some eighty miles from St. Louis, and some twenty-eight from the Mississippi, rises this famous eminence of iron. It is thus described by a correspondent of the St. Louis *Republican*:—

"The mountain and the mound consist of masses of iron ore of the richest quality, arranged by the hand of nature in 'ready made' lumps, from the size of a pigeon's egg upward, mixed with a small portion of reddish yellow clay, which itself contains quite a per centage of iron. Thus far the workings—there is no mining necessary—have been confined to a small portion of the westerly slope of the mound, the mountain being held in reserve, I presume, for the grander operations of future generations. A few hands, with little labor or cost, pick out enough ore to supply the furnaces. The entire mound is composed of these lumps of ore, almost as pure as pig metal, so far as it has been excavated and tested, easily separated from the clay which fills the interstices. In many places, scarcely anything but lumps of pure ore, with hardly any admixture, appear. In some parts of the workings, the ore taken out requires no roasting to prepare it for the furnaces; but generally it is roasted in immense heaps, which at this time furnish a large store for future use. When this mound, or that portion of it above the level of the furnaces, is all changed from its crude state to iron, the company may proceed to excavate below the level, or continue eastward a few hundred feet, and attack the mountain itself, which, so far as is known, is but a vastly enlarged edition of the same volume. But at what period will the mound, even, be exhausted? I have seen no calculations, and heard of no estimate of the quantity of ore; but for my own satisfaction, assuming the following data as entirely within reasonable bounds, these results are obtained:

"Twenty acres, an average depth of fifty feet, yielding, say four tons of ore to the cubic yard, would produce about six and a half millions of tons of ore; and allowing seventy per cent. as the net yield of metal, four and a half millions of tons of iron. If this were taken out at the rate of one hundred thousand tons per annum, it would occupy forty-five years. Unless, therefore, a much larger quantity be yearly disposed of, the present generation of workers will not witness the disappearance of the mound, even to the level of the furnaces. Respecting the quantity in the mountain, it is enough to say, that it is practically inexhaustible. The line of the St. Louis and Iron Mountain Railroad passes immediately west of the works, affording easy and most convenient railroad access to the mound, the furnaces, and the base of the mountain."

AIR LINE RAILROAD.—The Lacon Gazette says the work of construction on this road, will begin in Illinois, Indiana, and in Iowa, as soon as the necessary preparations can be made, arrangements to that effect having been made with the contractors a few days since. Mr. Gest has resigned the presidency, and Hon. Robert C. Schenck, of Ohio, has been elected president of the company.

Railroad Printing.

WE have now attached to this office an extensive **Composition** and **Press Room** and **Bindery**, under the personal supervision of the proprietors of the RECORD. With confidence, therefore, we call the attention of RAILROAD OFFICERS and others to our extensive establishment, containing every facility for turning out superior work in any and every department of the PRINTING BUSINESS.

We are fully prepared to furnish **Railroad** and other **Reports**, with or without **Maps** or other **Illustrations**, gotten up at short notice and in superior style. Also, **Blanks of any description**, adapted to the wants of the various departments of the **Railroad service**, and to the wishes and tastes of the parties.

Also, **Railroad Tickets** and **Conductors' Checks**. Our patent **Card Press**, enables us to supply any demand at **Short Notice** and in **Unequalled Style**.

Also, **Blank Books**, ruled to any pattern, with or without **Printed Headings**, and bound in the most substantial manner.

With the numerous facilities for doing the **Best Work**, we feel no hesitancy in promising full satisfaction to all who may favor us with their orders.

T. WRIGHTSON & CO.,
Rail Road Record Office, 167 Walnutst Cin.

GAS.

AUBIN'S PATENT.—We are agents for this new and improved furnace, and having had one in operation at our office for several months past, can confidently recommend it as being simple in its operation, occupying little room and furnishing a pure and beautiful burning gas. From the peculiar arrangement of the retort it is not liable to *burn out*, thus saving a great part of the expensive repairs of other furnaces. We are prepared to erect these furnaces at our own risk and warrant them to produce good gas.

T. WRIGHTSON & CO.,
167 Walnut-st., Cin'ti.

GEORGE H. KNIGHT,

PATENT ATTORNEY,

141 Main St.. Cincinnati, Ohio.

REFER TO

Judge McLean, U. S. S. C., Prof. John Locke, Cincinnati, Ohio, Niles & Co., Cincinnati, Ohio, W. B. Chapman, Prest. Pharm. Soc'y, Gen. James Semple Ills., Judge Walker, Cincinnati, Ohio. Elijah Coffin, Richmond, Ind, Col. S. H. Long, U. S. Top. Engineer,

THOS. M CASH,

PHILADELPHIA RAILWAY AGENCY.

For the purchase of all articles required by Railway Companies, On Commission.

Office, No. 80, South Fourth-street, near Walnut,

PHILADELPHIA.

REFERENCES

Richard Norris & Son, Locomotive Builders, Philad'a.
Wm. D. Lewis, Esq. Pres't Catawissa R. R. Co. "
Charles H. Fisher, Esq., "
Jno. Caldwell, Esq., Pres't S.C. R.R.Co. Charleston, S.C.
J. Pinckney Huger, Esq., Pres't. N. E. R.R.Co. "

Oct. 13-tf.

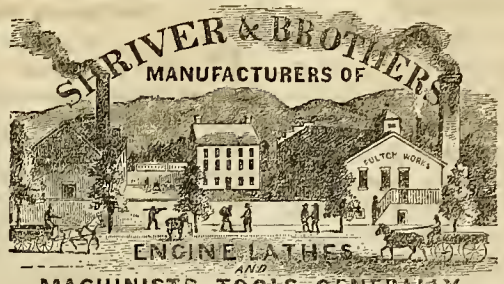
Locomotive for Sale.

ONE 8 wheel, 16 ton Engine, Cylinder 13 by 20, 4½ feet driving wheels, 2 pair drivers connected, and truck. Tender holding about 1400 gallons.

The Engine is in good condition; manufactured by Rogers, Ketchum & Grosvenor, Patterson, N. J.

Address ENOCH JOHNSON,
Sup't C., Z. & C. RR.
Akron, Ohio.

jy.20-tf.



(On Baltimore & Ohio Railroad, midway between Baltimore and the Ohio River.)

MANUFACTURERS of *Engine Lathes, Planing Machines, Drill Presses, Hand Lathes, and other Machinists Tools.* These tools are built in a superior manner, from the very best materials, and are particularly adapted for railroad shops and all others repairing first rate machinery. Our location is very advantageous for shipping work to the West or South. Orders and communications receive prompt attention. Address

nov9-6m. SHRIVER & BROTHERS, *Fulton Works, Cumberland, Maryland.*

Notice.

THE copartnership heretofore existing between the undersigned, under the firm of Smith & Tyson, is this day dissolved by mutual consent. Either partner is authorized to settle the business of the concern.

J. HOPKINSON SMITH,
RICHARD W. TYSON,

Baltimore, July 1, '54. No. 25 South Charles st.

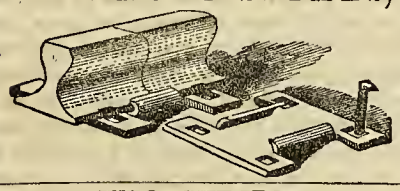
Notice of Copartnership.

THE nndersigned have this day formed a copartnership, under the firm of J. Hopkinson Smith, in which Richard W. Tyson is a special partner, and J. Hopkinson Smith is the general partner.

J. HOPKINSON SMITH,
RICHARD W. TYSON.

Baltimore, July 1, 1854. [aug. '54-3*

RAILROAD SPIKES,



WROUGHT IRON

Chairs and Fastenings.

THE undersigned will continue to manufacture with increased facilities, HOOK & FLATHEAD R. R. SPIKES, of all Patterns, WROUGHT and CAST CHAIRS, and FASTENINGS, BOILER RIVETS, BOLTS, SHIP and BOAT SPIKES, &c.. &c.

The best quality of refined iron is used, and all orders filled with despatch. J. HOPKINSON SMITH,
No. 25, South Charles st.

☞ Please direct the name in full.

Baltimore, August 31-†

ADRIAN H. MULLER & CO.

AUCTIONEERS

Of the City of New York.

Hold their regnlar Auction Sales of Stocks, Bonds and other Securities every Wednesday at 12½ o'clock, at the Merchants' Exchange. They would respectfully tender their services in the negotiation of the same, either at private or public sale.

Office, No. 2, Pine Street, corner of Broadway, Metropolitan Bank Building.

REFERENCES BY PERMISSION:

Moses Taylor, Esq.; W. W. DeForest, Esq.; Geo. S. Robius, Esq.; Dow D. Williamson, Esq., Pres. Farmors' Loan and Trust Co.; Wm. F. Hayemeyer, Esq., Pres. Bank North America; Edward Whitehouse, Esq.; Messrs. Camman & Co.; Messrs. Carpenter & Vermilye; Messrs. Fisher, Denny & Co.; Messrs. Wm. & Jno. O'Brien; Messrs. Week, & Co. mh96*

NUGENT'S COLLEGE
OF
ENGINEERS & MECHANICS,

PUBLIC SQUARE, CLEVELAND, OHIO;

C. NUGENT, C. E., Principal.

THE design of this Institution is to afford young men an opportunity of acquiring a knowledge of the profession of Civil Engineering, and to Mechanics and Tradesmen a sound theoretical and practical knowledge of Mathematics, Architectural and Mechanical Drafting, Plain and Ornamental Penmanship, &c. For further particulars address the Principal. au.10.

ISAAC OSBORN DAVIS,

AUCTIONEER.

No. 38 West Third Street,

CINCINNATI, OHIO.

THE subscriber is prepared to make contracts to sell at auction any class of property that may offer on reasonable terms. ISAAC OSBORN DAVIS.

FOR SALE,—At the financial Agency and Stock Exchange, No. 38 Third street, the following Stocks and Bonds, viz.

$6,000 2d mortgage 7 per cent. Bonds Ohio and Mississippi Railroad Company
$6,000 1st mortgage 6 per cent. Bonds Covington and Lexington Railroad Company
$17,000 convertible 6 per cent. Bonds Covington and Lexington Railroad Company, redeemable Sept. 1st. 1872. guaranteed by the city of Covington
$5,000 first mortgage Bonds Little Miami Railroad Company
$10,000 1st mortgage 7 per cent. Bonds Columbus, Piqua and Indiana Railroad Company
$5,000 1st mortgage Bonds Cincinnati, Wilmington and Zanesville Railroad Company
$12,000 Bonds Springfield, Mt. Vernon and Pittsburgh Railroad Company
$20,000 second mortgage Bonds Maysville and Lexington Railroad Company
$10,000 1st mortgage 7 per cent. Bonds Scioto and Hocking Valley Railroad Company
$12,000 1st mortgage 10 per cent. Bonds Dayton, Xenia and Belpro Railroad Company.

RAILROAD STOCKS.

100 Shares Little Miami Railroad Stock; shares $50.
85 Shares Cincinnati, Hamilton and Dayton Railroad Stock; shares $100.
70 Shares Covington and Lexington Railroad Stock, shares $50.
80 Shares Ohio and Mississippi Railroad Stock; shares $50
17 shares Little Miami Railroad Stock, Shares $50.
150 Shares Cincinnati and Chicago Railroad Stock; shares $50.
25 Shares Ohio and Mississippi Railroad Stock; shares $50.
18 shares Eaton and Hamilton Railroad Stock; shares $25.
175 shares Cincinnati, Wilmington and Zanesville Railroad Stock; shares $50.
30 Shares Cincinnati and Indianapolis Railroad Stock; shares $50
50 shares Fort Wayne and Southern Railroad Stock; shares $50.
50 Shares New Albany and Salem Railroad Stock; shares $50.
40 shares Eaton and Hamilton Railroad Stock; shares $25
30 shares Southern Bank of Kentucky Stock; shares $100.
15 shares Kentucky Trust Co. Bank Stock; shares $100.

oct 12-tf ISAAC OSBORN DAVIS.

STEREOTYPE FOUNDRY,

AND AGENCY OF

L. JOHNSON & Co.'s TYPE FOUNDRY.

C. F. O'DRISCOLL, (Successor to A. C. JAMES.) is prepared to execute in the best manner all kinds of

STEREOTYPING,

including Books, Pamphlets, Music, and Jobs of every description. He will keep on hand an assortment of

Card and Job Type, Cuts, Rules, &c. &c.

from the foundry of L. JOHNSON & CO., of Philadelphia, and will furnish to order PRINTING MATERIALS OF EVERY KIND,

AT THE FOUNDRY PRICES.

C. F. O'DRISCOLL,
No. 167 Walnut Street,
Cincinnati, O

CHARLES FRODSHAM'S

IMPROVED WATCHES!

BEGGS & SMITH,

JEWELERS,

No. 6 West Fourth St.,

Adjoining the First Presbyterian Church,

CINCINNATI, O.,

HAVE received from Mr. Simon Willard, Boston, Agent for the United States, the sole and exclusive agency for the sale of **CHARLES FRODSHAM'S** NEW SERIES OF IMPROVED CHRONOMETER WATCHES, in the states of Ohio, Indiana, Illinois, Michigan, Iowa, Wisconsin, Missouri, Kentucky and Tennessee.

In the Watches of the New Series, Mr. FRODSHAM has succeeded hy a more perfect method of compensation, a more correct adjustment in isochronism, and an entirely new and peculiar construction of the train, by which more power is obtained without increase of size, in producing timekeepers of wonderful and unrivalled accuracy. The great importance of the improved watches is a perfect regularity of time under every variety of climate, motion and position. So perfect are the adjustments, that the most violent exercise, such as horseback riding, jumping, etc., produces on them no sensible effect They are therefore, particularly adapted to Railroad purposes.

Liberty is given to refer to the following gentlemen, who, among many others, have proved the excellence of Charles Frodsham's Watches as timekeepers:

Gen. John S. Tyler	.....	Massachnsetts
John E. Thayer, Esq.	.....	"
Enoch Train	.....	"
E. C. Bates,	.....	"
F. W. Thayer,	.....	"
Wm. Whiting,	.....	"
Geo. M. Thacher,	.....	"
David Dyer,	.....	"
Alvin Adams,	.....	"
Billings Briggs,	.....	"
David Weld,	.....	"
Hon. Ebenezer Lane, } E. F. Osborne, Esq. }	.....	Sandusky, Ohio.

The Prices of the New Series Gold Cases, are According to Size, viz:

SIZE 12	.....
" 14	..... $230
" 16	.....
" 18	 250
" 20	 275
" 22	 300

Recommendations:

Boston, Sept. 3, 1853.

The Compensated Lever Watch I purchased of you, made hy Charles Frodsbam, London, No. 7300, has varied hut thirty seconds from mean time in six months, hy actual daily comparison with your regulator.

Yours, &c., ALVIN ADAMS.

Mr. Simon Willard.

Boston, Feh. 4, 1854.

Mr. S. Willard Dear Sir—The Frodsbam watch, No. 7557, I purchased of you last Octoher, has performed wonderfully well. I have compared it almost daily hy your Astronomical clock, and its variations for ninety days is but one second, or a loss of hut one-hundredth of a second per day. I consider it hetter than any Marine Chronometer I ever used.

Yours truly,
FISHER A. NEWELL,
Late master of Sch., Honolulu.

Sandusky, Ohio. Jan. 1, 1854.

Mr. S. Willard, Dear Sir—More than six months ago I purchased of you two of Frodsham's hest watches—up to this time, one of them, No. 7571, has altered from mean time hut twenty-seven secouds, and the other, No. 7517, hut twenty-three seconds in the same period.

Yours, respectfully.
E. F. OSBORNE.

To Mr. Simon Willard.

Gentlemen—On the 1st of April last I procured from Mr Willard, of Bostou, one of Frodsham's improved series of watches. It was regulated and set to Cincinnati time. It has not, in that period, been suffered to run down, nor bave the hands been moved, and to day it is 20 seconds only slow. Respectfully yours,

HENRY O. AMES,
Sup,t Cin. Ham. & Dayton Railroad.

August 18, 1854.

To Messrs. Beggs & Smith.

The following is an extract from a letter of William Brown, Esq., Springfield, Ohio, engineer on the M. R. & L. E. R. R., who has personally kept the rate of several of Frodsham's watches.

"Finally from what I have known of Frodsham's watches, I am very strongly impressed with the idea, that they are a decided improvement on all other timekeepers, and were they set in gimhalls and used with the same care, I think their performance would equal that of Mr. Frodsham's celebrated box chronometer, and would answer the same purpose for determining longitudes."

Sept. 21-6*

Railroad Car Findings.

BRIDGES & BROTHER,

64 Courtlandt Street, New York.

Wheels & Axles, Jaws, Boxes, and Castings Fitted

Wrought Nuts, Bolts, & Washers,

Engine and Car Screw Bolts, all sizes; Coach Lag and Telegraph Screws,

LOCOMOTIVE ENGINE LANTERNS,

From the best Manufacturers, and at their prices. Car Hand, and Signal Lanterns.

Cotton Duck for Car Covering,

Of any required width to 124 inches.

ENAMELLED HEAD LININGS,

Plush and Curled Hair.

Hand Cars and Baggage Barrows. Passenger, Freight-Car, and Switch Locks, Door Knobs and Butts. Brass and Iron Wood Screws. Brass and Silver Plated Trimmings for Windows and Seats. Varnish, Coach Japan, and Glue; Paints, Varnish and Glue Brushes.

Silver Plated and White Metal Letters. Engine and Signal Bells, anti-friction or Babbitt Metal.

Portable Forges and Jack Screws.

Hemp Packing,, American, Russia, and Italian. Conductors' Badges and Baggage Checks. Iron, Bronzed and Brass Hat Hooks. Ventilators and White Metal Rings. And all other Articles pertaining to Cars.

ALBERT BRIDGES,
Late Davenport & Bridges, Car Manufacturers, Cambridgeport, Mass.
ALFRED BRIDGES,
Late Davenport, Bridges & Co., Fitchburg, Mass.

†oc6

Locomotive Tires and Car Axles.

THE undersigned is prepared to supply Railroad Companies and Builders with Tires and Axles of superior quality and finish, made from faggotted charcoal iron, formed and finished entirely under the hammer. For the character of the manufacture he refers to builders and companies who have used them in the West.

A. S. WINSLOW
mr.24-†] 9 and 11 WestSecond St., Cincinnati.

G. ESCOL SELLERS.....C. D. DANA.

SELLERS & DANA,

AGENCY FOR THE SALE OF

Railroad Materials and Machinery,

THIRD STREET, (west of Burnet House.)

CINCINNATI, OHIO.

HAVING OPENED a depot for the sale of all articles used by Railroad Companies, we will fill orders promptly at manufacturers' prices, and are now prepared to furnish

Locomotives, Cars, Car-Wheels, and Axles. Ames' Tire and Crank Axles, Chairs and Spikes. Locomotive Head Lights, (of several makers) Car, Conducter's, Signal, Switch, Stoker and other Lanterns. Drawbridge and cross Road signal Lights; Gum Packing and Hose, assorted Car Trimmings, Enameled head and seat Linings, Plated and White Metal Letters.

—ALSO—

Machinists' Tools, particularly adapted to Railroad Work, Mill Work, Shafting and Shop outfits, Punching and Shearing Machines, for Boiler Work; Planers, Lathes, Drills, Portable Forges, etc., etc. Oak-Tanned Belting, of superior quality of all sizes. jy.1†3.

JAMES W. HOOKER,

Commission Merchant,

AGRICULTURAL WAREHOUSE,

—AND—

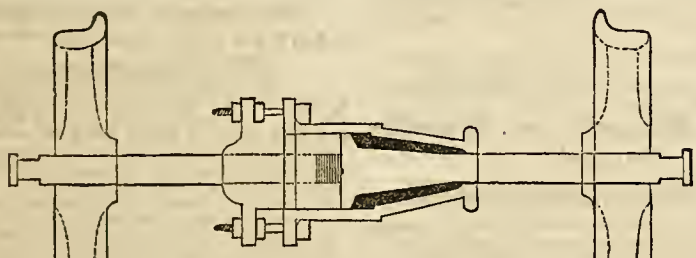
MACHINERY DEPOT,

35 Lloyd Street,

BUFFALO, N. Y.

Commission Dealer in Portable and Stationary Engines Iron Planers, Lathes, Universal Checks, Belting, Oils, Rubber Packing and Hose, Scales, Safes, Mill Stones and Machinery generally. Post Paid Letters will receive prompt attention je. 1-tf.

DENNEY'S DIVIDED CAR AXLE.



PATENTED JANUARY 31ST, 1854.

THE ATTENTION OF RAILROAD COMPANIES is respectfully invited to an examination of the merits of this valuable invention, which offers to add largely to the safety of life and property.

The valuable features of this arrangement of axle are, a saving of full fifty per cent. in motive power on crooked roads: the rails are protected from being destroyed by the flanges of the wheels coming in contact with them on the curves, as is the case with the stiff or rigid axle, which not only destroys the rail but puts a constant strain upon the wheel and axle, causing the wheel on the inner rail to trip or revolve upon the rail under the weight of the car and its load, while the opposite wheel is traversing its greater distance; the tendency of which, is to wear the wheel flat, and cause it, or the axle, to break sooner or later. There is less danger of the car leaving the track from its having become spread.

Axles fitted in this way do not require to be near so large, and yet contain more strength than the common axle, for the reason that the liberty given to the wheels, which allows them to accommodate themselves to the curvatures of the road, removes wholly the strain thrown upon the ordinary axle; and therefore, it requires no more strength of iron at any point between the wheels, than is contained in the bearings, which in the ordinary axle, is not more than one-third of the strength of the other portions of the axle.

The elongated bearing which forms the connection is so proportioned as not to wedge or become tight in the alloy, the wear being almost imperceptible, requiring to be set up not oftener than once in twelve months, by a slight tightning of the screw nuts. If, from long service, the alloy becomes worn out, it can be refilled, making it as perfect as when first filled up, and the gauge of the wheels will never become changed so as to injure the running of the car.

It is after a series of the most careful experiments, conducted through a period of time sufficient to test in the most satisfactory manner, the real merits of divided car axles, and a thorough and practical test in real service of over two years, that we now offer to Railroad Companies one that we are assured will give universal satisfaction in its operations, and both simple and cheap in its construction.

We are now ready to dispose of rights to use the above axle on the following terms: We guarantee full and perfect satisfaction by giving ample time to thoroughly test its merits, and will require no payment to be made until such satisfaction has been given. All applications to be made to

SAMUEL L. DENNEY,
Christiana, Pa.
Or, to **CHRISTIAN UMBLE,**
Gap, Pa.

y.10†

TYLER DAVIDSON & CO.,

Agents for the

BOSTON BELTING COMPANY

India Rubber Machine Belting in any quantity, from 2 to 20 inches.

India Rubber Steam Packing;
Mixed do do 1-32 to ¼ inch thick.
Plain do do 1-32 to 1 inch thick.
Pure do do
Pipe and Manhole Rings, all sizes;
Square or Rope Packing, do.

HOSE.

India Rubber, Hydrant, Conducting, Fire Engine, and Locomotive, of all sizes, manufactured from the best of Vulcanized Rubber, and for sale only by the agents.

Car Springs, and all other kinds of Vulcanized India Rubber used for Mechanical and Manufacturing purposes.

The undersigned, having been appointed Agen of the Boston Belting Company, beg leave to advise Dealers and Consumers that they are now prepared to supply the above goods in any quantities, on the most favorable terms. On hand and for sale,

50,000 Feet Vulcanized India Rubber Machine Beltings, from 2 inch to 20 inches, 3 and 4 ply.

TO STEAMBOATS AND RAILROADS.

India Rubber Hose, for Pavements, Streets, Gardens, Locomotives, Engines, etc.

40,000 feet Hose, 3, 4, 5, 6, and 7 plys, suitable for pavements, streets, gardens, locomotives, fire engines, etc., 1 to 3 inch, warranted extra quality. Also,

THE vulcanized India Rubber Break Springs now in use by all the Eastern Railroads, and posessing decided advantage over the Steel Springs now in use, for the following reasons:

1st, They are much easier put on.
2d, They are a great deal cheaper.
3d, They are much more durable than steel, and no time lost in making them, the weather having no effect on them.

ALSO—Large 6 inch hose for water stations. This is a new and important invention. The coldest weather will have no effect on them whatever They are warranted to remain as pliable, in the COLDEST of weather, as they are in 150 Fahrenheit heat.

Armitage Anvils,-10 casks, assorted weights n w in store.

Allen's Revolvers and Self-Cocking Pistols.—Now in store, a large assortment of the above, 3, 4, and 5 inch Revolvers; 3, 4, 5, and 6 inch Pocket Pistols. Also, Dueling Pistols.

Leland's Superior C. S. Car and Auger Bitts.—All sizes.

Brass Kettles, and Sheet Brass, &c.—Brass Kettles, assorted from 6 to 30; Sheet Brass assorted from No. 0 to 30; Brass Wire, do do do.

Star Breast Chains.—Four casks of those superior double-linked Chains, just received.

Walker's Trace Chains.—70 casks of those superior goods, warranted full length and sizes, 8 to 20 links, straight and twisted, now in store.

American Anvils.—Eagle brand, faced with with cast steel, and warranted by the manufacturers equal to Armitage's Mousehole.

Plated Spoons.—Plain, tipped, and threaded heavy plate, on best quality of German Silver.

Premium Gimlet Screws.—10,000 gross just received.

Mill Saws. Hoe & Co.'s C. S. Wm. Rowland's, and W. H. Rowland's 6, 6½, 7, 7½, and 8 ft

Cross Cut Saws.—Hoe & Co.'s C. S., John ockercll's C. S. and G. S., Wm. Rowland's and W. & H. Rowland's 5, 5½, 6, 6½, 7, 7½, and 8 feet Also, 4 and 4½ feet Tennon Saws.

Axes—1000 doz. Axes, assorted Yankee and Kentucky patterns, first, second, and third quality

Nails.—4000 kegs Shoenberger's and Wheeling Nails, now in store.

For sale by TYLER DAVIDSON & CO.,
mr 3 140 and 142 Main street

RAILROAD MAP.

WE have now ready A RAILROAD MAP OF THE WEST, containing ALL THE RAILROADS constructing, completed, or proposed in the States of Ohio, Indiana, Illinois, and Kentucky, and portions of Wisconsin, Michigan Pennsylvania, Virginia, Tennessee and Canada, showing the termini, points upon the lines, connections, &c. of each line, all laid down accurately, by a competent hand.

The size of the sheet is 24 by 38 inches, and can be sent by mail.

Price—plain..... 40 cents.
Colored in outlines..... 50 cents.
Full colored ..... 75 cents.

Liberal discounts will be paid to those wishing them in quantities.

Railroad companies desiring a map to illustrate their road cannot find one offering greater inducements as to correctness, &c., or on better terms; as any line can be made prominent, with its connections, &c.

All orders addressed to U. P. JAMES will secure prompt attention

ENGINEERING!!

The undersigned is prepared to furnish
SPECIFICATIONS, ESTIMATES, AND PLANS,
In general or detail of all kinds of
Steam Vessels, Engines, Boilers, Mill Work, &c
Particular attention given to the superintending of
LOCOMOTIVES, TENDERS, CARS,
And Railway Machinery of every Description,
While under construction.

AGENT FOR THE PURCHASE of, on commission, all articles required for Railroads, Steam Vessels, Locomotives. Engines, Boilers, Machinery, &c.

General Agent for
ASHCROFT'S STEAM GAUGE, ALLEN AND NOYES' METALIC SELF ADJUSTING CONICAL PACKING, DUDGEON'S HYDRAULIC JACK.

Also, for Water Gauges, Indicators, Steam Whistles, &c., &c.

CHAS. W. COPELAND,
Consulting Engineer,
64 Broadway, N. Y.

s5-tf

RAILROAD HOTEL.

CINCINNATI, O.

THE GIBSON HOUSE, Cincinnati, is situated on Walnut-street, between Fourth and Fifth, in the immediate neighborhood of all the Railroad Offices. For comfort and convenience it is believed that this hotel is unsurpassed. It is heated with steam from the first floor to the fifth, thus making it the most desirable winter house in the West. The proprietor hopes to enjoy a share of the patronage of Railroad men.

A. WETHERBEE, Proprietor.

New Works on Civil Engineering.

THE Field Practice of Laying out Circular Curves for Railroads. By John C. Trautwine, Civil Engineer.—4th Thousand, in pocket-book form with tucks.

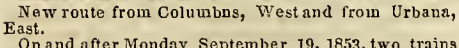
—ALSO—

A New Method of Calculating the Cubic Contents of Excavations and Embankments, by the aid of Tables and 10 Engraved Plates of Diagrams. By John C. Trautwine, C. E.; 2d edition.

Price, one dollar each. Postage on the Curves, five cents; on the Excavations and Embankments, eight cents. For sale by WILLIAM HAMILTON.

Hall of the Franklin Institute.
Sept. 21-3* Philadelphia, Pa.

COLUMBUS PIQUA, AND INDIANA RAILROAD.



New route from Columbus, West and from Urbana, East.

On and after Monday September 19, 1853, two trains per day, (Sunday excepted) each way, will run on this Road, between COLUMBUS and URBANA. Will leave Columbus at 4.50 a.m., and 3.30 p.m.—arriving at Urbana at 8.12 a.m., and 6.14 p.m. Returning—will leave Urbana, for Columbus, at 9.15 a.m., and 3.00 p.m.—arriving at 12.05 and 6.55 p.m.

The 4.50 a.m. train, from Columbus, will connect with the night Express train from Cleveland and arrive at Urbana in time for the morning train north for Sandusky and intermediate points. Persons arriving by the morning Cleveland and Zanesville trains can have a few hours at Columbus and leave by the 3.30 p.m. train—arriving at Urbana in time to get supper and take the 5.35 p.m. train for Dayton and Cincinnati.

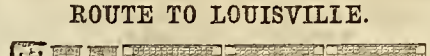
The 9.15 a.m. train from Urbana connects with the morning train from Cincinnati and Dayton that arrives at Urbana 8.40 a.m.—arriving at Columbus at 12.05 p.m in time for the 1 p.m. train for Cleveland, connecting with the Buffalo and Dunkirk boats. The 3.00 p.m. train will leave Urbana on the arrival of the Sandusky train—reaching Urbana at 2.45 p.m.—and arrive in Columbus in time for the various night trains.

A line of Omnibuses will connect with the trains at Urbana for the conveyance of passengers to and from Piqua and Greenville over a good Macadamized road.

A. G CONOVER, Sup
Piqua, Sept. 13, 1853. s29-tf.

Railroad Line.

The Shortest, Quickest and Best
ROUTE TO LOUISVILLE.



MADISON, INDIANAPOLIS, PERU, TERRE HAUTE, MICHIGAN CITY, CHICAGO, GALENA, ST. LOUIS, AND NEW ORLEANS.

OHIO & MISSISSIPPI RAILROAD,

ON MONDAY, SEPTEMBER 18, AND UNTIL FURTHER notice, the Passenger Trains will run as follows:

For Louisville and New Albany.

Leave Cincinnati at 7.15 A. M. and 3.15 P. M., connecting with the Jeffersonville Railroad at Seymour, and arrive at Jeffersonville, opposite Louisville, at 1 o'clock P. M., and at 9 P. M.

Returning—Leave Jeffersonville at 8.30 A. M., and 3.15 P. M., arrive in Cincinnati at 2.30 P. M., and 9.30 P. M. No delays in connecting with any other Railroad,

Fare $2 50.

For Indianapolis.

Leave Cincinnati at 7.15 A. M., and 3.15 P. M., connecting with the Indianapolis and Cincinnati Railroad at Lawreneeburg, for Indianapolis, and all the principal cities and towns of the North and West.

Returning—These trains arrive in Cincinnati at 4.05 P. M., and 9.30 P. M.

Fare $3 00.

For Lawrenceburg and Aurora.

Leave Cincinnati at 7.15 A. M., 10 45 A. M., 1.27 P. M., and 5 P. M., stopping at all the regular stations.

Returning—Leave Aurora at 6.50 A. M., 3.15 P. M., 2.55 P. M., and 8.23 P M., stopping at all the regular stations, and arrive in Cincinnati at 8.10 A. M. 2.30 P. M., 4.05 P. M., and 9.30 P. M..

FREIGHT TRAINS for Jeffersonville and all intermediate stations. leave Cincinnati at 9.30 A. M.

For further information see handbills, or apply at the Ticket Office. on Fourth street, north side, four doors from Vine street, oposite new Custom-house.

S. S. POST.
Chf. Eng'r and Supt.

Passengers, by leaving their address at the Ticket Office, will be called for by St. Louis and Cincinnati Omnibus Line.

Omnibuses call at all the principal Hotels, for each train. W. S. BABCOCK, Agent,
Sept 5. St. Louis and Cincinnati Omnibus Line.

Cincinnati, Wilmington and Zanesville Railroad.



OPEN TO LANCASTER.—Two daily Trains, (Sundays excepted) between Lancaster and Cincinnati. On and after Monday, June 26th, 1854, until further notice, trains will run as follows:

The morning Train leaves Lancaster at 5.10 A. M., and arrives at Cincinnati at 11.15, Returning leaves Cincinnati at 3.05 P. M. and arrives at Lancaster at 9.30 P. M

The downward accommodation train leaves Lancaster at 10.05 A. M., and arrives at Cincinnati at 5.40 P. M.

The upward accommodation train leaves Cincinnati at 7.30 A. M., and arrives at Lancaster at 4.00 P. M.

Trains will stop for passengers as follows: At Amanda, Stout's, Circleville, Williamsport, Four Corners, New Holland, Washington, Rattle Snake, Sabina, Cross Roads, Wilmington, Sligo, Clarksville and Morrow; and on the Little Miami Road at Deerfield, Butterworth's, Water Station, Loveland, Miamiville, Milford and Plainville, and on proper signal by flag, or to the Conductor, at Branch Hill and Linwood, at Turnpike.

The downward Trains connect at Morrow with the Trains on the Little Miami Road for Columbus.

Lines of Omnibusses and Packets will run between Circleville and Chillicothe, and Stages and Packets between Lancaster, Logan, Nelsonville, Athens and Pomery; and Stages between Lancaster, Somerset and Zanesville connecting with the morning train from, and evening train to, Cincinnati.

Fare from Cincinnati to Washington.....$2 50
" " " " Circleville..... 3 00
" " " " Lancaster..... 3 60
" " " " Chillicothe..... 4 00

For other information and Tickets, apply at Ticket office, corner of Broadway and Front sts, and at the Little Miami Depot, or to the Station Agents on the line.

E. W. WOODWARD,
Engineer and Superintendent.

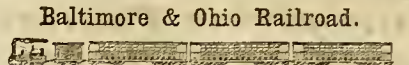
☞ The Omnibus Line will call for and deliver passengers to and from the trains to any part of the City.

J. HOWELL, Conductor.

☞ The Company will not be responsible for baggage exceeding $50 in value, unless the same be returned to the Conductor or Agent, and freight paid at the rate of a passage for every $500 in value above that amount.

je. 29

Baltimore & Ohio Railroad.



380 MILES BETWEEN WHEELING AND BALTIMORE.

THIS Road was opened to the Ohio River in the spring of 1853, and has already established a high character with the business community of the West. Its facilities for the transportation of freights are already superior to those of any other great through line—while the attractions of the country through which it runs, and its many admirable provisions for the expedition, comfort and safety of travelers, it has received such favor as a passenger road, (with its present connections,) as to show that it will become the preferred route for all portions of the West and South-West as soon as its further connections are formed by the completion of the Central Ohio, North-Western Virginia and other Railroads now rapidly finishing.

FOR PASSENGERS BY THIS ROUTE,
Through Tickets from all Parts of the West,
ARE NOW SOLD IN
Cincinnati, Louisville, Madison, Indianapolis, St. Louis, Chicago, Toledo, Detroit, Cleveland, Columbus, Zanesville and other Cities.

AT ALL OF WHICH ARRANGEMENTS HAVE BEEN EFFECTED

For Sending Travelers Direct to
WASHINGTON, BALTIMORE, PHILADELPHIA, NEW YORK, and other ATLANTIC CITIES.

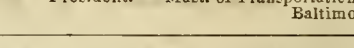
FOR FREIGHTS IN EITHER DIRECTION
The fullest accommodations are provided. In motive power and Cars, the company has abundant resources, which are being further extended to meet the demands of Western Trade. In the dispatch and regularity of transpart, and in the careful landing of property, this road challenges a comparison with its rivals. At Baltimore, the road connects directly in the streets and at the wharves with the

PHILADELPHIA AND NEW YORK RAILROADS,
The numerous Steamers of the Parker Vein Line to New York and Boston, the Ericsson Steamers by Canal to Philadelphia and New York,
And various other Lines of Steamers and Sailing Vessels to the Eastern Ports, and to Richmond, Norfolk, Charleston, Savannah, etc.

J. B. FORD is the Company's Receiving Agent at Wheeling.

WM. G. HARRISON, President. *JOHN H. DONE*, Mast. of Transportation,
je. 8† Baltimore.

Pittsburgh, Philadelphia, BALTIMORE AND NEW YORK.



NEW ROUTE OPENED TO NEW YORK, ALL THE WAY BY RAILROAD, VIA **CINCINNATI, HAMILTON & DAYTON RAILROAD.**

The quickest, cheapest and most pleasant route to Pittsburgh, Philadelphia, Baltimore and New York.—Depot in the West end of the city.

Only route via Pittsburgh by which through tickets can be obtained from Cincinnati to New York.

One less change of cars than any other route.

Passengers leaving Cincinnati, on 6 o'clock morning train of Cincinnati, Hamilton & Dayton Railroad, go through to Crestline without change of cars, and, after 30 minutes for dinner, proceed by Ohio & Pennsylvania Railroad, arriving at Pittsburgh at 8 o'clock P. M.: leave Pittsburgh via Pennsylvania Central Railroad, at 9 o'clock, P. M., and arrive in Baltimore and Philadelphia at 12 o'clock and 30 minutes (noon) next day; and from thence via Kensington and Jersey City, or Camden and Amboy Railroads, arriving in New York at 4 P. M.

Second Train:

Leaves Cincinnati, Hamilton and Dayton Railroad at 8 o'clock and 20 minutes every morning; arrives at Crestline at 4:20 P. M., and Pittsburgh at 12 o'clock and 30 minutes, midnight; and after a comfortable night's rest, resume by 7 o'clock A. M. Train, arriving in Philadelphia and Baltimore at 12 o'clock and 30 minutes, midnight.

The only offices in Cincinnati at which Through Tickets can be purchased from Cincinnati to New York, via Pittsburgh and Philadelphia, are under the Spencer House, and one door below the Gibson House on Walnut street.

FARE:

From Cincinnati to Pittsburgh, first class.....$ 7 00
" " " front car..... 5 00
" " Philadelphia..... 14 00
" " Baltimore..... 14 00
" " New York, via Pittsburgh and Philadelphia, all the way by railroad 16 00

For through tickets and information, please apply at Cincinnati, Hamilton and Dayton Railroad Office, north west corner of Broadway and Front streets, under the Spencer House, or to J. W. SHIPLEY, at Railroad Office on Walnut street, between Fourth and Fifth streets, one door south of the Gibson House, or at Sixth street Depot.

H. O. AMES, Superintendent.
W. A. LATHAM, Agent.

The Omnibus Line will call for passengers by leaving their orders at the offices.

Sep. 7,-tf. WM. H. SMITH, Conductor.

Railroad Line.

Cincinnati, Hamilton & Dayton Railroad.
Fall Arrangement.

COMMENCING MONDAY, OCTOBER 9th, 1854.

PASSENGER Trains will leave the Sixth-street Depot as follows:

First Train

At 6.30 A. M., Lightning Express for Hamilton, Richmood, Indianapolis, Terre Haute, Lafayette and Chicago, direct.

Second Train

At 8 A. M., for Hamilton, Eaton, Richmond, Dayton, Troy, Piqua, Sandusky, Toledo, Chicago, Clyde, Cleveland, Buffalo, New York, Boston, Pittsburgh, Philadelphia, Baltimore, Washington, etc.

Third Train

At 2.15 P. M., for Dayton, and intermediato stations, Troy, Piquu, etc.

Fourth Train

At 4 P. M., for Hamilton, Richmond, Indianapolis, Terre Haute, Lafayette Cbicugo, Dayton, Springfield, Urbana, Kenton, Carey, Crestline, Pittsburgb, Philadelphia, Baltimore, Washington, etc.

Fifth Train

At 5.20 P. M., for Hamilton and intermediate stations.

The 1st Train, Express,

Will stop at Cummnsville, Lockland und Glendale.

2d, 3d, and 4th, Trains,

Will stop at all regular stations.

Fifth Train

Will stop at all regular stations and at flag stations on signal or notice to the Conductor.

The 1st Train

Will connect at Richmond at 9 A. M., with Train of Indiana Central Road for Indinnapolis; arrive at that place at 11.30 A.M., thence to Terre Haute, Lafayette, and Chicago without detention. Time as short as by any other route.

2d Train

Will connect at Dayton at 10.30 A. M., with Mad River Train for Sandusky and intermediate points; also at Crestline at 4.20 P. M., with the Obio & Pennsylvania Train for Pittsburgh, Philadelphia, Baltimore, Washington, etc. The same train will connect at Clyde with Toledo and Cleveland Train to Toledo, Chicago, and Intermediate points. Also, with Dayton and Michigan Railroad to Troy and Piqua, and at Piqua with Doyle & Co's Canal Packet Line to all points on Wabash and Miami Canals, and at Dayton with Dayton and Greenville Railroad to Greenville, Union, and all points on Bellefontaine and Indianapolis Railroad at 2.30 P. M.

3d Train

Connects at Dayton with Train for Troy, Piqua, etc. Also, with train of Dayton and Western Road for Indianapolis

Fourth Train

Will connect at Richmond at 6.40 P. M., with Indiana Central Train for Indianapolis, Terre Haute, Lafayette, and at Dayton with Mad River and Lake Erie Railroad for Springfield, Urbana, Kenton, Carey, Crestline, Pittsburgh, Philadelphia, Baltimore and Washington.

FARE:

From Cincinnati	to	Hamilton	$ 60
Do	do	Eaton	1 35
Do	do	Richmond	1 75
Do	do	Indianapolis	3 50
Do	do	Terre Haute	5 75
Do	do	Lafayette	5 50
Do	do	Chicago	9 00
Do	do	Dayton	1 50
Do	do	Troy	2 10
Do	do	Piqua	2 35
Do	do	Springfield	2 10
Do	do	Toledo	5 75
Do	do	Cleveland	6 00
Do	do	Pittsburgh, first class	7 00
Do	do	do front car	6 00
Do	do	Philadelphia	14 00
Do	do	Baltimore	14 00
Do	do	New York, via Pittsburgh and Philadelphia, (Railroad all the way)	16 00

For further information or tickets apply to W. A. LATHAM, General Agent, at the office, corner Broadway and Front streets, under Spencer House, or at the Office on Walnut street, next door to the Gibson House, or at the Sixth street Depot.

HENRY O. AMES,
Cincinnati, Oct. 19, 1851. Sup't.

Marietta & Cincinnati Railroad.

OPEN between CHILLICOTHE and GREENFIELD, Connected by Stage at Hillsborough, with Hillsborough and Cincinnati, and Little Miami Railroad Trains, forming a through daily line each way.

On and after Monday, the 8th of May, passenger trains will run as follows, viz:

Leave Chillicothe at 9 00 A. M.
Returning do Greenfield at 5 30 P. M.

Passengers from Cincinnati leave by Little Miami Railroad, at 7 40 A. M., dine at Hillsborough and reach Chillicothe the same Evening.

Fare from Cincinnati to Chillicothe, $3 45.

J. W. STOWELL,
Chillicothe, May 6th, '54— Sup't.

New Arrangement.
LITTLE MIAMI RAILROAD.

Passengers by 8 o'clock A. M., Train Little Miami Railroad, breakfast at Cincinnati, and dine the following day in New York, Philadelphia Baltimore or Washington City.

FROM CINCINNATI

To New York in	32½ hours.
To Philadelphia in	31½ "
To Baltimore in	28 "
To Buffalo in	16½ "
To Dunkirk in	15 "
To Cleveland in	9½ "
To Sandusky in	8¾ "
To Pittsburgh in	14 "
To Wheeling, in	10½ "

FIVE DAILY TRAINS.

FIRST TRAIN.—Cleveland, Pittsburgh, and Wheeling Lightning Express at 6 o'clock A.M., for Columbus, Cleveland, Dunkirk, Buffalo, Albany, New York and Boston; Crestline, Pittsburgh, Baltimore, Philadelphia and New York; Zanesville, Wheeling Baltimore, Philadelphia, and New York; Washington City, etc. Connects to Sandusky, also at Xenia to Springfield,

SECOND TRAIN.—Cleveland and Pittsburgh accommodation Express, at 8 o'clock, A. M., for Columbus, Cleveland Dunkirk, Buffalo, Albany, New York and Boston; Crestline, Pittsburgh, Circleville and Lancaster; Connects to Sandusky.

THIRD TRAIN.—Wheeling Express, at 12.10 o'clock noon,) for Columbus, Zanesville, Wheeling, Baltimore Washington City, Philadelphia and New York connects at Xenia to Springfield and Delaware:

FOURTH TRAIN.—Accommodation at 3 P. M., for Circleville and Lancaster; Blanchester and Chillicothe; Hillsborough.

FIFTH TRAIN.—Cleveland and Pittsburgh Night Express, at 5 P. M., for Columbus, Cleveland, Dunkirk, Buffalo, Albany, New York and Boston; Crestline, Pittsburgh, Philadelphia and New York; connects at Xenia to Springfield.

One Train on SUNDAY, for Columbus, at 2.30 P. M.

FARE AND THROUGH TICKETS.

For prices of fare, through tickets, and all information, please apply at the company's new office, No. 233 west side of Walnut street, six doors south of the United States Hotel, or at the old established General Railroad office, in the three-story yellow building, southeast corner of Broadway and Front-street, directly opposite the Spencer House, Railroad Hotel and Mailboat Landing, or at the Eastern (Little Miami) Depot, East Front-street.

P. W. STRADER, Gen'l Agent.

OMNIBUS LINE.

The Omnibus Line calls for passengers at all the principal hotels; and by leaving directions at the office, No. 233 Walnut street, between Fifth and Sixth streets, six doors south of the United States Hotel, or at the office southeast corner of Broadway and Front street, opposite the Spencer House, directly on river bank, they will call in any part of the city.

J. H. HOWELL,
Nov. 26 Conductor.

Change of Time on Cincinnati, Hamilton, Eaton & Richmond Railroad.

ON and after TUESDAY, April 4th, 1854, the Morning Train for Richmond and Indianapolis, will leave Depot, foot of Sixth street, at 6.10 o'clock, A. M.

Passengers by this Train connect at Indianapolis with the 1 o'clock, P. M. Train on Lafayette and Indianapolis Railroad for Lafayette and Chicago; arriving at Chicago by 9 o'clock, P. M., of same day, being 9 hours less time than by any other railroad route leaving Cincinnati.

Also, connect at Indianapolis with 1.15 P. M. Train for Terre Haute.

Trains for St. Louis leave Chicago at 11 o'clock P. M., after the arrival of 1 P. M. Train from Indianapolis in the morning, making this the quickest route by far between Cincinnati and St. Louis.

Evening Train will leave as usual, at 3.30 P. M. connecting at Richmond with 7 P. M. Train for Indianapolis; arriving at Indianapolis at 10.30 P. M.

FARE—Cincinnati to Richmond $1 75
Cincinnati to Indianapolis 3 00
Cincinnati to Chicago 9 00

ap. 6 D. M. MORROW, Sup't.

Shortest Route to Indianapolis, Chicago, and St. Louis by Indianapolis & Cincinnati Railroad,

VIA LAWRENCEBURG,

IN connection with the **OHIO & MISSISSIPPI RAILROAD.** Passenger Trains leave Cincinnati at 7:15 A. M., and 3:15 P. M. Arrive at Indianapolis at 11.30 A. M., and 8:30 P. M.

By morning train passengers arrive at Chicago in 14 hours, and at St. Louis in 28 hours.

Freight shipped to Indianapolis and all other points West and North without delay at cheapest rates.

Cars run from Lawrenceburgh to Terre Haute, Lafayette, Peru and Chicago, without unloading.

Office, foot of Main street corner of Water street.

SIDNEY RICE,
Cincinnati, Sept. 28, 1854. Agent.

Covington and Lexington Railroad.

1851. 1854.

OPEN to Paris.—Direct Railroad connection with Lexington, Frankfort and Louisville.

Two Daily Passenger Trains.

On and after MONDAY Oct. 9th, 1854, and until further notice, Trains will run as follows:

Express Train leaves Covington at 7 o'clock, A. M. stopping at Grant's Bend New Philadelphia, Canton, Benton, Clarkson, Demossville, Butler, Irving, Falmouth, Callenville, Boyd's, Berry's, Robinson's Garnett's Cynthiana, Laird's and Kiser's and arriving at Paris at 11.30 A. M.

Returning, leave Paris at 12 o'clock M., stopping as above, and arriving at Covington at 4.35 P. M.

Through passengers by this train connect directly at Paris with Maysville and Lexington road, and arrive at Lexington at 1 o'clock P. M., connecting at Lexington with the stage lines for Danville, Winchester, etc., and with the afternoon train of the Lexington and Frankfort road, for Frankfort and Louisville.

Returning, leave Lexington at 10 o'clock, A. M., and arrive at Covington at 4.35 P. M., in time for the Evening Express Trains North and East.

The Accommodation Train leaves Paris at 5.30 A. M., stopping at all regular and flag stations and arriving at Covington at 10 25 A. M.

Returning, leave Covington at 2.40 P. M., stopping as above, and arriving at Paris at 7.35 P. M.

Through passengers by this train lie over night at Paris and arrive at Lexington at 8.30 next morning.

Freight Trains leave Covington daily, Sundays excepted, at 2.40 P. M.; freight received up to 12 M., for the train of same day.

RATES OF FARE.

Covington to Lexington	$3 00
Covington to Paris	2 40
Covington to Cynthiana	2 00

FOR THROUGH TICKETS,

Apply at the Cincinnati, Hamilton and Dayton Railroad Ticket Office, W. A. Latham, Agent; Little Miami Railroad Ticket Office, P. W. Strader, Agent; or at the Depot, Covington.

J. M. DOUGHERTY,
Superintendent.

☞ The Omnibus Line will call for Passengers in any part of the city, by leaving directions at the above offices.

CLAYTON & GRANT.
oct. 17.

Cincinnati to Indianapolis.

TO CHICAGO IN 15 HOURS.
TO ROCK ISLAND IN 25 HOURS.
TO ST. LOUIS IN 31 HOURS.

ALL THE WAY BY RAILROAD.

FOR Terre Haute, La Fayette, Michigan City, Chicago, Peru, Galena, Rock Island, and St. Louis.

Passengers will find this the most pleasant route of any to the West, as it passes through the richest and most thickly settled portion of the State of Indiana. In taking this route, passengers will reach Terre Haute, Lafayette, Peru, Michigan City, Chicago, Rock Island, Galena and St. Louis, as soon as by any other leaving Cincinnati, and with less fatigue, in consequence of several of the other roads not being fully ballasted.

TO TERRE HAUTE AND LAFAYETTE BY DAYLIGHT, by way of Hamilton, Eaton and Richmond.

CINCINNATI, LOGANSPORT AND CHICAGO RAILROAD.—Three daily trains, at 6.30 A. M., 8 A. M., and 4 P. M., from Cincinnati, Hamilton and Dayton Railroad Depot.

Passengers leaving Cincinnati on the 6.30 A. M. Lightning Express, reach Indianapolis at 11 A. M., resume at 1.15 P. M. for Terre Haute, and 12 M. for Lafayette, Michigan City, Chicago, Galena, Rock Island and St. Louis, reaching Chicago at 8.30 P. M., in time to connect with night trains for Galena, Rock Island and St. Louis.

Baggage checked to Indianapolis.

Passengers leaving Cincinnati at 8 A. M., Richmond Mail Passenger Train reach Richmond at 11.05 A. M., connecting with trains for Hagerstown and New Castle. Returning leave Richmond at 3.10 P. M., arriving in Cinninnati at 6 P. M. This train stops at all way and flag stations.

FARE:

From Cincinnati	to	Richmoud	$1 75
"	"	New Castle	2 50
"	"	Indianapolis	3 50
"	"	Terre Haute	5 75
"	"	La Fayette	5 50
"	"	Michigan City	7 75
"	"	Chicago	9 00
"	"	Rock Island	14 00
"	"	Galena	14 25
"	"	Saint Louis	15 50

Passengers leaving Cincinnati on 4 P. M. train, sleep at Indianapolis, resume at 6 A. M. for Lafayette, Chicago and Rock Island, and 1.15 P. M. for Terre Haute.

For information and through tickets, please apply at the General Railroad Ticket Office, No. 169 Walnut st., next door below the Gibson House, or to W. A. Latham, at the Cincinnati, Hamilton and Dayton Railroad office, corner of Broadway and Front Streets, under the Spencer House, or at the Sixth street Depot.

JOHN V. SHIPLEY, Agent.

The Omnibus Line will call for passengers in any part of the city, by leaving their orders at the offices.

oct. 19. W. H. SMITH Conductor.

WHEELBARROWS!



ON hand, Wheelbarrows, of my own manufacture suitable for Railroad, Turnpike, Canaling, etc., in ots to suit purchasers. Orders filled for any reasonable amount. HENRY ROCKEY,
jy. 20. No. 21 East Front st.

CAR MANUFACTORY,
Dayton, Ohio.

E. THRESHER & CO., having enlarged their shops, are prepared to contract on favorable terms, for building every variety of railroad Cars, in any quantity and on short notice, made of the best materials, and of the most approved workmanship.

They are prepared also to furnish jaws and boxes; the Washburn Wheel, 30 and 33 inch, adapted to inside or outside bearing; cast iron frogs, steel plated; and switches of the most approved patterns.

They also manufacture blacksmith tuyeres, Harris' Patent; portable bolt forges: bolt heading and bolt cutting machines; upright drills, wheel presses; wood planers; tenoning and mortising machines, etc.

They respectfully invite the attention of railroad directors and superintendents to their establishment.
Dayton, Jan. 24th, 1853. jan.25-†

S. C. THOMSON & CO.,
MANUFACTURERS OF
PATENT PAD LOCKS,
For Railroad Switches, Merchandise Cars, Stores, Cemeteries, Iron Safes, &c.,
Cor. Railroad Avenue and Market st.,
'an.12† NEWARK, N. J.

PROSSER'S PATENT
Lap-Welded Iron Boiler Tubes.

TUBES screwed together, flush on both sides, for Artesian wells, etc. Free-joint Tubes, for Core Bars, Awning Frames, Leaders, etc.
Brass Boiler Tubes.
Patent Wrought Iron Blacksmiths' Water Tuyeres, Water Backs, etc.
Agents for Krupp's celebrated Cast Steel for Shafts' Railway Axles, Tires, Plators' Rollers, etc.
P. S.—All Tools necessary for the construction or keeping in order of Tubular Boilers.
THOS. PROSSER & SON
au.17† 28 Platt street, New York.

Norris' Locomotive Works,

PHILADELPHIA.

ENGAGED for many years in manufacturing Locomotives, offer to Railroad Companies to construc of any plan or size,
LOCOMOTIVES OF SUPERIOR QUALITY.
Our facilities for doing work have been largely increased this year, and orders can be executed with dispatch
jy. 27. RICHARD NORRIS & SON.

ALBERT H. NICOLAY,
AUCTIONEER.

HOLDS his regular auction sales of Stocks, Bonds, and other securities, every Monday and Thursday, at 12½ o'clock, at the Merchants' Exchange. First class Stocks, and Bonds, at private sale.
Office No. 4 Broad street, New York.

KENTUCKY LOCOMOTIVE WORKS.
CORNER OF KENTUCKY AND TENTH STS.
LOUISVILLE, KY.

THE Proprietors of the Kentucky Locomotive Works would respectfully inform Railroad Companies and the public generally that, having completed their establishment, they are now prepared to receive and execute orders with fidelity and dispatch.
They will contract for
Locomotives, Passenger, Baggage, Freight, Gravel and Hand Cars,
Of every style and pattern, as well as all kinds of St and Machinery required for railroads.
Particular attention will be paid to repairing, which they have every facility.
They are also prepared to contract on favorable terms for building all kinds of Machine Tools, such as Turning Engines, Lathes, Planers, Drills, Slotting, Spliting, and Shaping Machines, of every variety of pattern.
Having also a large FOUNDRY connected with the establishment, orders for Castings are solicited, and will be filled with promptness.
Car Wheels of any pattern can be furnished on short notice. Double and single plate and Spoke Wheels of all sizes constantly on hand.
☞ Communications or orders must be addressed to
OLMSTED, TENNYS & PECK,
Je.8-tf Louisville, Ky.

Lightner's Patent Axle Boxes for Railroad Cars.

THE attention of Railroad Managers and others is called to this valuable improvement in
AXLE BOXES.

The first cost and "fitting up" of these boxes is 20 to 25 per cent below that of most boxes in use. They will save about 75 per cent in consumption of oil. The construction is simple; they are not liable to become loose, nor "heated" by severe service. The Reservoir is held close to the shaft, and the oil journals, are secure from dust yet easy of access; the brasses may be removed from the journals, while under the car, in a few minutes. Cars furnished with these boxes run from 4 to 5 weeks without replenishing the oil, and are not detained from the road for repairs ONE TENTH part of the time which is necessary when other boxes are used.

The business of a railroad can be done with a much less number of cars, with these boxes than if any other kind are used.

The first railroad men in the country have certified that Lightner's improvements in AXLE BOXES are among the first of the times.

Models and Testimony of the above Boxes, may be examined, and arrangements may be made for the right to use the same, with the subscriber.
WILLIAM SHERBURNE,
PRINCIPAL AGENT,
May 18.6* Office, No. 167 Broadway, New York.

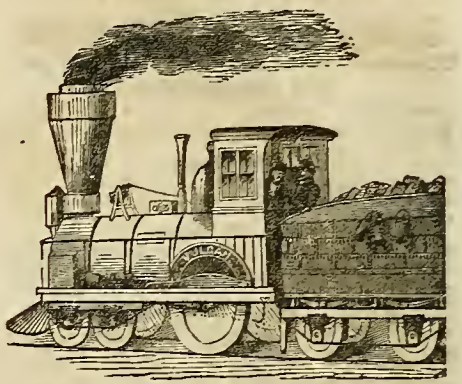
GUNPOWDER,
MANUFACTURED BY
The Hazard Powder Company,
HAZARDVILLE, CONN.
H. G. HAZARD, President.
A. E. DOUGLASS, Secretary.

THE undersigned are always prepared to furnish Mining and Blasting Powder to any extent, delivered at any point on the lines of railroads, or any other places of public improvements in the West or South, at the very lowest rates. Also, SAFETY FUSE of the best Eastern manufacture.
We would respectfully urge all contractors and consumers to call upon or correspond with either of us before arranging for their supplies elsewhere.
To the trade generally we would offer all the brands of Sporting and Rifle Powder manufactured by the above concern.
M. D. W. LOOMIS,
Southeast corner Main and Second Sts.
Cincinnati, Ohio.
S. H. LOOMIS,
Nashville, Tenn.
August 16, 1854. [au.18†

Myers' Patent Cylindrical Car.

NOTICE.—The Subscriber having become proprietor of MYERS' PATENT CYLINDER CAR, for a considerable portion of Western territory, including the State of Ohio, offers the same to Rail Road Companies on favorable terms. The public will be furnished within a short time with complete explanations of its operation, together with the results of actual experiments testing its applicability to all the uses for which it is recommended.
W. CLOUGH,
South-western Car Works.
Madison, Indiana, May 11.

Cincinnati Locomotive Works!



THE undersigned are prepared to furnish Locomotives equal in efficiency and durability to the best Eastern manufacture. Also, Shaping and Slotting Machines suitable for railroad shops. Also, all kinds of heavy forging and casting done at short notice. Also, bolts for bridges cut with dispatch.
ap. 20 MOORE & RICHARDSON.

ASHCROFT'S
METALLIC STEAM GAUGE.
(BOURDEN'S PATENT,

THE subscribers offer for sale this valuable Gauge. It is adapted to Locomotive and other steam boilers, indicating with accuracy the continual variations of steam within the boiler, enabling the Engineer to maintain a uniform and safe pressure. Any of the Eastern Railroads may be referred to for proof of its importance and value.
BRIDGES & BROTHER,
sep.15-tf 64 Courtlandt St., New York.

WASON'S
CAR MANUFACTORY,
Near the Pittsburgh R. R. Shops,
CLEVELAND, OHIO.
Passenger, Baggage, Freight, Dumpers, Hand Cars, &c.,
Of the best quality in all respects, style, workmanship, and material, made to order with promptness.
Orders respectfully solicited, with the assurance that no pains will be spared to give entire satisfaction in all cases.
CHARLES WASON,
Late of the firm of T. & E. Wason, Springfield,
†oc20 Massachusetts.

Notice of Copartnership.

MR. PETER MARIE, heretofore of the firm of Decoppet & Co., has this day formed a copartnership with Mr. Rudolph Kanz, (for many years with the banking house of Messrs. L. Von Hoffmoo & Co.,) under the firm of MARIE & KANZ, at 27 William street. Their attention will be devoted to the purchase and sale on commission of Stocks, Bonds and Foreign Exchanges, and to the negotiation of business paper.
New York, Sept. 1, 1854. [sept. 7-1*

ENGINEERS' & SURVEYORS' INSTRUMENTS!
JAMES FOSTER, Jr.,
MATHEMATICAL AND PHILOSOPHICAL
INSTRUMENT MAKER!

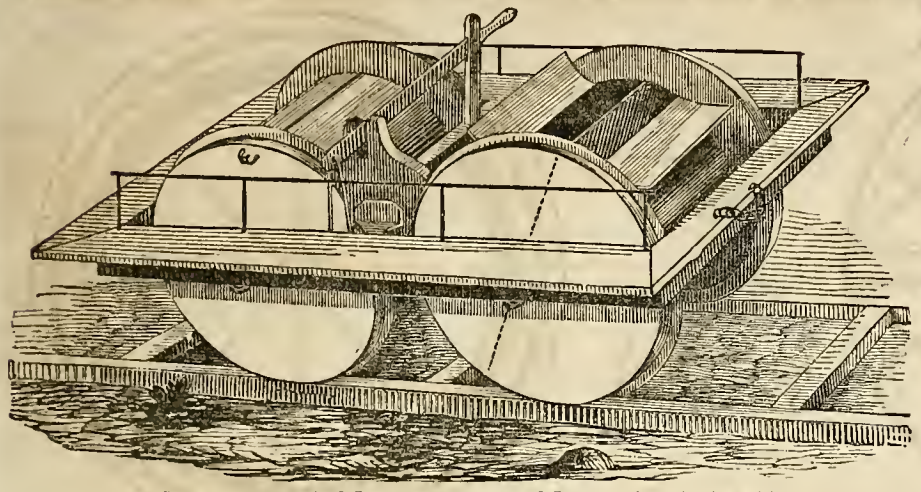
HAVING removed from his old stand to south-west corner of Fifth and Race street, and increased his facilities for making instruments, is now ready to supply Levels, Transits, Theodolites, the Dumpy or Gravatt Level, Circular Protractors of Troughton & Simms model, Surveyors Compasses, Pocket Compasses with and without sights, in great variety. All kinds of Land Chains: Ivory and Box wood Scales of all kinds and graduation; Drawing instruments of all kinds, brass and German silver. Measuring tapes of all kinds, Magnets, Magnifyers, Barometers, Spy Glasses, &c., &c. Repairing promptly attended to. ap.6-6*.

ENGINEERS' MATERIALS.

EGGERS & CO.,
WHOLESALE DEALERS IN
PAPER & STATIONERY,
Since first January,
No. 127 Walnut St., bet. Third and Fourth.
CINCINNATI,
Keep the most complete stock in the West of every thing used by Engineers. On application, a catalogue with prices will be forwarded. [jy.21-†.

MYERS' PATENT CAR,

FOR COAL, GRAIN, &c., &c.



FOR PARTICULARS OF COST, RIGHT OF USE, &c., ADDRESS,

C. TIERS MYERS,

No. 33 WALNUT STREET,

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McDANEL & HORNER,

LOCO-MOTIVE AND CAR SPRING

MANUFACTURERS, WILMINGTON, DEL.

Locomotive and Car Springs of all descriptions manufactured on the most reasonable terms, made of the best STEEL, which we have manufactured to order from the BEST SWEDE IRON. Orders from any part of the United States will be thankfully received and promptly attended to

McDANEL & HORNER.

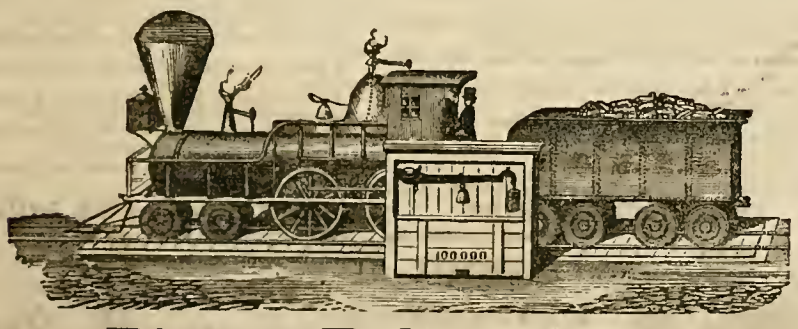
All Springs ordered from a distance will be delivered on shipboard at *Philadelphia* free of charge

References.

NORRIS BROTHERS, Locomotive Builders, Philad.
A. C. GRAY, Pres't New Castle Manuf. Co.
U. WELLS, R. R. Car Manuf. Petersburg, Va.
I. R. TRIMBLE, Supt. Philad. R. R. Co.
†May 19.
M. B. MILLEN, Gen. Supt. C. R. R. Savannah, Ga.
EMERSON FOOTE, Supt. M. & W. R. R. Macon, Ga
THOMAS DOUGHERTY, Master Mach. do.
THOS. SHARP, Supt. R. F. & P. R. R. Richmond, Va

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OHIO SCALE WORKS.



Rigdon, Ryland & Co.,

No. 39 Vine Street, between Front and Columbia streets,

CINCINNATI.

WE are now prepared to furnish **Railroad Track and Depot Scales** of all sizes, which we warrant in every respect equal to any manufactured in the United States.

Being practical workmen ourselves, we feel confident that we can furnish the West and South with as good an article and cheaper than can be bought East.

Cincinnati, June 20, 1854.

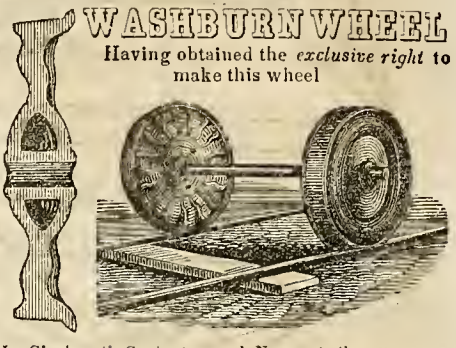
FULTON CAR WORKS,

CINCINNATI, OHIO.

THE Proprietors of this establishment would respectfully call the attention of Railroad Companies in the West and South to their establishment at Cincinnati.—Their facilities for manufacturing are extensive, and the means of transportation to the different points speedy and economical. They are prepared to execute to order on short notice, eight-wheeled Passenger Cars of the most superior description. Four or eight-wheeled Baggage, Cattle, Freight and Gravel Cars. Also, Crank and Lever Hand Cars, Trucks, Wheels, and Axles fitted.

WASHBURN WHEEL

Having obtained the *exclusive right* to make this wheel

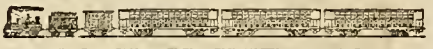


In Cincinnati, Covington and Newport, they are now prepared to furnish Railroad Companies with that Celebrated wheel, with or without Axles. Also, Journal Oil Boxes of any pattern, and Castings for cars fitted to order at the shortest notice.

Address KECK & HUBBARD,
Fulton Car Works Cincinnati, Ohio.
ap.12 Office 62 East Second Street.

MUSKINGUM WORKS,

ZANESVILLE, OHIO.



DOUGLASS, SMITH & CO.

WOULD respectfully call the attention of Railroad Companies to their establishment at Zanesville They are prepared to execute orders, on short notice, for

Passenger Cars of the most superior description,

Second Class Passenger, Mail Express, and Baggage Cars; Freight, Cattle, four or eight wheeled Gravel Cars.

We manufacture a superior

CAR WHEEL,

Over 2500 of which are now running on the Central Ohio Railroad, and many of these have been in use on the road over two years, having in that time only three to crack, and two to be renewed in consequence of the wearing of the Chill. We have also commenced the manufacture of the celebrated

WASHBURN WHEEL,

And are prepared to furnish this wheel, with or without axles. Also, castings for Cars fitted to order at the shortest notice.

BOLLMAN'S PATENT IRON & WOOD BRIDGE.

We are also agents and builders of the above celebrated Bridge. Are now placing upon the piers an iron bridge on this plan over the Muskingum river at Zanesville. We are ready to contract with companies for the construction of this Bridge. All orders addressed

DOUGLASS, SMITH & CO.,
au4tf. Muskingum Works, Zanesville, O.

J. DAVENPORT.... M. D. WELLMAN.... C. M. RUSSELL

DAVENPORT, RUSSEL & CO.,

Railway Car Manufacturers,

MASSILON, OHIO.

THE subscriber, late of the firm of Davenport, Bridges & Co., Fitchburgh, Mass., having associated himself with Messrs. Wellman and Russell, under the above name, would respectfully solicit calls for any kind of Passenger, Baggage, Post Office, Freight, Coal, Gravel or Hand Cars.

Having had fifteen years experience in the business and having secured the best of workmen from the Car Factory in Cambridge, Mass., I feel confident that perfect satisfaction can be given in all work entrusted to our care.

We have now on hand the best of dry White-Oak with which we think we can build Cars as cheap and as well as any other establishment in the States.

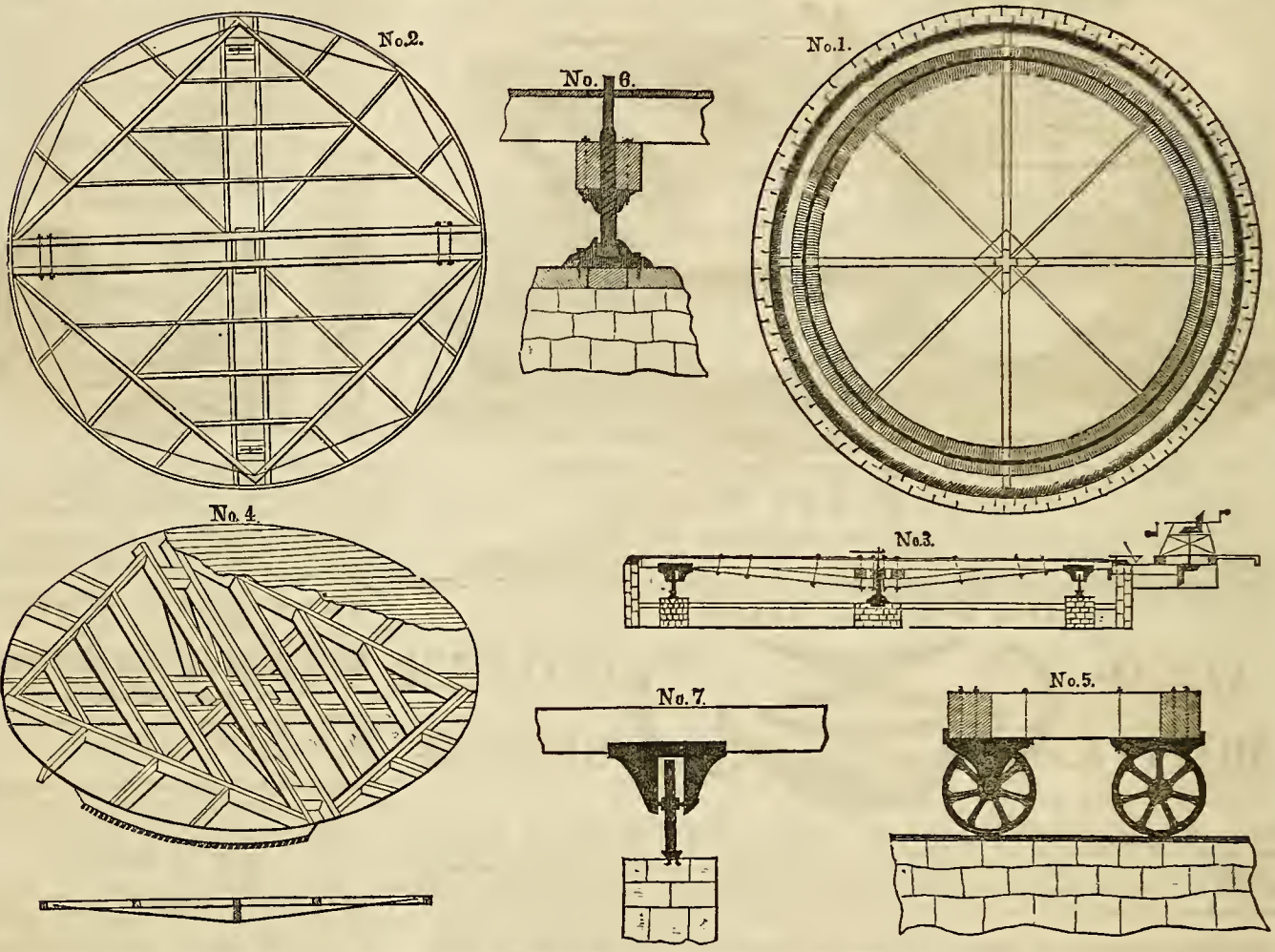
Feb. 16†* JOSEPH DAVENPORT.

RAILROAD IRON, LIGHT WEIGHT.

470 TONS, 47 lbs. per yard, good quality and pattern, now lying at New Orleans. For terms apply to VOSE, PERKINS & CO.,
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CARHART'S IMPROVED TURNTABLE.

Now building for 13 of the Principal Roads in Ohio, Indiana, New York, New Jersey, and North Carolina.



This Table, together with an Engine and Tender of 30 Tons Weight, can be Turned by One Man in 25 Seconds.

RAILROAD COMPANIES in want of *Turntables* of a permanent and durable character, at a low price, are respectfully referred to the annexed references. The undersigned being confident that the manner of turning engines by his Table is the most permanent, expeditious, and cheapest in the United States, solicits the attention of Engineers, and others, to his improvement. The undersigned being a practical mechanic, and having devoted his time, for the past five years, exclusively to the construction of Turn and Transfer Tables, Draw and other Bridges, is prepared with every facility for executing orders in that line with promptness and satisfaction.

The price, which is always based upon the use of the best materials and best workmanship which can be procured in the market where used, can be determined only by the locality.

REFERENCES:

New York & Erie Railroad Company.
Hudson River Railroad Co.
Ohio & Pennsylvania Railroad, J. Edgar Thomson, President, S. W. Roberts, Sup't and Engineer, Pittsburgh, Pa.
Pennsylvania Central Railroad, O. W. Barnes, Resident Engineer, Pittsburgh.
Toledo & Cleveland Railroad, Wm. Ferguson, Chief Engineer, Cleveland Ohio.
Columbus, Piqua & Indiana Railroad, A. J. Conover, Chief Engineer, Piqua, Ohio.
Cleveland, Zanesville & Cincinnati Railroad, W. H. Grant, Chief Engineer, Akron, Ohio.
Cleveland, Columbus & Cincinnati, and Cleveland & Erie Railroads, L. Tilton, Sup't, Cleveland, Ohio.
Little Miami & Columbus & Xenia Railroads, William H. Clement, Sup't, Cincinnati, Ohio.
Cincinnati, Wilmington & Zanesville Railroad, E. W. Woodward, Engineer, Circleville, Ohio.
Central Ohio Railroad, G. W. Fulton, Sup't, and S. Medhury, Engineer, Zanesville, Ohio.
Camden & Atlantic Railroad, and Dauphin & Susquehanna Railroad, R. B. Osborne, Engineer, Philadelphia.
Bellefontaine & Indiana Railroad, W. M. Roberts, Engineer, Pittsburgh, J. Nottingham, Sup't, Marion, Ohio.
Cleveland & Pittsburgh Railroad, J. Durand, Snp't, Cleveland, Ohio.
Wilmington & Raleigh Railroad, North Carolina.
Central North Carolina Railroad.
Cincinnati & Indianapolis Railroad, Indiana.
New Albany & Salem Railroad, Indiana.
Michigan Central Railroad, Michigan.
Dayton, Xenia & Belpre Railroad, Ohio.
Pomeroy Railroad, Engineer at Cincinnati.
Springfield, Mount Vernon & Pittsburgh Railroad, Ohio, Charles Anthony, President.

DESCRIPTION OF PLAN.

Fig. 1, of the above cut, represents the foundations, consisting of *Bank* and *Track Walls*, the latter made of cut, the former of hammer-dressed stone, with cut stone coping. The Track is bent of the ordinary T rail, spiked and leaded to the stone track walls. The Center Pier is made of cut stone, with a step for screw and pivot bolted to the same.

Fig. 2, shows the framing.

Fig. 3, is a side view of Main Truss, with the mode of gearing, including the mitre-wheels, iron crank frame, rack and pinion, foundations, pivot wheels and pedestals.

Fig. 4, gives a perspective view of rim, segments, decking, etc.

Fig. 5, is an end view of the main trucks, with pedestals and wheels.

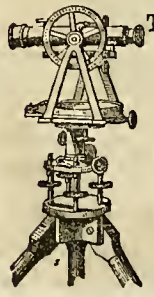
Fig. 6, is a screw for pivot, 6 inches in diameter, working in a steel step through a nut for adjustment.

Fig. 7, shows a cross section of track wall, well, and pedestal.

For further particulars please address,

D. M. CARHART, Cleveland, Ohio.

MATHEMATICAL INSTRUMENTS.



T. F. RANDOLPH & BRO.,

N. W. Corner Fifth and Walnut sts.

No. 1, 2d Story, Apollo Building,

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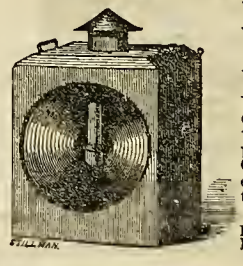
MANUFACTURERS OF

Surveyors' and Engineers' Instruments, Theodolites, Transits, Levels, &c., &c.,

REPAIRING AND ADJUSTING INSTRUMENTS DONE TO ORDER.

Orders promptly attended to.

LOCOMOTIVE LANTERNS.



I AM now manufacturing

LOCOMOTIVE

LANTERNS

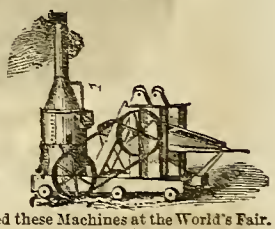
of the most approved form, with true Paraholic Silver-plated Reflectors, Copper Cases, and in every way equal to the best manufactured in the country.

Orders from Railroad Companies in the West are solicited.

A. S. WINSLOW,

†mu24] 9 and 11 West Second St. Cincinnati.

"GARDNER'S ROCK DRILL."



DESIGNED for Mining, Tunneling, Quarrying Use, and Rock Excavations of all descriptions, by the use of which a saving of 50 to 75 per cent. is made. This drill can be operated by hand, horse, or steam power, and works equally as well horizontally or at any angle, as perpendicularly.

A silver medal, the highest prize, was awarded these Machines at the World's Fair.

Applications for Territorial Rights and Machines must be made to the Patentee.

G. ARTHUR GARDNER,
Trinity Building, N. York.

nov17†

Railroad Record.

E. D. MANSFIELD, - - - - - - Editor.
J. A. JAMES, W. WRIGHTSON, } - - - Associate Editors.

CINCINNATI:
THURSDAY MORNING,.....DEC. 21, 1854

E. D. MANSFIELD,

May be found at the office of the *Railroad Record*, 167 Walnut st., between the hours of 11 A. M. and 1 P. M.

Railroad Printing.

WE have now attached to this office an extensive **Composition** and **Press Room** and **Bindory**, under the personal supervision of the proprietors of the RECORD. With confidence, therefore, we call the attention of RAILROAD OFFICERS and others to our extensive establishment, containing every facility for turning out superior work in any and every department of the PRINTING BUSINESS.

We are fully prepared to furnish **Railroad** and other **Reports**, with or without **Maps** or other **Illustrations**, gotten up at short notice and in superior style. Also, **Blanks of any description**, adapted to the wants of the various departments of the **Railroad service**, and to the wishes and tastes of the parties.

Also, **Railroad Tickets** and **Conductors' Checks**. Our patent **Card Press**, enables us to supply any demand at **Short Notice** and in **Unequalled Style**.

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GAS.

AUBIN'S PATENT.—We are agents for this new and improved furnace, and having had one in operation at our office for several months past, can confidently recommend it as being simple in its operation, occupying little room and furnishing a pure and beautiful burning gas. From the peculiar arrangement of the retort it is not liable to *burn out*, thus saving a great part of the expensive repairs of other furnaces. We are prepared to erect these furnaces at our own risk and warrant them to produce good gas.

T. WRIGHTSON & CO.,
167 Walnut-st., Cin'ti.

A NEW BOARD.—The annual meeting of the stockholders of the New York Central railroad company was held at Albany on Wednesday, and resulted in the election of Erastus Corning, of Albany, Dean Richmond, of Buffalo, John V. L. Pruyn, of Albany, Joseph Field, of Rochester, J. H. Cheddell, of Auburn, Horace White, Syracuse, Alonza C. Paige, of Schenectady, Russell Sage, of Troy, E. C. McIntosh, of Albany, Nathaniel Thayer; of Boston, Schuyler Livingston, of New York, Edward G. Faile, of New York, John F. Seymour, of Canandaigua, as the new Board of Directors. The last four names in place of Messrs. Boody, of Rochester, Wager, of Utica, Wilkinson, of Syracuse, and Gibson, of Canandaigua.

RAILWAYS OF MICHIGAN, WISCONSIN AND IOWA.—REVIEW.

Having reviewed the system of Railways, in Ohio, Indiana, and Illinois,—there remains in the North-west the States named above, to complete the whole. So recent is the railway movement in these States, that it is almost impossible to make an accurate statement; but, in our summary, we shall endeavor to correct such errors as may occur. Michigan was quite early in the railway movement, but has not made much progress, after the completion of the two great lines running to Chicago. There are plans formed for some extensive works, but they are not yet in progress, and will not be, till the financial difficulties of the country are removed. It must be recollected, that we credit to each State, only the number of miles which lies *in the State*. In the summary of the whole, we shall show the whole length of each line. The following are the railways in Michigan :

	COMPLETE.	IN PROGRESS.
Michigan Central,.....	220 miles.	
Detroit & Pontiac.....	25 "	
Michigan Southern,....	128 "	
Erie & Kalamazoo,.....	33 "	
Detroit & Niles,.....	20 "	
Tecumseh, ...	8 "	
Total,	434	

All these roads were made several years ago; since which there has been a singular sluggishness there in railway construction. The whole north and center of the State is wholly unprovided with railways. The consequence is, it is almost unsettled, and it requires no prophet to know, that unless the State takes some active measures to forward railway improvements, the greater part of the State will remain without progress. To obviate this, two lines of railway have been planned, which if completed, would be of immense value to the State; but they are not yet in progress. One is a railroad from Detroit, in the direction of the Lake Superior Mining District. The other is the *Cincinnati and Mackinaw* Line, which at some period will be completed, and be one of the most important lines in the United States. This line will extend from Greenville, Ohio, near 100 miles from Cincinnati, to the Strait of Mackinaw, *via.* Defiance and Hillsdale; when it is made, it will accomplish two great objects, which can be done in no other mode. *First*, it will be the shortest line between Lake Superior and the Gulf of Mexico; and *secondly*, it will develope the immensely valuable Lumber and Mineral Regions of Upper Michigan. We have not, however, put it down as *in progress*, because the scheme is not in activity.

—

RAILWAYS OF WISCONSIN.—Wisconsin is in advance of Michigan, as to present progress; for, though there are few miles completed, there are many more in progress, with hopes of speedy completion. The following is the present condition of Wisconsin railways, viz:

	COMPLETE.	IN PROGRESS.
Milwaukie & Mississippi,..	88 miles.	....70 miles.
Milwaukie & Chicago,.....	40 "	
Illinois & Wisconsin,.....		.....30 "
Beloit & Madison Branch,..	45 "	
Milwaukie & Watertown...		.....0 "
Road River Valley Union,..		.....86 "
Beloit & Kenosha,.....		.....50 "
Green Bay & Milwaukie,...		.....110 "
Aggregate,	173	396

These roads all lie in the Southern part of the State; and in the region immediately West of Milwaukie.

The *Milwaukie and Mississippi* line, has, from its opening (on the part finished) paid very well, and is rapidly increasing. This must be one of the really *good* lines; which in all times will pay well. There are other lines of railway undertaken in Wisconsin; of which we have now no accurate account.

—

RAILWAYS OF IOWA.—It is difficult to ascertain the precise state of the plans in Iowa; but the following are those which we recognize, as likely to be realized:

	COMPLETE.	IN PROGRESS.
Platte Valley, Air Line,....	——	.....273 miles.
Oquowka, and Otumwa & Oskaloosa,.....	——	.....100 "
Davenport, Iowa City & Knoxville,.....	——	.....130 "
Burlington & Missouri,.....	——	.....300 "
Dubuque & Keokuk,.....	——	.....180 "
Aggregate,		983

We know not what immediate prospect there is of the completion of either of these roads; but it is certain that Iowa needs them; and that those which cross from the Mississippi to the Des Moines and the Missouri, will in the end be profitable.

The President of the Fort Wayne, Lacon and Platte Valley Air Line, states that there are one million of dollars subscribed to that work in Iowa. If so, it shows that the people there are zealous in the enterprize. The lines from Burlington and Oquowqua, West, will probably be completed first. In the present depression of finances, it is not probable either of them will go on, till brighter days. In the meanwhile, the rich lands of Iowa, now fast taken up, will be far less valuable than they might be, and much less than the emigrants there suppose; for in this day of rapid communication, it is almost equivalent to destroying the market value of lands, to place them out of the reach of the great highways. Land in Ohio, at $30 per acre, is much cheaper than land in Iowa, not on the Mississippi, at $3,00. It will bring a larger income in ready money. This is a thing emigrants should look to before they go to new countries.

Railroads.

CINCINNATI AND CHICAGO R. R.

It will be remembered that on the 30th of August last, the Cincinnati and Chicago, and the Cincinnati, Logansport and Chicago Railroad Companies were consolidated and formed a single organization, to be known as the Cincinnati and Chicago Railroad Company. There were several obvious reasons for this action on the part of the Companies, and it was supposed that the consolidation would give to both parties greater strength, and insure the confidence of the public. The road as thus consolidated will be 254 miles in length, and would cost about $10,000,000. Of this there is capital stock already issued about - - - - - - - - - $3,500,000
Bonds, - - - - - - - - 550,000
Sterling Bonds, - - - - - 1,000,000
$5,050,000

There has been already expended on the road $2,500,000, and the point at which the Company is aiming at present, is to finish the road from Richmond to Logansport, a portion of which on the southern sections is partly laid. When this is accomplished there will be 108 miles of the main line in operation, and will bring Logansport in direct communication with Cincinnati by means of the Eaton and Hamilton Railroad. At Anderson, it forms a connection with the Bellefontaine and Indianapolis Railroad, 36 miles from Indianapolis on the latter road. At Kokemo, 21 miles from Logansport, there is a connection with the Peru and Indianapolis Railroad, thus forming a direct line from Logansport to Indianapolis.

Owing to the financial difficulties of the times, the Company have become much embarrassed in their operations, and cannot proceed without some additional aid. For this purpose, the President of the road, Caleb B. Smith, with others of Cincinnati, called a public meeting at the Merchant's Exchange, on the evening of the 15th, to devise means to relieve the company of its embarrassments. Prof. Twining, of Indiana, was called to the chair, and James D. Taylor was appointed Secretary. Mr. Smith entered into a detailed statement of the present wants and financial condition of the Company. He stated the difficulty of obtaining loans in the usual manner, in consequence of the general consternation about the stock of the road, it having been sold at six and seven cents on the dollar. All sorts of rumors had been spread abroad about the road, and the good feeling of Cincinnati alienated from the enterprise. This however was not an unusual thing in a new enterprise. The Little Miami, now the Model Railroad of the country, had once been so embarrassed, that it was compelled to solicit loans from person to person in trifling sums. Yet it was now a source of profit to its stockholders, and an inestimable benefit to the city. And so he hoped it would be with the Cincinnati and Chicago Railroad, that in spite of present difficulties it would yet become one of the best paying Railroads in the West.

They had 4,000 tons of iron rails at Toledo, 670 at New Orleans, and 400 at Cincinnati. On this iron, the freight charges and commissions amounted to $15,000. This amount, together with $100,000 of floating debt, was the chief embarrassment of the Company. Millions of capital were already locked up in the road, and this loan of $115,000 would make this capital productive. The remedy proposed was to send two of the agents of the Company, Messrs. Rogers and Moore, with the following subscription paper; and if the object aimed at was effected, get the road to Logansport running for the present, when Chicago would add one million of dollars to their subscription of stock.

PLAN OF THE PROPOSED LOAN.

"In order to aid the Cincinnati and Chicago Railroad Company, in their efforts to complete their road from New Castle to Logansport, and to assist in paying off their floating debt. We whose names are hereunto subscribed, do each agree to loan the Cincinnati and Chicago R. R. Co., of Indiana, the sums set opposite our names, for the period of two years, to be paid in six equal instalments of 60 days, commencing on the 1st day of March next. Provided, that this subscription shall not be binding until the sum of one hundred and fifty thousand dollars shall be subscribed on the same terms; so soon as that amount shall be subscribed, we agree to execute our notes to the said Company for the amount subscribed by us, payable in six instalments as above, one payable the first of March next, and the balance in five instalments at intervals of 60 days thereafter.

The said money to be repaid to us in two years from each payment, with interest at the rate of ten per cent per annum, and which shall be secured by the transfer to Trustees of first mortgage bonds on the road, at the rate of eighty per cent of the par value, or of real estate at a valuation by disinterested appraisers, of fifty per cent beyond the amount of the loan, which bonds or real estate shall be held by such Trustees, as a security for the repayment of said loan."

Mr, Smith was followed by Col. Maredith, Vice President, who urged the importance of the road as a public and commercial thoroughfare. Much interest was manifested, and it is hoped that the means taken will be found efficient to secure the advancement of the work.

THE FISHKILL ROAD.—The Providence Journal states that notwithstanding the extreme stringency of the money market, more than $200,000 of the guaranteed and preferred 10 per cent. stock of the Hartford, Providence, and Fishkill Railroad Co., was subscribed for by stockholders on or before the 1st of December, on which day the exclusive right of the stockholders to subscribe for the stock ceased.

FIRST ANNUAL REPORT OF THE MEMPHIS AND OHIO RAILROAD.

This company was organized on October 4, 1853, and has, for its primary object, to connect Memphis with Cincinnati, Louisville, and the valley of the Ohio river. The original charter which was granted Feb. 4, 1852, under the name of the Memphis and Nashville R. R., required the Company to construct a road from Memphis to Nashville, and granted State aid to the amount of $8,000 per mile, on condition that they should obtain a bona fide subscription sufficient to grade, bridge, and prepare for the iron the whole distance from Memphis to Nashville. This charter was subsequently amended and the present name adopted. The company are now to construct a road from Memphis to Paris, and State aid is granted to the amount of $10,000 per mile and $100,000 for bridging the Big Hatchie River. If the company hereafter find it advantageous to unite with the Memphis, Clarksville, and Louisville Railroad Company, they will still have State aid to the line of Kentucky, and $200,000 for bridging the Tennessee and Cumberland rivers. In November, 1853, field parties were organized and the work of surveying begun. The road was finally located through Cherryville to Trenton, and the contract awarded to Messrs. Harris, Black & Co., for the entire construction from Memphis to Trenton, ninety miles to be completed by the 1st of May, 1856. The report proceeds to say:—

The first division of thirty miles is to be finished, equipped, and in running order, by the 1st of July, 1855. The second division of twenty miles, or to the north bank of Big Hatchie river, in like manner is to be finished by the 1st of October, 1855. The third division, from Big Hatchie to Trenton, a distance of forty miles, by the 1st of May, 1856. The contractors are to be paid as they finish the work by the sections mentioned, twenty-five thousand dollars per mile, viz:

State Bonds, which are to be applied solely to the purchase of iron and equipments.....$10,000
In cash per mile,..... 2,500

The other half in County or City bonds and stock in the road in equal proportions at par.

The contract with Messrs. Harris, Black & Co., for 90 miles, amounts to two million two hundred and fifty thousand dollars. The available means of the Company to comply with their contract with them, it appears from the lucid and very interesting report of the Secretary of the Company, to which you are referred, consists of individual subscriptions, including the amount taken by contractors:

Individual subscriptions amounting to.....$867,500
Subscription by the County of Shelby..... 300,000
Subscription by the City of Memphis..... 100,000
State bonds of Tennessee..... 900,000
$2,167,500
Leaving a deficit of..... $82,500

To be raised by additional subscriptions, to complete and pay off the present contract, and also the further sum necessary to pay Engineering expenses, salaries, land damages, depot grounds at Memphis and contingencies, which may be estimated at $200,000 more, in all, - - - - - - $282,500

To raise this sum, the Directors, with confi

dence, appeal to the citizens of the country who are directly interested in the construction of the road, who have the ability to help, and particularly to those who have not heretofore subscribed.

The Directors are aware that it is usual to commence such undertakings with an insufficient amount subscribed to construct them, relying upon raising money by selling stock upon mortgages, deeds of trust, preferred stock, etc., etc. It may well be doubted whether such a course is prudent at any time, at the present, money cannot be raised upon such shifts, and. in this instance, it is not necessary. The people have the ability to help, and when they are made to understand that, without proper and timely assistance, the road cannot, and will not be built—there can be no question which way they will decide—to doubt it, would be to distrust the enlightened self-regard of the people who are chiefly to be benefitted by this improvement, and who will be the losers if it shall fail. By raising the required amount necessary to construct the road, it will pay dividends to the stockholders at the end of the first year after completion, and thereby satisfy those who have invested their means in it.

In the foregoing estimate of the available means of the Company to comply with the contract of Harris, Black & Co., no estimate was made of the subscriptions which have been received between Trenton and Paris. The Directors cannot precisely state what that is, the Agent of the Company, in Gibson County, not having returned the books for subscription. We learn from the Secretary's report that it exceeds $120,000 in Carroll and Henry Counties. To enable us to receive the State aid, we have to receive bona fide subscriptions sufficient to grade, bridge and prepare for the iron rails, the whole extent of the road from Memphis to Paris.

This part of the work from Memphis to Trenton amounts to $720,000. No accurate estimate of the amount it will take to grade, bridge, and prepare the road from Trenton to Paris, a distance of 45 miles, has yet been made. Assuming that it will cost an average, per mile, about the same that it costs between Memphis and Trenton, $8,000 per mile, the grading, bridging, and cross ties for the whole length of the road, will amount to $1,080,000. We have ample means to do this part of the work and a surplus. We have now only to finish the first thirty miles by the 11th of February, 1856, and we ensure the aid of the State to this Company beyond a question.

FROM THE REPORT OF THE SECRETARY.

I venture to present a table of what I assume will be the probable business of the road when completed to Paris—135 miles. It runs through a country more populous, productive nnd wealthy than that of the Memphis and Charleston Railroad; yet, I only assume it will do as much business as that road, in proportion to its length.

That road, sixty miles long, moved 60,000 passengers from September 1853, to May 1854, inclusive. This is equal to 75,000 per nnnum. At that rate, our road, 135 miles long, will move 160,000 per annum.

At $2 00 each (average) passengers receipts,	$320,000
The receipts on that road, from freights were $100,000, and at that rate the receipts on ours will be from freights	225,000
Add to this, for mail service,	15,000
Total receipts,	$560,000
Deduct one-half, for expenses,	280,000
Nett revenue,	$280,000

At $25,000 per mile, the road from Memphis to Paris will cost $3,375,000; and the nett proceeds ($280,000 as above) will be upward of eight per cent. upon that cost.

Selected Railroad News.

BELLEVILLE & ILLINOISTOWN RAILROAD.

We understand that a sale has recently been effected in New York of one-third the capital stock and contract for the Alton Extension of this road. The purchasers, Messrs. Stryker and Litchfield, gentlemen whose names are intimately connected with some of the most successful railroad enterprises in this country, having received a transfer of their stock, with the assent of the Board on Wednesday last, the entire Belleville Board resigned their places and gave the road into the hands of its owners. At a late hour on Wednesday a new Board of Directors was chosen, consisting of John Stryker, of Rome, N. Y., Edwin C. Litchfield, Elisha C. Litchfield, Charles Butler, Henry Martin, Robert Christie, Jr., Jas. S. Thayer, of New York city, Lorenzo P. Sanger, Hart. L. Stewart, J. Y. Sanger and Irvin Camp.

This leaves a vacancy of two members in the new Board. A President of the Company will most probably be chosen in New York at a meeting of the Board there, which we learn is soon to be held, for the purpose of providing the ways and means to complete the Alton Extension without delay, and to make the ferry franchise of the Company available. This latter object is one in which the citizens of this county have a deep interest, and we hope the Company's plans may be entirely successful, as they will meet with a cordial second from this county and the entire country south and southeast of us.—*Belleville Tribune.*

OUR RAILROAD.

Some time since, our readers will recollect, we published the proceedings of a Railroad Meeting in this place, for the purpose, "*ostensibly*," of erecting a branch road from this place to some point on the Hannibal and St. Joseph Railroad south of this place, but *really* in addition to the above, of organizing a company to build a road, connecting on the North with the Burlington and Bluff City Railroad; and on the South with the Pacific Railroad, in Johnson county, at any point most practical beyond Lexington, from this place,—intersecting the Hannibal and St. Joseph Railroad between Gallatan and Kingston.

On the first Monday of September, a company was organized for the above purpose, and stock taken in the road.

The claims and importance of this road force themselves upon the mind of every man who will reflect upon its locality and the desideratum it proposes to supply.

In addition to the advantage this road would be to the entire Grand River country, in developing its boundless resources it would be a connecting link between the Pacific and Hannibal and St. Joseph Railroads, and between the Hannibal and St. Joseph and the Burlington and Bluff City Railroads—thus giving us the advantages and benefits of all the Railroads upon the north — place us in almost direct railroad communication with St. Louis, and will be the connecting link between the Pacific and Hannibal and St Joseph Railroad talked of, two years since, in the Platte country.—*Davies Co. (Mo.) Sun.*

N. E. & S. W. ALABAMA RAILROAD.

By an order of the directors of the N. E. & S. W. Alabama railroad company, I give through the medium of the press, publicity to such measures adopted at their recent meeting in Eutaw, as are calculated to interest the public mind.

It is well known to the country, that it has been the policy of this company to provide for the completion of the whole road from Chattanooga to the junction of the Brandon and Mobile roads before beginning the work at all. In the case of a road, so imperatively demanded by the commercial and traveling necessities of the country at large as well as by the agricultural and mining interests more immediately along its line, it was thought sufficient to secure its entire grading and to raise an independent fund of $600,000, in order to place its speedy completion beyond doubt. And unless the people interested in the road should undertake to do that much in its behalf, there has been no purpose of the work at all. The meeting recently held in Eutaw was to ascertain the true state of the company's affairs, with a view of either pressing forward the work, or of abandoning it altogether, or at least until such time as the people furnished the means required. A committee was accordingly appointed, consisting of Messrs. W. W. Shearer, S. L. Creswell and Frederick Merriwether, who, after a full examination, handed in a detailed report, of which the concluding sentence, is in the words and figures to-wit: "It appears therefore that the whole grading is provided for, and that there is a balance lacking of the money subscription of only $23,014."

Not doubting that this small deficiency will be made up by the 12th of December, the time specified in the charter for beginning the work, the board proceeded at once to put the road out on contract, in the manner and form recommended by Judges Collier and Ormond, so as to comply literally with the requisitions of the charter. The actual construction will be begun at several points along the line before the 12th of December; and as soon as the engineer can prepare the entire line, it will also be put under special contract. It is contemplated to increase the corps after the Cristmas holidays, so that the letting may be more expeditiously effected.

The construction of the road is now only a question of time, and there is much reason to hope that the policy of the company if adhered to and prosecuted with vigor, will result in its completion within a less time than has ever been before required for so vast a work. Indeed, our connecting roads in the Middle and Southern States demand its completion within three and a half years. And this demand will bring to the work resources and facilities which few other roads have ever enjoyed.

L. C. GARLAND,
President of the Company

Tuscaloosa, Nov. 27, 1854.
Chattanooga Advertiser.

THE MILWAUKEE AND MISSISSIPPI R. R.—A public meeting was held in the city of Dubuque to consider the propriety of the city taking stock in the above, with a view of inducing the company to make Dubuque their Western terminess. The question was discussed, and it was resolved that in the opinion of the meeting, the city should subscribe $250,000.

CINCINNATI, WILMINGTON & ZANES. R. R.

We learn from the Lexington *Organ* that the work upon the first section east of the tunnel on this road near that place, is rapidly approaching completion. The section comprises the heaviest work upon the road, the section containing the tunnel alone excepted. It consists of a "fill" the entire section varying from forty to sixty feet.

On this end of the road, we are sorry to say, the work has been temporarily suspended, owing to the severe and prolonged stringency in the money market. It being next to impossible to raise money on the obligations of the company without a ruinous sacrifice, the contractors have deemed it advisable to stop work for the time being, but hope to resume at an early day. We trust their anticipations will be realized.

INDEPENDENCE RAILROAD.

The annual meeting of the Stockholders of the Independence Railroad Company was held at Williamstown, Va., on Saturday last.

The old President and Directors were re-elected as follows :

President, A. L. KINNIARD.

Directors, Wm. L. Rolston, Wm. S. Nye, Beman Gates, Davis Green, and I. R. Waters.

The Directors were instructed to commence work upon some portion of the line previous to the first of March next.—*Marietta Intel.*

THE New Orleans *Bulletin* announces that Col. Wm. Campbell, the President of the New Orleans, Jackson, and Great Northern Railroad, has succeeded in selling the bonds of the company at good rates to the amount of £65,000, or upwards of three hundred and fifteen thousand dollars. The sum realized will be sufficient to pay up the advances made by Messrs. James Robb & Co. to the road, and also perfect the road sixty-five miles beyond the point it has now reached in the State of Mississippi. In addition to this negotiation the president has succeeded in purchasing a large quantity of iron on very liberal terms.

CLEVELAND, MEDINA, AND TUSCARAWAS RAILROAD. — The President of this road, Hiram Bronson, Esq., the Secretary, H. Canfield, Esq., the Chief Engineer, Gen. Charles De Hass, and several of the Directors, were in this city yesterday, having just traversed the whole line. We learn that fifty-seven miles are under contract, and will be ready for the rails by the first of March next, and that the Company has now about one million of dollars of available money, including the one hundred thousand dollars stock of Belmont county in the Central Ohio Railroad, which has been transferred by the action of the Commissioners of that county within a few days.

LAKE SHORE RAILROAD. — A select committee of the common Council of the city of Milwaukee, to which had been assigned the duty of reporting upon the proposition of loaning a further issue of $50,000 city bonds, to aid in the construction of the road between Milwaukee and this city, made their report on Thursday evening, and recommended that the $50,000 of city bonds asked for by the Company be issued to them upon their furnishing satisfactory security. The Council adopted this recommendation. We are assured that the favorable action of the Council ensures the speedy completion of the road.—*Chicago Tribune.*

Miscellaneous.

Remission of Duty on Foreign Coal.

There is an interesting discussion going on in the House respecting this question. And as it is one of especial importance to railways and every manufacturing interest, we have watched with attention the progress of the discussion. It is contended, in favor of the measure, that it is the true policy of our government so to regulate its revenues as to equalize as near as possible its receipts and expenditures. The present surplus in the treasury is regarded as conclusive evidence that the tariff of 1846 is too high, and that a nearer approach to the free trade system is much to be desired ; that the reduction should first be made in raw material, which has now become a necessary of life, and that its immense consumption in manufacturing and other establishments, render it a proper article for such reduction. On the other hand, it is contended that the primary object of a tariff should not be so much to provide revenue as to protect our own manufacturing and other interests from a ruinous foreign competition, and to prevent overtrading with other nations, which will drain off the specie currency which we have.

The following interesting summary of the positive side of the question is taken from the speech of the Hon. Mr. Walbridge, of New York, of which our space admits only of the most interesting extracts :

Mr. Walbridge, of New York, said :

Mr. SPEAKER :—If any apology is necessary for calling at this time the attention of the House to the resolution directing the Committee of Ways and Means to bring in a bill abolishing the duty on Foreign Coal, it must be found in the universal demand for this common necessary of life, and in the injustice and impracticability of that pernicious system of legislation, which seeks to hoard up by an indirect tax, moneys not actually required to carry on the government to the detriment of the commercial and business interests of the country. * * * * *

Coal is now one of the *necessaries of life.* It has become so within the last fifteen or twenty years. Previously, the fuel used in domestic affairs was timber, and the employment of coal for machinery purposes was inconsiderable. The advance in the mechanic arts, in motive power, by the universal application of steam, on railways and ocean and inland navigation, has entirely changed our relations to this important article ; in fact, has revolutionized the age in regard to it. Yet it stands on the statute book of 1846, in schedule C of the tariff of that year, as subject to an advalorem duty of 30 per cent.—equivalent to 45 per cent (taking into count the cost of freight and charges) on its value in the country—and is there in company with the luxuries of life, "ale, porter, beer, and articles embroidered with gold, silver, or other metal !"

This enactment continues, Mr. Speaker, notwithstanding the annual consumption of coal in the United States has reached, at this period, about 10,000,000 of tons, the present cost of which may be fairly estimated at from $6 to $8 a ton *at the place of consumption* showing that the people of the United States are paying for this one of the great necessaries of life between 60 and 80 millions of dollars per annum, under a tariff levied upon them which, as herein before stated, is full 45 per cent. protection.

This protective principle of legislation respecting this great necessary of life is not of recent origin. For we find since the formation of the government a heavy restriction has been constantly laid upon this indispensable article.

In 1789, the tariff on coal per ton, of 28 bushels, was 56 cents, or 22 per cent. on its value.
Our importations that year were.....3,850 tons,
In 1800, the duty was $1 40 per ton, 56 per cent. on its value. and we imported.....11,787 "
In 1810, same duty, our importations reached.....14,030 "
In 1815, after the war, and under a duty of $2 80, or 112 per cent. on the value per ton, we imported, fell to.....3,514 "
In 1820, under duty of $1 40 per ton, being 56 per cent, on its value, we imported....24,061 "
In 1825, with a duty of $1 66, we imported 25,795 "
In 1830, with the same duty, we imported..58,582 "
In 1835, under the compromise tariff of 1833, with a duty, say, of $1 40 per ton, we imported,.....59,972 "
The protective tariff of August 30, 1842, continued in force until the present tariff took effect, 1st December, 1846, the duty on coal reaching $1 75 per ton.
In 1843, our importations reached..... 41,163 tons.
1844..... 87,073 "
1845..... 85,776 "
1846.....138,853 "
And under this tariff of 1st December, 1846, our importations have been as follows :
In 1847, we imported.....148,021 tons.
1848.....196,168 "
1849.....198,213 "
1850.....189,439 "
1851.....214,774 "
1852.....183,015 "
1853.....231,508 "
1854.....252,865 "

During the four years last mentioned we have imported an aggregate of 882,162 tons, valued according to a Treasury statement in my possession, certified November 21, 1853, at $1,970,179, or, at a general average of four years, $2 23 per ton, and the aggregate duty paid on the same is $591,053 70.

The scarcity of fuel and the demand for coal, had undoubtedly their full share in influencing the amount of importations at the several periods mentioned. This demand for coal is still rapidly augmenting, having risen in the last fifty years from 15,000 tons per aunum, to an annual consumption of 10,000,000, and yet being continually on the increase.

It is only within the last fifteen years that the United States has become, strictly speaking, a coal producing country. A quarter of a century previous to that period there were not more than one thousand tons of anthracite coal annually produced in the whole Union ; yet, in 1847, the increase alone had reached to more than one thousand tons per day, and has since increased, and is still increasing almost in a compound ratio.

The ability of the American producer to successfully compete with the foreign importer, even after the protective restriction shall have been removed, is beyond question. Look at our superior facilities for the extraction and transportation of the article, the constantly increasing demand and the extent of our coal-producing regions in comparison with those of Europe and the British possessions on this continent.

It is to be remembered that the coal we import is mostly from Great Britain and her North American dependencies. The aggregate of square miles of the coal-producing countries in Europe, viz : Great Brirain, Ireland, Scotland, and Wales, Spain in the

Asturias region, France, Belgium, Prussian dominions, Austrian Provinces, and the British dependencies in North America, is 852,229 square miles—the coal region of which embraces about 35,504 square miles, or a little more than one twenty-fourth part.

The United States contain, exclusive of Texas, Oregon, and Washington, the last two abounding extensively in this mineral, some 2,280,000 square miles. The twelve coal States, viz: Alabama, Georgia, Tennessee, Kentucky, Virginia, Maryland, Ohio, Indiana, Illinois, Pennsylvania, Michigan, and Missouri, embrace an aggregate surface of 565,283 square miles, of which the coal region covers 133,132 square miles, or nearly one-quarter of the entire area of these States, producing, in 1850, while yet in the infancy of this great staple, according to the census returns of that year, 5,049,954 tons.

The annual coal produce of Great Britain proper, Belgium, France, Prussia, Austria, in Spain, in 1853, was within a fraction of fifty-one millions of tons. In that year Pennsylvania alone produced seven millions of tons, and Maryland more than half a million.

The produce and consumption of the United States for 1854 may be safely estimated at ten millions of tons; yet notwithstanding this article is so abundant in our country, and our facilities for its supply so great, the price has risen within the last year from thirty to fifty per cent., and within the last five years nearly one hundred per cent. * * *

In 1845, we had five hundred and forty blast furnaces, averaging nine hundred tons each annually, yielding four hundred and eighty-six thousand tons, and nine hundred and fifty bloomeries, forges, rolling and splitting mills, yielding of bar hoops, &c., two hundred and ninety one thousand six hundred tons, and of blooms, castings, machinery, and stove plates, one hundred and fifty-one thousand five hundred tons, making that year an aggregate of nine hundred and twenty-nine thousand one hundred tons, at the value of $33,940,500. In 1853, the rapid increase in this branch of manufacture was such as to yield much more than a million of tons of pig iron.

Some idea may be formed of the increasing demand for coal, by even a glance at the multiplied uses to which it is applied. We have now in active operation 20,000 miles of railway communication at a cost of 600 millions of dollars, and the system is advancing, stretching its arms, Briarous like, far and wide over the Union, in the ratio of the expansion of population, and the growth of the country.

The steam marine of the United States in 1852 was 1390 vessels, with an aggregate of 417,226 tons, of which 96 were ocean steamers, 529 engaged in the coast trade, and 765 employed on inland navigation. Such has been the increase of our steam commercial marine within the last two years, that it would not be extravagant to estimate our steam marine for 1854, at 1,800 vessels, with an aggregate steam tonnage of 540,000 tons.

When Crœsus exhibited his golden treasures, some one told him that he who possessed iron could soon make himself master of them. The ownership of the gold of the Aztecs and the Incas yielded to the iron and steel of the Spanish invader.

The Creator, with a bounteous hand, has furnished us with a coal region with an extent and richness, as I trust I have shown, unequalled by any political community on the face of the earth, and almost as exhaustless as the atmosphere by which we are surrounded. The means for the extraction of this one of the great necessaries of life are at hand, and are all that human ingenuity and enterprise could desire, and from these rich deposits, a stream of wealth, now swollen, flows into the coffers of the producer.

When we reflect that that article, under a high protective tariff, is becoming, and to a great extent has become, an indispensable agent in every household—that it is daily growing into universal use for all domestic purposes—that it is indispensable in the machinery which fashions with artistic skill and elegance the implements used and necessary in every family—that it is equally needed and employed in the manufacture of farming utensils and tools in the mechanic arts—in travel by land and by water; indeed, for all the arts of peace, and equally indispensable in the art of war, and for all the means of national defence—is there any reason why there should be an oppressive and unnecessary tax upon that which so seriously affects the interests of every citizen of the Republic?

Every principle of justice demands that the shackles on this trade which the existing tariff imposes, should be stricken off, and that the traffic of this important article should be opened to the freest competition. In conclusion, Mr. Speaker, I have endeavored to attract the attention of this body to the subject, rather by a brief summary of the interests involved, than by any attempt at elaborate argument. The days of this session are rapidly diminishing. The business of the country requires, in fact, demands brevity in discussion and promptitude of action.

As one of the representatives in part of the city of New York, the great commercial capital of this continent, it becomes a duty from which I could not shrink, to press the matter upon this body. My constituents have a right to expect and require it at my hands. They demand that the abundance of Europe which the producer there can supply, shall be brought at once to our shores, that they may have it fairly tested by a proper competition.

A city with a population of 750,000 souls, or 175,000 families, employs it for domestic purposes. The manufacturing interests in the furnaces, forges, and all the engines employed in the useful arts, require it. The trading community, in their stores and workshops, seek the light, in the production of which this article forms an essential element. The fleet of steamships that daily leave our shores, carrying our flag to every sea, in the lawful pursuits of commerce, expect it. And, in the name of all those great interests, and that of my immediate constituency, I respectfully urge the immediate and unconditional repeal of the existing duty.

Mr. Ritchie, of Pennsylvania, took occasion to deny the truth of the reports, extensively published in the newspapers, that the coal producers of Pennsylvania have combined to keep up the price of that article. The supply brought to market over the Reading Railroad was twenty-five per cent. higher this year than last. The prevailing high prices for coal were owing to the increased mining rates and cost of transportation by railroads. He expressed his views in opposition to free trade.

Mr. White thought the men in Pennsylvania, engaged in the anthracite coal business, have been unjustly charged with a combination for the purpose of keeping up prices. He thought the charge would much more properly attach to New Yorkers and Eastern men, who seek to bring down the price of coal so low as to prevent the miners from bringing it to market.

Mr. Stuart, of Pennsylvania, said the gentleman from New York (Mr. Walbridge) had told the truth relative to the raising of the price of coal, but he had forgot to say that every other necessary of life has been correspondingly increased. [Laughter.]

Mr. Walbridge—Everything except the pay of members of Congress. [Renewed laughter.]

Mr. Witte resumed, saying, that the abolition of all duty on coal would not, under the present circumstances affect the price of the article.

Mr. Hiester—I move the Committee rise,

Mr. Jones, of Tenn., on the opposite side of the Hall—I move the gentleman have leave to go to dinner.

The Committee then rose, and the Invalid Pension Bill, having been reported to the House, was passed.

Mr. Robins presented the memorial of the American Philosophical Society of Philadelphia, asking the fitting out of a steam vessel and transport to search for Dr. Kane's Arctic Expedition.

The House then adjourned.

THE ARTESIAN WELL AT CHARLESTON.

Major Welton, the energetic and able Superintendent of the experiment now in progress, for a supply of water by an Artesian Well, begins at length, as we trust, to see auguries of success. He has performed the operation of tapping the earth elsewhere repeatedly, and generally with success, and we have indications now that the same good result will crown his persevering and oft-interrupted but never-tiring labors in this instance.

On Saturday evening, after some progress had been made in clearing out the sand which had for some time prevented the continuance of the boring, a vein was reached which has continued since then to yield a stream apparently unvarying, at the rate of two and a half gallons per minute, or one hundred and fifty gallons per hour. The pressure of the head spring or supply will maintain a column to the height of twenty-five feet above the surface. The total depth of the well is 1,211 feet, of which 1,200 have been tubed. The depth actually bored by measurement has been 1,205 feet, and the aperture has been deepened and extended six feet by the action of the water itself, and by the subtraction of the quantities of sand that have been forced up on several occasions, as will be remembered by all who have noted the progress of the work.

The indications exhibited by the influx or uprising of the sand have authorized for some time the belief that the borer was near to some good supply of water, and yet had not reached it fully—in consequence, the stream, in seeking an outlet, apparently has forced its way through sand, thus barring its own passage through the tubing. Several fitful gushes and sudden outbursts of water have occurred from time to time, but the supply of Saturday last is the first instance of a steady stream, and is, therefore, more significant as an omen of approaching success.

The water has not as yet been analyzed or tested with any accuracy or precision. To the taste—a trial which we had the opportunity of making—it is not very pleasant, yet indicates no ingredient that would render it inapplicable. It may be, also, that some of

the peculiarities thus indicated are due to the solution of matter from the surface yet unprotected by tubing. From conclusions and observations, based upon Major Welton's former labors in this line, he is strongly disposed to believe that a larger supply will be found immediately below the next stratum of rock. Such we trust will be the case; at all events we are impatient to learn the nature and character of the supply now furnished, and shall be happy to give our readers that information as soon as possible.—*Charleston Courier.*

COMMERCE OF THE CRIMEA.

Some interest will be felt in knowing the nature and importance of the commercial relations kept up by the Russian province where the allied armies have already obtained a footing. The following sketch will give some idea on the subject:—

Let us first of all remark that the situation of the Crimea is admirable, situated, as it is, between the Black Sea and the Sea of Azoff—that is to say, between the Danube on the west, the Dneiper on the north, and the Kuban on the east, all grand commercial affluents of the European continent, in its eastern portion, and of southern Russia, as likewise of the Caspian basin.

No position could be better for carrying on the international transactions of this part of the globe. The Crimea is, moreover, specially favored in its interior by mildness of its climate and by the fertility of a large portion of its territory, which is susceptible of every culture. In 1835, Mr. Schnitzler estimated its extent at 1,646 square miles, and its population at 400,000 inhabitants, about 100,000 of whom are Tartars—a race which is dwindling away and disappearing before the increase of the Christian population.

Corn, wine, cattle, wool, pelts, and furs, hides, hemp, honey, oil, salt, and some fisheries—such are the chief elements composing the wealth of the land, where a transit trade also exists, since here corn and grain, oleaginous seeds, tallow and grease, tobacco, silk, eastern tapestry, and the like, are brought for bartar with the stuffs, sugar, hardware, and other articles wrought in Europe, more especially in Russia itself.

Corn constitutes the bulk of the exports from the Crimean harbors—these harbors being adjuncts, we may also say dependents, on the harbor of Odessa, that granery of the Levant, or rather of southern Europe. According to the official reports for 1851 from the government of Taurida, the corn harvest had increased to 2,568,497 hectoliters. Ten years before it was hardly 1,000,000. It is particularly in the district of Berdiansk, peopled in part by foreign settlers, that the culture of the cereals is most developed, and it is thought that the entire basin of the Crimea, with that of the Sea of Azoff, may supply Commerce annually with 5,000,000 or 6,000,000 hectoliters. Moreover, the Crimea, in 1851, was found to possess nearly 2,000,000 sheep, half of which were fine-wooled, 248,260 head of horned cattle, and 85,700 horses.

The salt mines of Perekop and Eupatoria have some celebrity, and, although very inadequately worked, are a valuable source of wealth to the country. It is also well known what an importance the culture of the vine has acquired in the Crimea, especially the vineyards of Simpheropol, Yalto, and Theodosia. In 1851 their yield amounted to 83,790 hectoliters. The entire vintage of the Crimea—the greater part of which is consumed in the country, and the remainder of which is sold to customers in the provinces of southern Russia—may amount, it is said, to double the figure given above, that is, sbout 160,000 hectoliters.

The wines exported from the Crimea are, in general, of a secondary quality, and are chiefly used, like those from the Caucasus, for mixing with other wines or with other preparations. The rich vineyards of Prince Woronzoff are much praised. They yield a sparkling wine, something like Champagne. Brought originally from Hungary, the Rhine, and Burgundy, the plants to which the Crimea is now indebted for its wines have almost superseded the indigenous vine of the peninsula. M. de Tegoborski says that the Taurida possessed, in 1848, 35,577,000 vines, a number six times larger than what grew there sixteen years before. The Russian government has at all times made great efforts to develop the culture of the vine in the Crimea, and, to say the truth, it is almost the only culture which has acquired there any importance. Manufactures are at the lowest ebb. There are two or three factories for lhe weaving of common cloth, a few tanneries, and a few yards for making morocco (Russian?) leather, and that is all.

As for the value of the exchanges carried on in the entire basin of the Crimea and the Sea of Azoff, we will give the figures quoted in the *Annales du Commerce Exterieur*, the best authority on the subject, since it is formed either from foreign statistics, or from the correspondence of our consular or diplomatic agents. In 1841, the estimate was:—

	Imports.	Exports.	Total.
Ports in the Crimea. francs	780,000	2,308,000	3,088,000
Ports in the Sea of Azoff. .	5,208,000	22,088,000	27,296,000

Ten years later, in 1851, the value of the traffic of the Crimea was only 1,747,000 francs, a result showing a great diminution, and for the ports in the Sea of Azoff, 34,084,000 francs, which, on the contrary, shows a great increase. Kertch, placed on the straits separating the Crimea from the Transcaucasian provinces, and Taganrog, situated quite at the bottom of tha Sea of Azoff, count for much in this commercial total. They alone exported, in 1851, corn to the value of 7,564,000 francs—a sum almost equal to the aggregate amount from all the other ports.

We must not, however, measure the commercial activity in the ports of the Crimea and the Sea of Azoff simply by the results of the foreign trade. The coasting trade, which is there extremely active, would give almost an equal value of exchanges. The home trade is also of some importance in the Crimea, and it may be judged of by remarking that there are seventy-nine fairs held there every year. Goods to the value of 2,494,000 roubles (nearly 9,000,000 francs) were brought to them in 1851; and what is remarkable is the fact that, with the exception of the two fairs at Simpheropol, all of them are held in the northern districts, almost exclusively peopled with Christian agriculturists. To sum up, the foreign trade of the two seas, in 1851, employed 1,561 ships, carrying 400,000 tons; snd the coasting trade may well have been three times larger.

The coasts of the Crimea offer, in fact, a large number of harbors, that in all times have been eminently useful to ships frequenting these difficult and sometimes dangerous seas. The chief harbors are Eupatoria, Theodosia or Kaffa, Kertch, and Sebastapol, to which we must add, as belonging to the same sphere of commercial activity, the ports in the Sea of Azoff, viz: Berdiansk, Mariopol, Rostoff, and Taganrog. The Genoese thoroughly understood the importance of such a line of coast, when towards the end of the 13th century, they purchased, or rather took, from the Mongol Tartars the ancient Theodosia, spread their colonies over all Taurida, covered with their ships the shores of the Euxine, and founded Kaffa, which soon became the principal center of Europe's commerce with Asia Minor, Persia, and the Indies.

Two centuries later, the Crimea was for a long time blighted, as it were, with sloth and sterility; its cultures, its commerce pined away more and more through atrophy, and the yoke imposed upon it by the Muscovites in 1740, was little calculated to restore it. But, thanks to the franchise granted by the Empress Catherine to its ports subsequently, the peninsula saw its prosperity rapidly return. Unfortunately, the Czar Paul, through some malign inspiration, thought he ought to protect the commerce of Taurida by canceling tbis franchise, and replacing it by an oppressive system of customs, with all their restrictive regulations. Nevertheless, the Crimea has progressed by the force of things, by its own elements of vitality, hy the constant growth of the Christian population. And, now that the Black Sea and the mouths of the Danube, free at last, are about to be opened to navigation, to all the transactions of the western nations, we may look upon this country as destined for great things.—Translated from the *Journal des Debats.*

CHICAGO AND MILWAUKEE RAILROAD.

To-day we announce that another railroad, the Chicago and Milwaukee, will commence running a regular passenger train to and from the city. The road is completed twenty-five miles to Port Clinton, and a train with a passenger car attached, will leave the company's depot ground on the west side, at half-past eight o'clock. Stages leave immediately on the arrival of the cars for Waukegan, Kenosha, Racine, and Milwaukee. The arrangements are made for the present, for passengers leaving the city in the morning, to reach Milwaukee at eight o'clock the same evening. The time will be shortened as soon as the cars reach Waukegan, which will be ahout the first of January. The road will be completed to the State line early in January.—*Press, Chicago.*

BALTIMORE & OHIO RAILROAD INJUCTION.—The Baltimore *Sun* says that under an arrangement recently made between the Post Office Department and the Central Ohio railroad company, the branch road of the Baltimore and Ohio railroad company, terminating at Benwood and the crossing of the Ohio river at that point, to connect with the Central road, may virtually be made A POSTROUTE.

Wheeling has just obtained an injunction against that crossing. But the railroad company now resorts to the same means—A POST ROUTE—of avoiding the order of the Court, that Wheeling made effective when the U. S. Court ordered the bridge to be raised—or razeed.

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

CORRECTED TO WEDNESDAY OF EACH WEEK.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'D.	ASK'D.
Alabama and Tennessee	1st mortgage, convertible till 1872	7	1872		
Baltimore and Ohio	Transferable. Taxed	6	1885		
Do do	Coupons. Not Taxed	6	1875		
Do do	" "	6	1880		
Do do	"	7	1860		
Do do		6	1885		
Bellefontaine and Indiana	1st mortgage, convertible	6	1866		
Buffalo and Penn. State Line	1st mortgage, not convertible	7	1866		
Chicago and Rock Island	1st mortgage, convertible	7	1870	85	
Chicago and Mississippi	1st " "	7	1862		
Do do	2d " "	7	1874		
Chicago and Aurora	1st " "	7	1866		
Cincinnati and Fort Wayne					
Cleveland, Columbus, and Cincinnati	1st mortgage, convertible	7	1859		
Do do do	No mortgage, convertible	7	1855		
Cleveland and Mahoning					
Cleveland, Painesville and Ashtabula	1st mortgage	7	1861		
Do do	2d " not convertible	7	1861		
Cleveland and Pittsburgh	1st " convertible	7	1860		
do do	1st " 2d sec. convertible	7	1873		
Cleveland and Toledo,	1st mort. not conv. '73	7	1863	72¼	
Cleveland, Zanesville, and Cincinnati					
Cincinnati, Hamilton and Dayton	1st mortgage " till 1855	7	1867		
do do do	2d mortgage	7	1868		80
Cincinnati, New Castle and Michigan	1st mortgage, real estate, convertible	10	5 & 10 y's		
Cincinnati Western	1st " " " "	10	5 & 10 y's		
Cincinnati, Wilmington and Zanesville	1st "	7	1862		
Cincinnati, Indianapolis and Chicago					
Columbus and Lake Erie					
Columbus, Piqua and Indiana	1st mortgage, convertible	7	1862		
Do do do	2d "		1852		
Columbus and Xenia	1st mortgage, convertible	7	1859		80
Covington and Lexington	2d " " till 1862	7	1883		75
Do do	1st " not "	6	1862		
Dayton and Michigan	1st " "	7	1867		
Dayton and Western	1st " "	7	1862		
Dayton, Xenia and Belpre	1st "	10	1864		50
Eaton and Hamilton	1st mortgage	7	1862		60
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.	7	1862		
Evansville and Illinois	1st Mortgage, convertible 1857	7	1862		
Frankfort and Lexington	1st " "	6			
Franklin and Warren					
Galena and Chicago Union	Pledge of 2d section, convertible	10	1853-6		
Do do do	1st mort., 2d " not convertible	7	1862		
Illinois Central	1st mortgage, not convertible	6	1875	63¾	66¼
Illinois and Wisconsin		10			
Indiana Central	1st mortgage, convertible	7	1866	63⅜	75
Do do	" "	10	1857		80
Indianapolis and Bellefontaine	1st " "	7	1860-1		75
Indianapolis and Lafayette	" "	7	1861		
Jeffersonville	1st " not "	7	1861		
Junction (Ohio)	1st " "	7	1867		
Do do	2d " "	7			
Lawrenceburg and Upper Mississippi	1st mortgage, convertible	7	1866		75
La Crosse and Milwaukee		8	1864	82½	
Little Miami	1st mortgage, not convertible	6	1863		
Do	" " till 1855	7	1861		
Louisville and Nashville					
Lyons', Iowa, Central	1st mortgage, convertible	7	1873		
Mad River and Lake Erie	1st mortgage, convertible till 1855	7	1855-6		75
Do do	2d " "	7	1866		75
Do do	Dividend	7	1860		75
Madison and Indianapolis	1st mortgage, convertible after 1853	6	1861		
Marietta and Cincinnati, Do Do. united Hillsborough and Cincinnati	1st "	7	1868		
	2d "				
	1st "				
Maysville and Big Sandy					
Maysville and Lexington	1st mortgage, convertible	6	1873		
Memphis and Charleston					
Michigan Central	No mortgage, convertible	8	1860		
Do do	" "	8	1855-6		
Do do	" not "	8	1857-8		
Michigan Southern	1st " " "	7	1860-90	73	
Milwaukie and Mississippi	1st " " 1857	8	1862		
Mobile and Ohio	1st mortgage 6s. 1884				
Nashville and Chattanooga					
New Albany and Salem	mortgage on 1st section	10	1858-62		
Do do	1st " on other sections, convert.	8	1864-75		
New Castle and Richmond	1st " convertible	6	1873		
New Orleans and Ohio, Ky	Guar. of McCracken Co				
New York and Erie	1st mortgage, not convertible	7	1867		
Do do	2d " convertible	7	1871	68¼	
Do do	Income, not convertible	7	1855	94¾	
Northern Cross, Ill	1st mort. conv	8	1873		
Northern Indiana	1st mortgage, not convertible	7	1861		
Do do	1st mortgage Goshen line		1868	74	75
Do do	Construction Bonds			70	75
Ohio Central	1st mortgage, convertible	7	1861-69		
Ohio and Mississippi	2d " convertible	7	1880	62¼	75
Ohio and Indiana	1st " "	7	1867		
Ohio and Pennsylvania	" "	7	1865-6		
Do do	Income. No mortgage, convertible	7	1872		
Pacific, Mo					
Panama	1st mortgage, convertible	7	1866	69	
Parkersburgh (or Northwestern Va.)	" Guar. City of Baltimore	7	1873		
Pennsylvania	1st mortgage, convertible till 1860	6	1880		
Peru and Indianapolis	1st " convertible	7			
Rock River Valley Union	1st " convertible	7	1872		
Sandusky and Mansfield	1st "	7	1860		
Do do	2d "	10	1853-7		
Scioto and Hocking Valley	1st " conv. coupons	7	1861		
Southwestern, Tennessee					
Springfield and Columbus					
Steubenville and Indiana	1st mortgage, convertible	7	1865		
Terre Haute and Alton	1st " convertible		1862-72		
Do do	2d " do	8	1865		
Terre Haute and Richmond	1st mortgage, convertible	6	1866		
Toledo, Norwalk and Clevoland	1st "	7	1863	77¼	
Do do do	2d "				
Do do do	" Guar of C. C. & C.		1883		

TABLES OF RAILROAD SHARES.

☞ The following quotations are not PER SHARE, but upon the HUNDRED DOLLARS.

	shares.	off'd.	ask'd.
Baltimore and Ohio	100	44	44
Bellefontaine and Delaware	50		
Bellefontaine and Indiana	50		
Belleville and Illinoistown			
Buffalo and Pennsylvania State Line			
Central Military Tract			
Central Ohio	50	74½	
Chicago and Rock Island			
Chicago & Miss., (Alton & Springf'd.)			
Cincinnati, Cambridge and Chicago			
Cincinnati and Fort Wayne		10	
Cincinnati Hamilton and Dayton	100	65	70
Cincinnati, Indianapolis and Chicago			
Cincinnati, Logansport and Chicago	50	6	10
Cincinnati Western	50	10	20
Cin. Wilmington and Zanesville	50	40	45
Cleveland, Columbus and Cin	100	92	94
Cleveland, Medina and Tuscarawas			
Cleveland, Painesville and Ashtabula	100		
Cleveland and Pittsburgh	50		40
Cleveland and Mahoning			
Cleveland and Toledo	50	56¼	57
Cleveland, Zanesville, and Cincinnati			
Clinton Line			
Columbus and Lake Erie			
Columbus, Piqua and Indiana			
Columbus and Xenia			
Covington and Lexington	50	35	40
Covington and Ohio, Va			
Dayton and Michigan	50		
Dayton and Western	50	10	
Dayton Short Line	50		
Dayton, Xenia and Belpre			
Detroit and Pontiac			
Eaton and Hamilton	25		
Eaton and Piqua			
Erie and Northeast			
Erie and Kalamazoo			
Evansville and Crawfordsville			
Fort Wayne and Mississippi	50		
Fort Wayne and Southern	25	10	
Franklin and Warren			
Galena and Chicago Union	100	93½	95
Greenville and Miami	50	16	
Hannibal and St. Joseph			
Hudson River		31	35
Henderson and Nashville			
Hillsboro' and Cincinnati	50		
Illinois Central 10 per cent	100	93	93
Illinois and Wisconsin			
Indiana Central	50		
Do do 10 per cent	50		
Indianapolis and Bellefontaine	25		
Indianapolis and Cincinnati	50	45	50
Indianapolis and Lafayette	50		
Jeffersonville and Indianapolis	50		
Junction (Ohio)	50	10	
La Crosse and Milwaukie	100		
Lake Erie, Wabash and St. Louis			
Lawrenceburg and Upper Mississippi	50		
Lexington and Frankfort			
Lexington and Danville			
Little Miami	50	92	95
Logansport and Pacific			
Logansport and Marion			
Louisville and Frankfort	50		
Louisville and Nashville	100		
Macon, Georgia	10		
Mad River and Lake Erie	50	40	
Madison and Indianapolis	50		—
Madison, Indianapolis and Peru	50	23	
Marietta and Cincinnati	50		
Marion and Mississinewa Valley			
Maysville and Lexington	50		
Maysville and Big Sandy			
Memphis and Charleston			
Michigan Central		81½	83
Michigan Southern		80	82
Milwaukie and Mississippi			
Mobile and Ohio			
Nashville and Chattanooga			
New Albany and Salem	50		
New Orleans and Ohio			
New York Central		80½	86
New York and Erie	100	35⅝	36
Northern Indiana		78	80
Ohio and Indiana			
Ohio and Mississippi	50	47	
Ohio and Pennsylvania	50		85
Ohio River and Wabash			
Owl Creek Valley			
Pacific, Mo			
Panama		71	72
Parkersburg, or Northwestern Va			
Pennsylvania	50	41	
Peru and Indianapolis	25	81½	82¼
Sandusky and Mansfield	50		
Sandusky, Mansfield, and Newark	50		
Sangamon & Morgan, or Great West'n,			
Scioto and Hocking Valley	50		
Southwestern Indiana			
Southwestern, Tenn			
Springfilled Mt. Vernon and Pittsb'gh.	50		
Springfield and Columbus			
Steubenville and Indiana			
Terre Haute and Alton			
Terre Hauto and Richmond			
Toledo and Illinois			
Toledo, Norwalk and Clevoland	5		

STOCK TABLE.

CORRECTED WEEKLY.

Government Securities.

	INT.	DUE.	OFF'R.	ASK'D.
U. S. Loan	6	1856	102¼	105
Do	6	1862	112	114
Do	6	1867	119	119
Do	6	1868	120	120
Do (int. ceased July 1).	5	1853		102
Do Coupons		1862		118
Do "	6	1867		118
Do "		1853		101

State.

Alabama	5	....		
Do	6	....		
Arkansas	6	....		96
Georgia	6	....	90	95
Do	7	....		
Illinois Canal Bonds		1860		
Do do registered		1860		
Do do		1847		
Do do registered		1847		
Do do Internal Impt.	6	1847		82½
Do Interest do	6	....		00
ndiana	5	....	75½	78
Do	2½	....	47	50
Do Canal Loan	6	....		
Do do preferred	5	....		
Do do deferred	5	....		
Do special preferred	5	....		
Do do deferred	5	....		
Kentucky, 30 years	6	1871	95½	
Do 15 years	6	....		
Do large bonds	6	1869-72		
Do	5	....		
Missouri,	6	....	83	100
Ohio	6	1856	93	
Do	6	1860	96¾	98
Do	6	1870		
Do	6	1875	97	
Do	5	1855		
Do	5	1804		
Pennsylvania	6	....		
Do	5	1870		90
Tennessee, new loan	6	1890		90
Do Coupons	5	....		
Virginia Coupons	6	1886	85½	90¼

City Securities.

Albany	6	1871-81		97½
Allegheny	6	1875-7		77
Baltimore	6	1870-90	91½	92
Do	5	1865		
Boston Bonds	4½	1860		
Chicago	6	1873-7	92½	95
Cleveland	6	1879	101¾	102¼
Cincinnati	6	1860-92	89¾	90½
Do	6	1897		
Do	5	1884		
Do W. W	6	1865		
Jeffersonville, Indiana	7	1872-82		
Lawrenceburgh, Ia	7	....		
Louisville	6	1880	84	89
Memphis	6	1882		
New York	7	1857	100½	
Do	5	1858-60	96	98
Do	5	1870-5	100	
Do	5	1890		
Philadelphia	6	1876-90	81½	85
Pittsburgh	6	1869-78	75¼	76½
Do coupons	6	1883		
Richmond	6	1882		
St. Louis	6	1870	79	80
Wheeling	6	1872		

County Bonds.

Bourbon, Ky	6	1881		
Darke, O	7	....		
Fairfield, O	7	1862		
Fayette, Ky	6	1881-3	70	72½
Guernsey, O	7	1862		
Mason, Ky	6	1881	67	66½
McCraken co. Ky., endorsed by New Orleans and Ohio R.R.				
St. Louis	6	1866	76	77
Do	7	1871		

Banks.

OHIO.

Ohio Life Insurance and Trust Co	65
Lafayette, Cincinnati, (closing)	
Franklin do	
Commercial do	
Mech. & Traders do	
State Branches	

KENTUCKY.

Bank of Kentucky and Branches	
Northern, and Branches	
Southern, and Branches	
Bank of Louisville	
Kentucky Trust Co	
Farmers' Bank of Kentucky	
Newport Safety Fund Bank	
Commercial Bank of Kentucky	

INDIANA.

State Bank and Branches	

TENNESSEE.

State Bank and Branches	
Union	
Planters'	

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g.
On New York	Sight	½	1 prem.
Boston	Sight	½	1 prem.
Philadelphia	Sight		1 prem.
Baltimore	Sight	½	1 prem.
New Orleans	Sight		1 prem.
England		108¼	109½.

SPECIE.

GOLD.

California, ℔ oz	$17 50	@	$17 65
Spanish Doubloons	16 50	@	16 60
Patriot Doubloons	15 60	@	15 80
Sovereigns	4 85	@	4 87
Guineas	5 00	@	5 00
American, new	1 00	@	1 01
American, old	1 06	@	
Portuguese	1 00	@	1 01

SILVER.

American Dollars	1 04	@	1 04
American, halves	1 04	@	1 04
Spanish Dollars	1 00	@	1 00
Spanish Quarters	1 02	@	1 03
Mexican Dollars	1 05	@	1 05
Five Franc pieces	95	@	96

LAND WARRANTS.

	Off'd.	Ask'd
160 acre warrants	$175	
80 acre warrants	88	
40 acre warrants	44	

CINCINNATI STOCK SALES.

AT THE STOCK BOARD,

MERCHANTS' EXCHANGE

And at Private Sale.

BY HEWSON & HOLMES.

For two weeks ending December 20th, 1854.

100	Shares	Cin. & Chicago R. R. Stock.		5¼
121	"	" " " "		7
79	"	" " " "		7
10	"	" " " "		9
36	"	Ohio & Miss. " "		42½
228	"	" " " "		40
110	"	" " " "		40
75	"	" " " "		40
200	"	Cin. Wil. & Zanes. " "		33½
100	"	" " " "		32½
20	"	Little Miami " "		85
10	"	" " " "		80
30	"	" " " "		80
35	"	Cin. Ham. & Dayton " "		65
30	"	" " " "		65
20	"	" " " "		65
40	"	Ind. & Cin. " "		42
100	"	New Albany & Salem " "		10
40	"	Ft. Wayne & Southern "		5
98	"	Cov. & Lex. " "		20
50	"	Colum. & Xenia " "		80
100	"	Greenville & Miami " "		15
48	"	Ind. Central " "		40
25	"	Farmers Bank of Kentucky,		100

Monetary and Commercial.

Since our last issue, but little has transpired to change the aspect of financial affairs. The hopes founded on the rise of the river have not been realized, there have been slight fluctuations in the height of the water, but not any material change for the better. We have, therefore, to note the same general inactivity remarked in our last.

Loans and discount are almost obsolete. It is true that a few favored parties, occasionally, obtain an accommodation; but the great body of the business community are compelled to get along with the means at their command. It is a significant fact that although extensions of time on payments are quite a common occurrence, we scarcely hear of suits at law to compel payments. This fact amply testifies the confidence which our merchant's repose in each other.

We hear of a few out door transactions at rates ranging from 1 to 3 per cent. per month.

Gold is selling at a premium of 1 to 1¼ per cent. Eastern exchange is scarce, and consequently has slightly risen since our last quotations. We quote buying at ¾ per cent., selling at 1¼ per cent. premium The transactions in stocks has not yet assumed a settled shape; there is no surplus capital seeking investment at fair rates, and, consequently, sales are forced and must be very tempting to induce purchasers. Hence we regard low quotations for stocks at this season as no indication of real depreciation. Stocks may not sell for what they are worth, because there are no buyers; but where is the merchantable article that will bring its value under the same circumstances?

A convention of the specie paying Free Banks of Indiana, was held at Indianapolis on the 14th and 15th inst., at which the following Banks were represented, all of which were required to answer satisfactorily the following questions:—

1st. Has your Bank at any time, under any circumstances, refused or failed to pay coin to any person demand?

2d. What is your present circulation outside of your vault?

Bank of the Capital, Indianapolis.
Bank of Elkhart, Elkhart.
Bank of Goshen, Goshen.
Bank of Ind., Mich City.
Bank of Monticello, Monticello.
Bank of Mt. Vernon, Mt. Vernon.
Bank of Peola, (this is a new Bank, with little or no circulation.)
Bank of Rockville, Rockville.
Bank of Salem, Salem.
Bank of Syracuse, Syracuse.
Bank of Warsaw, Warsaw.
Canal Bank, Evansville.
Cambridge City Bank, Cambridge City.
Central Bank, Indianapolis.
Crescent City Bank, Evansville.
Farmers' Bank, Westfield.
Farmer's and Mechanics' Bank, Indianapolis.
Fayette Co., Bank, Connersville.
Gramercy Bank, Lafayette.
Hoosier Bank, Logansport.
Indiana Bank, Madison.
Indiana Stock Bank, Laporte.
Kalamazoo Bank, Albion.
Ky. Stock Bank, Columbus.
Lagrange Bank, Lagrange.
Merchants' and Mechanics' Bank, New Albany.
N. York and Virginia State Stock Bank, Evansville.
Prairie City Bank, Terre Haute.
Salem Bank, Salem.
Traders' Bank, Indianapolis.
Western Bank, Plymouth.

It was resolved by the convention that each bank represented should report in writing.

1. Actual capital paid in.
2. Present circulation outside of its vaults.
3. Coin and exchange now on hand.
4. Currency on hand, as well as balance due from solvent banks.
5. Notes and bills discounted by your last statement.

It was further agreed that they would receive and pay out the notes of the banks represented as specie paying banks, and in no case treat as par funds the notes of suspended institutions, and that they will not return the notes of free banks for redemption. A committee of seven was appointed to prepare amendments to the free bank law, with a view to confine the benefit of the law to the people of Indiana, and to give greater security to the bill holder. The banks agreed to charge one half per cent for collection, and passed a resolution, recommending the repeal of the clause of the law which allows thirty days for redemption of currency after protest.

The following address was published by the committee;

The convention numbered representatives from thirty one of the Free Banks of the States, which, notwithstanding all the reports abroad of general suspension, have never at any time, under any circumstances, refused to redeem their issues in coin. The history and present condition of said 31 banks, were freely and fully examined and canvassed by the convention, as will be seen by the published report of its proceedings.

The following facts relative to their condition, were established to the satisfaction of the Convention.

Aggregate capital stock of the 31 banks at this time	$1,966.315 00
Specie and Eastern Exchange	354,476 00
Currency and other Bank balances	523,047 00
Bills discounted	1,242,264 00
Circulation outstanding	1,248,405 00

It was proven upon examination that the stockholders of the several banks represented, are able to take up entire, the outstanding circulation of their respective banks, without resort to the stocks now deposited with the Auditor of State,

In view of these facts, and the late trying ordeal through which these banks have just passed without blemish, notwithstanding the present imperfections of the laws under which they have been organized, the Committee, without fear or hesitancy, challenge for them the confidence and credit of the public at home and abroad.

The Committee cannot avoid allusion to the fact that there are some other free banks of the State, who, although under the emergency, have not in their first setting out, been able to respond in every instance, to the demands for coin upon them, will yet establish for themselves a credit, by a rigid adherence to the law of their existence and bank usages, and who will from this time forward entitle themselves to public credit and confidence, and to association with those banks represented in the convention.

In view of the success of the free bank system, where it has been the longest tested, the committee feel assured that with the aid of judicious legislation by the State, the system will speedily be perfected and achieve full success in Indiana.

It must not be forgotten that, though in New York, this system is old and well tried, in the west, especially in Indiana, it is new, and that all new machinery works imperfectly. But little time will, we feel assured, be required to satisfy the people Indiana, of the value of the system and the safety of the circulating medium which it will furnish them.

From the east we have advises of a somewhat encouraging nature. Specie shipments have ceased to a great extent, and imports are rapidly diminishing. As a natural consequence, exchange has fallen. We quote banker's bills at 103 to 103¼.

The banks of New York are increasing their discounts somewhat; and if it were not for the recent disclosures of fraud, and some reported failures, the financial aspect of affairs would be materially improved. As it is, there is reasonable ground to hope that the worst is passed.

The stock market in some sorts has fluctuated and others have improved. The following are selected from the sales of the New York Board of December 16:

$2000	Kentucky 6's	$95 00
1000	Indiana State 5's	75 00
3000	Virginia 6's	89 50
2000	Erie Income	94 75
2000	Ill. Central R. R. Bonds	63 50
15	shares Michigan South	80
50	" Erie R. R.	35 63
100	" New York Central	79 25

Sales by A. H. Muller, December 16th, 1854.

$100	shares New York and New Haven R R..	$ 25 00
120	" N. Y. and N. Haven preferred stock	40 00
100	" Grocers Bank	103 25
120	" Empire City Bank	25 00
79	" 3rd Avenue R. R.	20 00

Sales by A. H Nicolay, December 16th, 1854.

$3000	New York and Harlem 1st Mort. Bonds	$79 38
36	shares 6th Avenue R. R.	51 50
50	" 3rd " "	20 00
80	" Empire City Bank	25 00
10	" Central Bank	24 00

The New York Central Railroad.—The official Annual Report of the New York Central Board, as made to the State Engineer, to Sept. 30, was laid before the Stockholders this morning. The leading figures are:—

Capital Stock,	$23,085.600
Funded Debt,	11,947,121
Total Cost,	$35,032,721

No floating debt; the Company paying monthly, "or as nearly so as it can conveniently be done," all expenses of operating and maintaining the Road. The Funded Debt is divided thus:—

Original Consolidated Issue,	$8,894,600
Old Company Debts, assumed,	1,263,030
Canada Road Debt,	817,000
Real Estate Bonds,	218,000
Bonds and Mortgages,	208,110
New Convertibles sold,	380,681
Buffalo and Niagara Falls Debt,	165,800
Total (Average interest 6.67 per cent.)	$11,947,121
Actual cost of Road, last report,	22,044,529
Actual cost, present report,	25,907,874
Increased expenditure,	$3,863,345
Gross receipts, twelve months	5,918,334
Expenses, 52 per cent.,	3,088,041
	$2,830,293
Interest and Sinking Fund,	$ 767,572
Dividend, 5 per cent.,	1,125,505
	1,893,077
Remainder, equal to 4.06 per cent	937,216

Making 9.06 per cent. net earning for the year.

TO RAILROADS AND CONTRACTORS.

Horse Powers.—The undersigned being agents for the sale of R. H. Pease formerly Emery & Co.'s Horse Powers, are prepared to furnish them to order. They occupy little room and do their work effectually. T. WRIGHTSON & CO.

GEORGE H. KNIGHT,

PATENT ATTORNEY,

141 Main St., Cincinnati, Ohio.

REFER TO

Judge McLean, U. S. S. C., Prof. John Locke, Cincinnati, Ohio, Niles & Co., Cincinnati, Ohio, W. B Chapman, Prest. Pharm. Soc'y, Gen. James Semple Ills., Judge Walker, Cincinnati, Ohio. Elijah Collin, Richmond, Ind, Col. S. H. Long, U. S. Top. Engineer,

DESCRIPTION OF AN INSTRUMENT FOR RAPID SURVEYING.

By Edward W. Sherrell, Esq., Civ. Eng.

An article, in the *Journal* for September, headed "New Instrument for Rapid Surveying," suggests the propriety of describing one which I had in 1849.

I am not aware that any thing similar has been used, although the idea was taken from a telescope, described to me by Col. Rumford, three or four years previously.

Col. Hughes, U. S. Top. Eng., then in charge of the surveys for the Panama railroad, sent meorders to have an accurate survey made of the Chagres river, from my camp, near the Rio Gatun, towards Gorgona; with a request that it might be done as quickly as possible.

I had only one assistant that could be spared from the division, but the old adage was verified, and necessity again proved the mother of invention.

I had a very good Young's transit, and an excellent thirty-inch German pocket telescope, with these an Instrument was *manufactured* in the course of the day, by Mr. T. M. Griffith and myself, in the following manner: We had no regular tools; a brad-awl, made of a wrought iron nail, a pair of pliers, a tack hammer, and an adjusting pin, and screw driver belonging to a level, constituted, I believe, with a pocket-knife, all our available apparatus.

In order to render the telescope rigid in the joints of the tubes, a *reed* about three-eighths of an inch in diameter was lashed firmly along its entire length. The telescope of the transit was then unscrewed from the trunnion and a piece of hard wood, about two feet in length substituted for it.

On either end of this beam there were blocks, hollowed transversely to receive the German telescope; they were made adjustable by wooden wedges, that a proper vertical plane might be given to the Instrument; all the fastenings of the blocks to the beam, and the telescope to them, were made of *bees-waxed black thread.*

This being done, we had merely exchanged a small telescope for a large one on the transit.

How to fix the cross wires in the glass was the next difficulty; we however, made a very good diaphragm of a piece of *dry sugar cane,* with the pith scraped out, leaving it long enough to slide in the tubes, without changing the direction of its axis, while the focal distance was being regulated. But we had no platinum wire, or fine silk, to form the crosses with, but we *had* a pet monkey, and poor *Mono* was made to contribute his share in the emergency; three of the finest hairs, taken from near the root of his tail, supplied the deficiency, and proved an excellent substitute.

One was placed in the vertical plane, and two were stretched across the middle, about one-eighth the diameter of the field apart; at first, some difficulty was experienced in fastening the hairs to the diaphram, as the sealing-wax used melted in the sun, and they changed their positions; notches were then substituted, in the end grain of the sugar cane, and answered the purpose.

A base line of a thousand feet was then carefully measured on the beach, and the transit so fitted placed over one end of it. We had in the camp, a fourteen feet pine leveling rod, fitted with a sliding target; to this rod at 0. feet, we secured a permanent view, and the rod being then placed at the opposite end of the base line, wrong end upwards, for convenience, an observation from the transit, was made upon it, and the amount of the visual angle, formed between the two horizontal hairs in the telescope upon the rod, was recorded by sliding the target down, until the upper and lower horizontal hairs cut its centre and the stationary vane.

When the telescope was level, and the rod plumb, the angle thus formed was isosceles, the rod forming the base, and by it a ratio was formed, which in this case, as the base line measured was 1000 feet long, became a decimal quantity; the observation on the rod was between 7 and 8 feet for 1000.

With the apparatus thus fitted, in little more than twenty-four hours from the receipt of the order to make the survey, I started up the river, with two canoes, two Indians, and an assistant, and three days provisions.

By this plan, the force on the fiuld was not sufficiently reduced to interrupt materially the surveys previously in hand, at least for a few days.

The assistant, having with him his note book, level rod, ten pickets, with white rags tied to them, and an Indian to paddle his canoe, started ahead, and proceeded up stream as far as he could see the first station, there showed his rod, and put up a picket, an observation being taken from the starting point to the rod, the assistant recorded the reading, and left a bit of paper pinned to the picket with the same written upon it. With the instrument, the magnetic bearing and the angle from one line to another were taken.

Both parties then again entered their boats, the first one pushing along as far as he could see his last picket, and then took another position on shore.

While the rear boat was going from one picket to another, the line was plotted on a drawing board placed across the bows, the topography on either side of the river sketched, and the soundings, which were taken by the *Peloio,* who managed the canoe, recorded as we pass along.

At every ten stations we compared notes and exchanged pickets.

In this manner with an instrument so roughly made, we surveyed, sounded, sketched the topography, and mapped, nearly eighteen miles per day.

The work proved correct upon being connected with the theodolite lines, which were run for the railroad.

I have frequently, since, found situations where this instrument has been used to advantage.

THOS. M CASH,

PHILADELPHIA RAILWAY AGENCY.

For the purchase of all articles required by Railway Companies, On Commission.

Office, No. 80, South Fourth-street, near Walnut,

PHILADELPHIA.

REFERENCES

Richard Norris & Son, Locomotive Builders, Philad'a.
Wm. D. Lewis, Esq. Pres't Catawissa R. R. Co. "
Charles H. Fisher, Esq., "
Jno. Caldwell, Esq., Pres't S.C. R.R.Co. Charleston, S.C
J. Pinckney Huger, Esq., Pres't. N. E. R.R.Co. "

Oct. 13-tf.

Locomotive for Sale.

ONE 8 wheel, 16 ton Engine, Cylinder 13 by 20, 4½ feet driving wheels, 2 pair drivers connected, and truck. Tender holding about 1400 gallons.

The Engine is in good condition; manufactured by Rogers, Ketchum & Grosvenor, Patterson, N. J.

Address ENOCH JOHNSON,
Sup't C., Z. & C. RR.
Akron, Ohio.

Jy.20-tf.



(On Baltimore & Ohio Railroad, midway between Baltimore and the Ohio River.)

MANUFACTURERS of *Engine Lathes, Planing Machines, Drill Presses, Hand Lathes, and other Machinists Tools.* These tools are built in a superior manner, from the very best materials, and are particularly adapted for railroad shops and all others repairing first rate machinery. Our location is very advantageous for shipping work to the West or South. Orders and communications receive prompt attention. Address

nov9-6m. SHRIVER & BROTHERS, *Fulton Works, Cumberland, Maryland.*

Notice.

THE copartnership heretofore existing between the undersigned, under the firm of Smith & Tyson, is this day dissolved by mutual consent. Either partner is authorized to settle the business of the concern.

J. HOPKINSON SMITH,
RICHARD W. TYSON,

Baltimore, July 1, '54. No. 25 South Charles st.

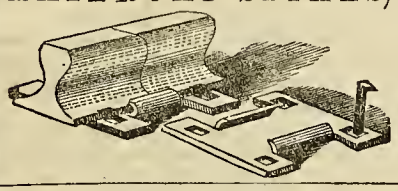
Notice of Copartnership.

THE undersigned have this day formed a copartnership, under the firm of J. Hopkinson Smith, in which Richard W. Tyson is a special partner, and J. Hopkinson Smith is the general partner.

J. HOPKINSON SMITH,
RICHARD W. TYSON.

Baltimore, July 1, 1854. [aug. '54-3*

RAILROAD SPIKES,



WROUGHT IRON
Chairs and Fastenings.

THE undersigned will continue to manufacture with increased facilities, HOOK & FLATHEAD R. R. SPIKES, of all Patterns, WROUGHT and CAST CHAIRS, and FASTENINGS, BOILER RIVETS, BOLTS, SHIP and BOAT SPIKES, &c.. &e.

The best quality of refined iron is used, and all orders filled with despatch. J. HOPKINSON SMITH,
No. 25, South Charles st.

☞ Please direct the name in full.

Baltimore, August 31-†

ADRIAN H. MULLER & CO.

AUCTIONEERS

Of the City of New York.

Hold their regular Auction Sales of Stocks, Bonds and other Securities every Wednesday at 12½ o'clock, at the Merchants' Exchange. They would respectfully tender their services in the negotiation of the same, either at private or public sale.

Office, No. 2, Pine Street, corner of Broadway, Metropolitan Bank Building.

REFERENCES BY PERMISSION:

Moses Taylor, Esq.; W. W. DeForest, Esq.; Geo. S. Robins, Esq.; Dow D. Williamson, Esq., Pres. Farmers' Loan and Trust Co.; Wm. F. Hayemeyer, Esq., Pres. Bank North America; Edward Whitehouse, Esq.; Messrs. Camman & Co.; Messrs. Carpenter & Vermilye; Messrs. Fisher, Denny & Co.; Messrs. Wm. & Jno. O'Brien; Messrs. Week, & Co. mh9 6*

NUGENT'S COLLEGE
OF
ENGINEERS & MECHANICS,

PUBLIC SQUARE, CLEVELAND, OHIO;

C. NUGENT, C. E., Principal.

THE design of this Institution is to afford young men an opportunity of acquiring a knowledge of the profession of Civil Engineering, and to Mechanics and Tradesmen a sound theoretical and practical knowledge of Mathematics, Architectural and Mechanical Drafting, Plain and Ornamental Penmanship, &c. For further particulars address the Principal. au.10.

ISAAC OSBORN DAVIS,

AUCTIONEER.

No. 38 West Third Street,

CINCINNATI, OHIO.

THE subscriber is prepared to make contracts to sell at auction any class of property that may offer on reasonable terms. ISAAC OSBORN DAVIS.

FOR SALE.—At the financial Agency and Stock Exchange, No. 28 Third street, the following Stocks and Bonds, viz.

$6,000 2d mortgage 7 per cent. Bonds Ohio and Mississippi Railroad Company
$6,000 1st mortgage 6 per cent. Bonds Covington and Lexington Railroad Company
$17,000 convertible 6 per cent. Bonds Covington and Lexington Railroad Company, redeemable Sept. 1st. 1872. guaranteed by the city of Covington
$5,000 first mortgage Bonds Little Miami Railroad Company
$10,000 1st mortgage 7 per cent. Bonds Columbus, Piqua and Indiana Railroad Company
$5,000 1st mortgage Bonds Cincinnati, Wilmington and Zanesville Railroad Company
$12,000 Bonds Springfield, Mt. Vernon and Pittsburgh Railroad Company
$20,000 second mortgage Bonds Maysville and Lexington Railroad Company
$10,000 1st mortgage 7 per cent. Bonds Scioto and Hocking Valley Railroad Company
$12,000 1st mortgage 10 per cent. Bonds Dayton, Xenia and Belpre Railroad Company.

RAILROAD STOCKS.

100 Shares Little Miami Railroad Stock; shares $50.
85 Shares Cincinnati, Hamilton and Dayton Railroad Stock; shares $100.
70 Shares Covington and Lexington Railroad Stock. shares $50.
80 Shares Ohio and Mississippi Railroad Stock; shares $50
17 shares Little Miami Railroad Stock, Shares $50.
150 Shares Cincinnati and Chicago Railroad Stock; shares $50.
25 Shares Ohio and Mississippi Railroad Stock; shares $50.
18 shares Eaton and Hamilton Railroad Stock; shares $25.
175 shares Cincinnati, Wilmington and Zanesville Railroad Stock; shares $50.
30 Shares Cincinnati and Indianapolis Railroad Stock; shares $50
50 shares Fort Wayne and Southern Railroad Stock; shares $50.
50 Shares New Albany and Salem Railroad Stock; shares $50.
40 shares Eaton and Hamilton Railroad Stock; shares $25
30 shares Southern Bank of Kentucky Stock; shares $100.
15 shares Kentucky Trust Co. Bank Stock; shares $100.

oct 12-tf ISAAC OSBORN DAVIS.

STEREOTYPE FOUNDRY,

AND AGENCY OF

L. JOHNSON & Co.'s TYPE FOUNDRY.

C. F. O'DRISCOLL, (Successor to A. C. JAMES.) is prepared to execute in the best manner all kinds of

STEREOTYPING,

including Books, Pamphlets, Music, and Jobs of every description. He will keep on hand an assortment of

Card and Job Type, Cuts, Rules, &c. &c.

from the foundry of L. JOHNSON & CO., of Philadelphia, and will furnish to order PRINTING MATERIALS OF EVERY KIND,

AT THE FOUNDRY PRICES.

C. F. O'DRISCOLL,
No. 167 Walnut Street,
Cincinnati, O

CHARLES FRODSHAM'S
IMPROVED WATCHES!
BEGGS & SMITH,
JEWELERS,

No. 6 West Fourth St.,

Adjoining the First Presbyterian Church,

CINCINNATI, O.,

HAVE received from Mr. Simon Willard, Boston, Agent for the United States, the sole and exclusive agency for the sale of **CHARLES FRODSHAM'S** NEW SERIES OF IMPROVED CHRONOMETER WATCHES, in the states of Ohio, Indiana, Illinois, Michigan, Iowa, Wisconsin, Missouri, Kentucky and Tennessee.

In the Watches of the New Series, Mr. FRODSHAM has succeeded by a more perfect method of compensation, a more correct adjustment in isochronism, and an entirely new and peculiar construction of the train, by which more power is obtained without increase of size, in producing timekeepers of wonderful and unrivalled accuracy. The great importance of the improved watches is a perfect regularity of time under every variety of climate, motion and position. So perfect are the adjustments, that the most violent exercise, such as horseback riding, jumping, etc., produces on them no sensible effect They are therefore, particularly adapted to Railroad purposes.

Liberty is given to refer to the following gentlemen, who, among many others, have proved the excellence of Charles Frodsham's Watches as timekeepers:

Gen. John S. Tyler		Massachusetts
John E. Thayer, Esq.		"
Enoch Train	"	"
E. C. Bates,	"	"
F. W. Thayer,	"	"
Wm. Whiting,	"	"
Geo. M. Thacher,	"	"
David Dyer,	"	"
Alvin Adams,	"	"
Billings Briggs,	"	"
David Weld,	"	"
Hon. Ebenezer Lane,		Sandusky.
E. F. Osborne, Esq.		Ohio.

The Prices of the New Series Gold Cases, are According to Size, viz:

SIZE 12	
" 14	$230
" 16	
" 18	250
" 20	275
" 22	300

Recommendations:

Boston, Sept. 3, 1853.

The Compensated Lever Watch I purchased of you, made by Charles Frodsham, London, No. 7300, has varied but thirty secouds from mean time in six months, by actual daily comparison with your regulator.

Yours, &c., ALVIN ADAMS.

Mr. Simon Willard.

Boston, Feb. 4, 1854.

Mr. S. Willard Dear Sir—The Frodsham watch, No. 7557, I purchased of you last October, has performed wonderfully well. I have compared it almost daily by your Astronomical clock, and its variations for ninety days is but one second, or a loss of but one-hundredth of a second per day. I consider it better than any Marine Chronometer I ever used.

Yours truly,
FISHER A. NEWELL,
Late master of Sch., Honolulu.

Sandusky, Ohio. Jan. 1, 1854.

Mr. S. Willard, Dear Sir—More than six months ago I purchased of you two of Frodsham's best watches—up to this time, one of them, No. 7571, has altered from mean time but twenty-seven seconds, and the other, No. 7517, but twenty-three seconds in the same period.

Yours, respectfully.
E. F. OSBORNE.

To Mr. Simon Willard.

Gentlemen—On the 1st of April last I procured from Mr Willard, of Boston, one of Frodsham's improved series of watches. It was regulated and set to Cincinnati time. It has not, in that period, been suffered to run down, nor have the hands been moved, and to day it is 20 seconds only slow. Respectfully yours,

HENRY O. AMES,
Sup,t Cin. Ham. & Dayton Railroad.

August 18, 1854.

To Messrs. Beggs & Smith.

The following is an extract from a letter of William Brown, Esq., Springfield, Ohio, engineer on the M. R. & L. E. R. R., who has personally kept the rate of several of Frodsham's watches.

"Finally from what I have known of Frodsham's watches, I am very strongly impressed with the idea, that they are a decided improvement on all other timekeepers, and were they set in gimbails and used with the same care, I think their performance would equal that of Mr. Frodsham's celebrated box chronometer, and would answer the same purpose for determining longitudes."

Sept. 21-6*

Railroad Car Findings.

BRIDGES & BROTHER,

64 Courtlandt Street, New York.

Wheels & Axles, Jaws, Boxes, and Castings Fitted

Wrought Nuts, Bolts, & Washers,

Engine and Car Screw Bolts, all sizes; Coach Lag and Telegraph Screws,

LOCOMOTIVE ENGINE LANTERNS,

From the best Manufacturers, and at their prices. Car Hand, and Signal Lanterns.

Cotton Duck for Car Covering,

Of any required width to 124 inches.

ENAMELLED HEAD LININGS,

Plush and Curled Hair.

Hand Cars and Baggage Barrows. Passenger, Freight-Car, and Switch Locks, Door Knobs and Bolts. Brass and Iron Wood Screws. Brass and Silver Plated Trimmings for Windows and Seats. Varnish, Coach Japan, and Glue; Paints, Varnish and Glue Brushes.

Silver Plated and White Metal Letters. Engine and Signal Bells, anti-friction or Babbitt Metal.

Portable Forges and Jack Screws.

Hemp Packing,, American, Russia, and Italian. Conductors' Badges and Baggage Checks. Iron, Bronzed and Brass Hat Hooks. Ventilators and White Metal Rings. And all other Articles pertaining to Cars.

ALBERT BRIDGES,
Late Davenport & Bridges, Car Manufacturers,
Cambridgeport, Mass.

ALFRED BRIDGES,
Late Davenport, Bridges & Co., Fitchburg, Mass.

†oc6

Locomotive Tires and Car Axles.

THE undersigned is prepared to supply Railroad Companies and Builders with Tires and Axles of superior qualitiy and finish, made from faggotted charcoal iron, formed and finished entirely under the hammer. For the character of the manufacture he refers to builders and companies who have used them in the West.

A. S. WINSLOW
mr.24-†] 9 and 11 WestSecond St., Cincinnati.

O. ESCOL SELLERS.....C. D. DANA.

SELLERS & DANA,

AGENCY FOR THE SALE OF

Railroad Materials and Machinery,

THIRD STREET, (west of Burnet House.)

CINCINNATI, OHIO.

HAVING OPENED a depot for the sale of all articles used by Railroad Companies, we will fill orders promptly at manufacturers' prices, and are now prepared to furnish

Locomotives, Cars, Car-Wheels, and Axles. Ames' Tire and Crank Axles, Chairs and Spikes. Locomotive Head Lights, (of several makers) Car, Conductor's, Signal, Switch, Stoker and other Lanterns. Drawbridge and cross Road signal Lights; Gum Packing and Hoso, assorted Car Trimmings, Enameled head and seat Linings, Plated and White Metal Letters.

—ALSO—

Machinists' Tools, particularly adapted to Railroad Work, Mill Work, Shafting and Shop outfits, Punching and Shearing Machines, for Boiler Work; Planers, Lathes, Drills, Portable Forges, etc., etc. Oak-Tanned Belting, of superior quality of all sizes. jy.1†3.

JAMES W. HOOKER,

Commission Merchant,

AGRICULTURAL WAREHOUSE,

—AND—

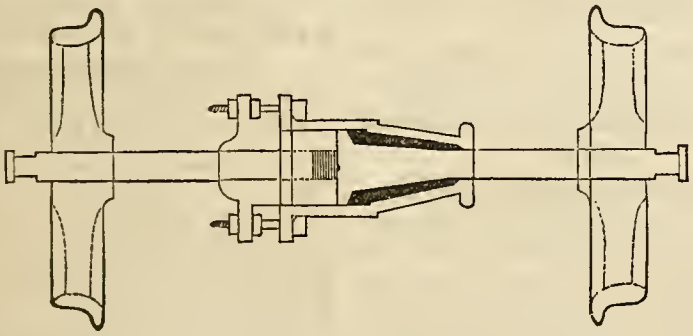
MACHINERY DEPOT,

35 Lloyd Street,

BUFFALO, N. Y.

Commission Dealer in Portable and Stationary Engines Iron Planers, Lathes, Universal Checks, Belting, Oils, Rubber Packing and Hose, Scales, Safes, Mill Stones and Machinery generally. Post Paid Letters will receive prompt attention je. 1-tf.

DENNEY'S DIVIDED CAR AXLE.



PATENTED JANUARY 31ST, 1854.

THE ATTENTION OF RAILROAD COMPANIES is respectfully invited to an examination of the merits of this valuable invention, which offers to add largely to the safety of life and property.

The valuable features of this arrangement of axle are, a saving of full fifty per cent. in motive power on crooked roads: the rails are protected from being destroyed by the flanges of the wheels coming in contact with them on the curves, as is the case with the stiff or rigid axle, which not only destroys the rail but puts a constant strain upon the wheel and axle, causing the wheel on the inner rail to trip or revolve upon the rail under the weight of the car and its load, while the opposite wheel is traversing its greater distance; the tendency of which, is to wear the wheel flat, and cause it, or the axle, to break sooner or later. There is less danger of the car leaving the track from its having become spread.

Axles fitted in this way do not require to be near so large, and yet contain more strength than the common axle, for the reason that the liberty given to the wheels, which allows them to accommodate themselves to the curvatures of the road, removes wholly the strain thrown upon the ordinary axle; and therefore, it requires no more strength of iron at any point between the wheels, than is contained in the bearings, which in the ordinary axle, is not more than one-third of the strength of the other portions of the axle.

The elongated bearing which forms the connection is so proportioned as not to wedge or become tight in the alloy, the wear being almost imperceptible, requiring to be set up not oftener than once in twelve months, by a slight tightning of the screw nuts. If, from long service, the alloy becomes worn out, it can be refilled, making it as perfect as when first filled up, and the gauge of the wheels will never become changed so as to injure the running of the car.

It is after a series of the most careful experiments, conducted through a period of time sufficient to test in the most satisfactory manner, the real merits of divided car axles, and a thorough and practical test in real service of over two years, that we now offer to Railroad Companies one that we are assured will give universal satisfaction in its operations, and both simple and cheap in its construction.

We are now ready to dispose of rights to use the above axle on the following terms: We guarantee full and perfect satisfaction by giving ample time to thoroughly test its merits, and will require no payment to be made until such satisfaction has been given. All applications to be made to

SAMUEL L. DENNEY,
Christiana, Pa.

Or, to **CHRISTIAN UMBLE,**
Gap, Pa.

y.10†

TYLER DAVIDSON & CO.,

Agents for the

BOSTON BELTING COMPANY

India Rubber Machine Belting in any quantity, from 2 to 20 inches.

India Rubber Steam Packing;

Mixed	do	do	1-32 to ¼ inch thick.
Plain	do	do	1-32 to 1 inch thick.
Pure	do	do	

Pipe and Manhole Rings, all sizes;

Square or Rope Packing, do.

HOSE.

India Rubber, Hydrant, Conducting, Fire Engine, and Locomotive, of all sizes, manufactured from the best of Vulcanized Rubber, and for sale only by the agents.

Car Springs, and all other kinds of Vulcanized India Rubber used for Mechanical and Manufacturing purposes.

The undersigned, having been appointed Agen of the Boston Belting Company, beg leave to advise Dealers and Consumers that they are now prepared to supply the above goods in any quantities, on the most favorable terms. On hand and for sale,

50,000 Feet Vulcanized India Rubber Machine Beltings, from 2 inch to 20 inches, 3 and 4 ply.

TO STEAMBOATS AND RAILROADS.

India Rubber Hose, for Pavements, Streets, Gardens, Locomotives, Engines, etc.

40,000 feet Hose, 3, 4, 5, 6, and 7 plys, suitable for pavements, streets, gardens, locomotives, fire engines, etc., 1 to 3 inch, warranted extra quality. Also,

THE vulcanized India Rubber Break Springs now in use by all the Eastern Railroads, and posessing decided advantage over the Steel Springs now in use, for the following reasons:

1st, They are much easier put on.

2d, They are a great deal cheaper.

3d, They are much more durable than steel, and no time lost in making them, the weather having no effect on them.

ALSO—Large 6 inch hose for water stations. This is a new and important invention. The coldest weather will have no effect on them whatever They are warranted to remain as pliable, in the COLDEST of weather, as they are in 150 Fabrenheit heat.

Armitage Anvils,-10 casks, assorted weights n w in store.

Allen's Revolvers and Self-Cocking Pistols.—Now in store, a large assortment of the above, 3, 4, and 5 inch Revolvers; 3, 4, 5, and 6 inch Pocket Pistols. Also, Dueling Pistols.

Leland's Superior C. S. Car and Auger Bitts.—All sizes.

Brass Kettles, and Sheet Brass, &c.—Brass Kettles, assorted from 6 to 30; Sheet Brass assorted from No. 0 to 30; Brass Wire, do do do.

Star Breast Chains.—Four casks of those superior double-linked Chains, just received.

Walker's Trace Chains.—70 casks of those superior goods, warranted full length and sizes, 8 to 20 links, straight and twisted, now in store.

American Anvils.—Eagle brand, faced with with cast steel, and warranted by the manufacturers equal to Armitage's Mousehole.

Plated Spoons.—Plain, tipped, and threaded heavy plate, on best quality of German Silver.

Premium Gimlet Screws.—10,000 gross just received.

Mill Saws. Hoe & Co.'s C. S. Wm. Rowland's, and W. H. Rowland's 6, 6½, 7, 7½, and 8 ft

Cross Cut Saws.—Hoo & Co.'s C. S., John ockerell's C. S. and G. S., Wm. Rowland's and W. & H. Rowland's 5, 5½, 6, 6½, 7, 7½, and 8 feet Also, 4 and 4½ feet Tennon Saws.

Axes.—1000 doz. Axes, assorted Yankee and Kentucky patterns, first, second, and third quality

Nails.—4000 kegs Shoenberger's and Wheeling Nails, now in store.

For sale by TYLER DAVIDSON & CO.,
mr3 140 and 142 Main street

RAILROAD MAP.

WE have now ready A RAILROAD MAP OF THE WEST, containing ALL THE RAILROADS constructing, completed, or proposed in the States of Ohio, Indiana, Illinois, and Kentucky, and portions of Wisconsin, Michigan Pennsylvania, Virginia, Tennessee and Canada, showing the termini, points upon the lines, connections, &c. of each line, all laid down accurately, by a compete t hand.

The size of the sheet is 24 by 38 inches, and can be sent by mail.

Price—plain..... 40 cents.
Colored in outlines..... 50 cents.
Full colored ..... 75 cents.

Liberal discounts will he paid to those wishing them n quantities.

Railroad companies desiring a map to illustrate their road cannot find ono offering greater inducements as to correctness, &c., or on better terms; as any line can be made prominent, with its connections, &c.

All orders addressed to U. P. JAMES will secure prompt attention

ENGINEERING!!

The undersigned is prepared to furnish
SPECIFICATIONS, ESTIMATES, AND PLANS,
In general or detail of all kinds of
Steam Vessels, Engines, Boilers, Mill Work, &c
Particular attention given to the superintending of
LOCOMOTIVES, TENDERS, CARS,
And Railway Machinery of every Description,
While under construction.

AGENT FOR THE PURCHASE of, on commission, all articles required for Railroads, Steam Vessels, Locomotives, Engines, Boilers, Machinery, &c.
General Agent for
ASHCROFT'S STEAM GAUGE, ALLEN AND NOYES' METALIC SELF ADJUSTING CONICAL PACKING, DUDGEON'S HYDRAULIC JACK.

Also, for Water Gauges, Indicators, Steam Whistles, &c., &c. CHAS. W. COPELAND,
Consulting Engineer,
s5-tf 64 Broadway, N. Y.

RAILROAD HOTEL.

CINCINNATI, O.

THE GIBSON HOUSE, Cincinnati, is situated on Walnut-street, between Fourth and Fifth, in the immediato neighborhood of all the Railroad Offices. For comfort and convenience it is believed that this hotel is unsurpassed. It is heated with steam from the first floor to the fifth, thus making it the most desirable winter house in the West. The proprietor hopes to enjoy a share of the patronage of Railroad men.
A. WETHERBEE, Proprietor.

New Works on Civil Engineering.

THE Field Practice of Laying out Circular Curves for Railroads. By John C. Trantwine, Civil Engineer.—4th Thousand, in pocket-book form with tucks.

—ALSO—

A New Method of Calculating the Cubic Contents of Excavations and Embankments, by the aid of Tables and 10 Engraved Plates of Diagrams. By John C. Trautwine, C. E.; 2d edition.

Price, one dollar each. Postage on the Curves, five cents; on the Excavations and Embankments, eight cents. For sale by WILLIAM HAMILTON.
Hall of the Franklin Institute.
Sept. 21-3* Philadelphia, Pa.

COLUMBUS PIQUA, AND INDIANA RAILROAD.

New route from Columbus, West and from Urbana, East.

On and after Monday September 19, 1853, two trains per day, (Sunday excepted) each way, will run on this Road, between COLUMBUS and URBANA. Will leave Columbus at 4.50 a.m., and 3.30 p.m.—arriving at Urbana at 8.12 a.m., and 6.14 p.m. Returning—will leave Urbana, for Columbus, at 9.15 a.m., and 3.00 p.m.—arriving at 12.05 and 6.55 p.m.

The 4.50 a.m. train, from Columbus, will connect with the night Express train from Cleveland and arrive at Urbana in time for the morning train north for Sandusky and intermediate points. Persons arriving by the morning Cleveland and Zanesville trains can have a few hours at Columbus and leave by the 3.30 p.m. train—arriving at Urbana in time to get supper and take the 5.35 p.m. train for Dayton and Cincinnati.

The 9.15 a.m. train from Urbana connects with the morning train from Cincinnati and Dayton that arrives at Urbana 8.40 a.m.—arriving at Columbus at 12.05 p.m in time for the 1 p.m. train for Cleveland, connecting with the Buffalo and Dunkirk boats. The 3.00 p.m. train will leave Urbana on the arrival of the Sandusky train—reaching Urbana at 2.45 p.m.—and arrive in Columbus in time for the various night trains.

A line of Omnibuses will connect with the trains at Urbana for the conveyence of passengers to and from Piqua and Greenville over a good Macadamized road.
A. G CONOVER, Sup
Piqua, Sept. 13, 1853. s29-tf.

Railroad Line.

The Shortest, Quickest and Best
ROUTE TO LOUISVILLE.

MADISON, INDIANAPOLIS, PERU, TERRE HAUTE, MICHIGAN CITY, CHICAGO, GALENA, ST. LOUIS, AND NEW ORLEANS.

OHIO & MISSISSIPPI RAILROAD,

ON MONDAY, SEPTEMBER 18, AND UNTIL FURther notice, the Passenger Trains will run as follows:

For Louisville and New Albany.

Leave Cincinnati at 7.15 A. M. and 3.15 P. M., connecting with the Jeffersonville Railroad at Seymour, and arrive at Jeffersonville, opposite Louisville, at 1 o'clock P. M., and at 9 P. M.

Returning—Leave Jeffersoncille at 8.30 A. M., and 3.15 P. M., arrive in Cincinnati at 2.30 P. M., and 9.30 P. M. No delays in connecting with any other Railroad,

Fare $2 50.

For Indianapolis.

Leave Cincinnati at 7.15 A. M., and 3.15 P. M., connecting with the Indianapolis and Cincinnati Railroad at Lawrenceburg, for Indianapolis, and all the principal cities and towns of the North and West.

Returning—These trains arrive in Ciucinnati at 4.05 P. M., and 9.30 P. M.

Fare $3 00.

For Lawrenceburg and Aurora.

Leave Cincinnati at 7.15 A. M., 10.45 A. M., 1.27 P. M., and 5 P. M., stopping at all the regular stations.

Returning—Leave Aurora at 6.50 A. M., 3.15 P. M., 2.55 P. M., and 8.23 P M., stopping at all the regular stations, and arrive in Cincinnati at 8.10 A. M. 2.30 P. M., 4.05 P. M., and 9.30 P. M..

FREIGHT TRAINS for Jeffersonville and all intermediate stations. leave Cincinnati at 9.30 A. M.

For further information see handbills, or apply at the Ticket Office. on Fourth street. north side, four doors from Vine street, oposito new Custom-house.
S. S. POST.
Chf. Eng'r and Supt.

Passengers, by leaving their address at the Ticket Office, will bo called for by St. Louis and Cincinnati Omnibus Line.

Omnibuses call at all the principal Hotels, for each train. W. S. BABCOCK, Agent,
Sept 5. St. Louis and Cincinnati Omnibus Line.

Cincinnati, Wilmington and Zanesville Railroad.

OPEN TO LANCASTER.—Two daily Trains, (Sundays excepted) between Lancaster and Cincinnati. On and after Monday, June 26th, 1854, until further notice, trains will run as follows:

The morning Train leaves Lancaster at 5.10 A. M., and arrives at Cincinnati at 11.15. Returning leaves Ciucinnati at 3.05 P. M. and arrives at Lancaster at 9.30 P. M

The downward accommodation train leaves Lancaster at 10.05 A. M., and arrives at Cincinnati at 5.40 P. M.

The upward accommodation train leaves Cincinnati at 7.30 A. M., and arrives at Lancaster at 4.00 P. M.

Trains will stop for passengers as follows: At Amanda, Stout's, Circleville, Williamsport, Four Corners, New Holland, Washington, Rattle Snake, Sabina, Cross Roads, Wilmington, Sligo, Clarksville and Morrow; and on the Little Miami Road at Deerfield, Butterworth's, Water Station, Loveland, Miamiville, Milford and Plainville, and on proper signal by flag, or to the Conductor, at Branch Hill and Linwood, at Turnpike.

The downward Trains connect at Morrow with the Trains on the Little Miami Road for Columbus.

Lines of Omnibusses and Packets will run between Circleville and Chillicothe, and Stages and Packets between Lancaster, Logan, Nelsonville, Athens and Pomery; and Stages between Lancaster, Somerset and Zanesville connecting with the morning train from, and evening train to, Cincinnati.

Fare from Ciucinnati to Washington..... $2 50
" " " " Circleville..... 3 00
" " " " Lancaster..... 3 60
" " " " Chillicothe..... 4 00

For other information and Tickets, apply at Ticket office, corner of Broadway and Front sts, and at the Little Miami Depot, or to the Station Agents on the line.
E. W. WOODWARD,
Engineer and Superintendent.

☞ The Omnibus Line will call for and deliver passengers to and from the trains to any part of the City.
J. HOWELL, Conductor.

☞ The Company will not be responsible for baggage exceeding $50 in value, unless the same be returned to the Conductor or Agent, and freight paid at the rate of a passage for every $500 in value above that amount.
je. 29

Baltimore & Ohio Railroad.

380 MILES BETWEEN WHEELING AND BALTIMORE.

THIS Road was opened to the Ohio River in the spring of 1853, and has already established a high character with the business community of the West. Its facilities for the transportation of freights are already superior to those of any other great through line—while the attractions of the country through which it runs, and its many admirable provisions for the expedition, comfort and safety of travelers, it has received such favor as a passenger road, (with its present connections,) as to show that it will become the preferred route for all portions of the West and South-West as soon as its further connections are formed by the completion of the Central Ohio, North-Western Virginia and other Railroads now rapidly finishing.

FOR PASSENGERS BY THIS ROUTE,
Through Tickets from all Parts of the West,
ARE NOW SOLD IN
Cincinnati, Louisville, Madison, Indianapolis, St. Lonis, Chicago, Toledo, Detroit, Cleveland, Columbus, Zanesville and other Cities.

AT ALL OF WHICH ARRANGEMENTS HAVE BEEN EFFECTED

For Sending Travelers Direct to WASHINGTON, BALTIMORE, PHILADELPHIA, NEW YORK, and other ATLANTIC CITIES.

FOR FREIGHTS IN EITHER DIRECTION

The fullest accommodations are provided. In motive power and Cars, the company has abundant resources, which are being further extended to meet the demands of Western Trade. In the dispatch and regularity of transpart, and in the careful landing of property, this road challenges a comparison with its rivals. At Baltimore, the road connects directly in the streets and at the wharves with the

PHILADELPHIA AND NEW YORK RAILROADS,

The numerous Steamers of the Parker Vein Line to New York and Boston, the Ericsson Steamers by Canal to Philadelphia and New York,
And various other Lines of Steamers and Sailing Vessels to the Eastern Ports, and to Richmond, Norfolk, Charleston, Savannah, etc.

J. B. FORD is the Company's Receiving Agent at Wheeling.

WM. G. HARRISON, President. *JOHN H. DONE*, Mast. of Transportation,
je. 8† Baltimore.

Pittsburgh, Philadelphia, BALTIMORE AND NEW YORK.

NEW ROUTE OPENED TO NEW YORK, ALL THE WAY BY RAILROAD, VIA **CINCINNATI, HAMILTON & DAYTON RAILROAD.**

The quickest, cheapest and most pleasant ronte to Pittsburgh, Philadelphia, Baltimore and New York.—Depot in the West end of the city.

Only route via Pittsburgh by which through tickets can be obtained from Ciucinnati to New York.

One less change of cars than any other route.

Passengers leaving Cincinnati, on 6 o'clock morning train of Cincinnati, Hamilton & Dayton Railroad, go through to Crestline without change of cars, and, after 30 minutes for dinner, proceed by Ohio & Pennsylvania Railroad, arriving at Pittsburgh at 8 o'clock P. M.: leave Pittsburgh via Pennsylvania Central Railroad, at 9 o'clock, P. M., and arrive in Baltimore and Philadelphia at 12 o'clock and 30 minutes (noon) next day; and from thence via Kensington and Jersey City, or Camden and Amboy Railroads, arriving in New York at 4 P. M.

Second Train:

Leaves Cincinnati, Hamilton and Dayton Railroad at 8 o'clock and 20 minutes every morning; arrives at Crestline at 4:20 P. M., and Pittsburgh at 12 o'clock and 30 minutes, midnight; and after a comfortable night's rest, resume by 7 o'clock A. M. Train, arriving in Philadelphia and Baltimore at 12 o'clock and 30 minutes, midnight.

The only offices in Cincinnati at which Through Tickets can be purchased from Cincinnati to New York, via Pittsburgh and Philadelphia, are under the Spencer House, and one door below the Gibson House on Walnut street.

FARE:

From Cincinnati to Pittsburgh, first class..... $7 00
" " " front car..... 5 00
" " Philadelphia..... 14 00
" " Baltimore..... 14 00
" " New York, via Pittburgh, and Philadelphia, all the way by railroad 16 00

For through tickets and information, please apply at Cincinnati, Hamilton and Dayton Railroad Office, north west corner of Broadway and Front streets, under the Spencer House, or to J. W. SHIPLEY, at Railroad office on Walnut street, between Fourth and Fifth streets, one door south of the Gibson House, or at Sixth street Depot.
H. O. AMES, Superintendent.
W. A. LATHAM, Agent.

The Omnibus Line will call for passengers by leaving their orders at the offices.
Sep. 7, tf. WM. H. SMITH, Conductor.

Railroad Line.

Cincinnati, Hamilton & Dayton Railroad.

Fall Arrangement.

COMMENCING MONDAY, OCTOBER 9th, 1854.

PASSENGER Trains will leave the Sixth-street Depot as follows:

First Train

At 6.30 A. M., Lightning Express for Hamilton, Richmond, Indianapolis, Terre Haute, Lafayette and Chicago, direct.

Second Train

At 8 A. M., for Hamilton, Eaton, Richmond, Dayton, Troy, Piqua, Sandusky, Toledo, Chicago, Clyde, Cleveland, Buffalo, New York, Boston, Pittsburgh, Philadelphia, Baltimore, Washington, etc.

Third Train

At 2.15 P. M., for Dayton, and intermediate stations, Troy, Piqua, etc.

Fourth Train

At 4 P. M., for Hamilton, Richmond, Indianapolis, Terre Haute, Lafayette Chicago, Dayton, Springfield, Urbana, Kenton, Carey, Crestline, Pittsburgh, Philadelphia, Baltimore, Washington, etc.

Fifth Train

At 5.20 P. M., for Hamilton and intermediate stations.

The 1st Train, Express,

Will stop at Cumminsville, Lockland and Glendale.

2d, 3d, and 4th, Trains,

Will stop at all regular stations.

Fifth Train

Will stop at all regular stations and at flag stations on signal or notice to the Conductor.

The 1st Train

Will connect at Richmond at 9 A. M., with Train of Indiana Central Road for Indianapolis; arrive at that place at 11.30 A.M., thence to Terre Haute, Lafayette, and Chicago without detention. Time as short as by any other route.

2d Train

Will connect at Dayton at 10.30 A. M., with Mad River Train for Sandusky and intermediate points; also at Crestline at 4.20 P. M., with the Ohio & Pennsylvania Train for Pittsburgh, Philadelphia, Baltimore, Washington, etc. The same train will connect at Clyde with Toledo and Cleveland Train to Toledo, Chicago, and intermediate points. Also, with Dayton and Michigan Railroad to Troy and Piqua, and at Piqua with Doyle & Co's Canal Packet Line to all points on Wabash and Miami Canals, and at Dayton with Dayton and Greenville Railroad to Greenville, Union, and all points on Bellefontaine and Indianapolis Railroad at 2.30 P. M.

3d Train

Connects at Dayton with Train for Troy, Piqua, etc. Also, with train of Dayton and Western Road for Indianapolis

Fourth Train

Will connect at Richmond at 6.40 P. M., with Indiana Central Train for Indianapolis, Terre Haute, Lafayette, and at Dayton with Mad River and Lake Erie Railroad for Springfield, Urbana, Kenton, Carey, Crestline, Pittsburgh, Philadelphia, Baltimore and Washington.

FARE:

From Cincinnati	to	Hamilton	$ 60
Do	do	Eaton	1 35
Do	do	Richmond	1 75
Do	do	Indianapolis	3 50
Do	do	Terre Haute	5 75
Do	do	Lafayette	5 50
Do	do	Chicago	9 00
Do	do	Dayton	1 50
Do	do	Troy	2 10
Do	do	Piqua	2 35
Do	do	Springfield	2 10
Do	do	Toledo	5 75
Do	do	Cleveland	6 00
Do	do	Pittsburgh, first class	7 00
Do	do	do front car	5 00
Do	do	Philadelphia	14 00
Do	do	Baltimore	14 00
Do	do	New York, via Pittsburgh and Philadelphia, (Railroad all the way)	16 00

For further information or tickets apply to W. A. LATHAM, General Agent, at the office, corner Broadway and Front streets, under Spencer House, or at the Office on Walnut street, next door to the Gibson House, or at the Sixth street Depot.

HENRY O. AMES,
Cincinnati, Oct. 19, 1854. Sup't.

Marietta & Cincinnati Railroad.

OPEN between CHILLICOTHE and GREENFIELD, Connected by Stage at Hillsborough, with Hillsborough and Cincinnati, and Little Miami Railroad Trains, forming a through daily line each way.

On and after Monday, the 8th of May, passenger trains will run as follows, viz:

Leave Chillicothe at 9 00 A. M.
Returning do Greenfield at 5 30 P. M.

Passengers from Cincinnati leave by Little Miami Railroad, at 7 40 A. M., dine at Hillsborough and reach Chillicothe the same Evening.

Fare from Cincinnati to Chillicothe, $3 45.

J. W. STOWELL,
Chillicothe, May 6th, '54— Sup't.

New Arrangement.

LITTLE MIAMI RAILROAD.

Passengers by 6 o'clock A. M., Train Little Miami Railroad, breakfast at Cincinnati, and dine the following day in New York, Philadelphia Baltimore or Washington City.

FROM CINCINNATI

To New York in	32½ hours.
To Philadelphia in	31½ "
To Baltimore in	28 "
To Buffalo in	16½ "
To Dunkirk in	15 "
To Cleveland in	9½ "
To Sandusky in	8½ "
To Pittsburgh in	14 "
To Wheeling, in	10½ "

FIVE DAILY TRAINS.

FIRST TRAIN.—Cleveland, Pittsburgh, and Wheeling Lightning Express at 6 o'clock A.M., for Columbus, Cleveland, Dunkirk, Buffalo, Albany, New York and Boston; Crestline, Pittsburgh, Baltimore, Philadelphia and New York; Zanesville, Wheeling Baltimore, Philadelphia, and New York; Washington City, etc. Connects to Sandusky, also at Xenia to Springfield.

SECOND TRAIN.—Cleveland and Pittsburgh accommodation Express, at 8 o'clock, A. M., for Columbus, Cleveland Dunkirk, Buffalo, Albany, New York and Boston; Crestline, Pittsburgh, Circleville and Lancaster; Connects to Sandusky.

THIRD TRAIN.—Wheeling Express, at 12.10 o'clock noon,) for Columbus, Zanesville, Wheeling, Baltimore Washington City, Philadelphia and New York connects at Xenia to Springfield and Delaware:

FOURTH TRAIN.—Accommodation at 3 P. M., for Circleville and Lancaster; Blanchester and Chillicothe; Hillsborough.

FIFTH TRAIN.—Cleveland and Pittsburgh Night Express, at 5 P. M., for Columbus, Cleveland, Dunkirk, Buffalo, Albany, New York and Boston; Crestline, Pittsburgh, Philadelphia and New York; connects at Xenia to Springfield.

One Train on SUNDAY, for Columbus, at 2.30 P. M.

FARE AND THROUGH TICKETS.

For prices of fare, through tickets, and all information, please apply at the company's new office, No. 233 west side of Walnut street, six doors south of the United States Hotel, or at the old established General Railroad office, in the three-story yellow building, southeast corner of Broadway and Front street, directly opposite the Spencer House, Railroad Hotel and Mailboat Landing, or at the Eastern (Little Miami) Depot, East Front-street.

P. W. STRADER, Gen'l Agent.

OMNIBUS LINE.

The Omnibus Line calls for passengers at all the principal hotels; and by leaving directions at the office, No. 233 Walnut street, between Fifth and Sixth streets, six doors south of the United States Hotel, or at the office southeast corner of Broadway and Front street, opposite the Spencer House, directly on river bank. they will call in any part of the city.

J. H. HOWELL,
Nov. 26 Conductor.

Change of Time on Cincinnati, Hamilton, Eaton & Richmond Railroad.

ON and after TUESDAY, April 4th, 1854, the Morning Train for Richmond and Indianapolis, will leave Depot, foot of Sixth street, at 6.10 o'clock, A. M.

Passengers by this Train connect at Indianapolis with the 1 o'clock, P. M. Train on Lafayette and Indianapolis Railroad for Lafayette and Chicago; arriving at Chicago by 9 o'clock, P. M., of same day, being 9 hours less time than by any other railroad route leaving Cincinnati.

Also, connect at Indianapolis with 1.15 P. M. Train for Terre Haute.

Trains for St. Louis leave Chicago at 11 o'clock P. M., after the arrival of 1 P. M. Train from Indianapolis in the morning, making this the quickest route by far between Cincinnati and St. Louis.

Evening Train will leave as usual, at 3.30 P. M. connecting at Richmond with 7 P. M. Train for Indianapolis; arriving at Indianapolis at 10.30 P. M.

FARE—Cincinnati to Richmond $1 75
Cincinnati to Indianapolis 3 00
Cincinnati to Chicago 9 00

ap. 6 D. M. MORROW, Sup't.

Shortest Route to Indianapolis, Chicago, and St. Louis by Indianapolis & Cincinnati Railroad,

VIA LAWRENCEBURG,

IN connection with the OHIO & MISSISSIPPI RAILROAD. Passenger Trains leave Cincinnati at 7:15 A. M., and 3:15 P. M. Arrive at Indianapolis at 11.30 A. M., and 8:30 P. M.

By morning train passengers arrive at Chicago in 14 hours, and at St. Louis in 28 hours.

Freight shipped to Indianapolis and all other points West and North without delay at cheapest rates.

Cars run from Lawrenceburgh to Terre Haute, Lafayette, Peru and Chicago, without unloading.

Office, foot of Main street corner of Water street.

SIDNEY RICE,
Cincinnati, Sept. 28, 1854. Agent.

Covington and Lexington Railroad.

1854. 1854.

OPEN to Paris.—Direct Railroad connection with Lexington, Frankfort and Louisville.

Two Daily Passenger Trains.

On and after MONDAY Oct. 9th, 1854, and until further notice, Trains will run as follows:

Express Train leaves Covington at 7 o'clock, A. M. stopping at Grant's Bend New Philadelphia, Canton, Benton, Clarkson, Demossville, Butler, Irving, Falmouth, Callenville, Boyd's, Berry's, Robinson's Garnett's Cynthiana, Laird's and Kiser's and arriving at Paris at 11.30 A. M.

Returning, leave Paris at 12 o'clock M., stopping as above, and arriving at Covington at 4.35 P. M.

Through passengers by this train connect directly at Paris with Maysville and Lexington road, and arrive at Lexington at 1 o'clock P. M., connecting at Lexington with the stage lines for Danville, Winchester, etc., and with the afternoon train of the Lexington and Frankfort road, for Frankfort and Louisville.

Returning, leave Lexington at 10 o'clock, A. M., and arrive at Covington at 4.35 P. M., in time for the Evening Express Trains North and East.

The Accommodation Train leaves Paris at 5.30 A. M., stopping at all regular and flag stations and arriving at Covington at 10.25 A. M.

Returning, leave Covington at 2.40 P. M., stopping as above, and arriving at Paris at 7.35 P. M.

Through passengers by this train lie over night at Paris and arrive at Lexington at 8.30 next morning.

Freight Trains leave Covington daily, Sundays excepted, at 2.40 P. M.; freight received up to 12 M., for the train of same day.

RATES OF FARE.

Covington to Lexington	$3 00
Covington to Paris	2 40
Covington to Cynthiana	2 00

FOR THROUGH TICKETS,

Apply at the Cincinnati, Hamilton and Dayton Rail road Ticket Office, W. A. Latham, Agent; Little Miami Railroad Ticket Office, P. W. Strader, Agent; or at the Depot, Covington.

J. M. DOUGHERTY,
Superintendent.

☞ The Omnibus Line will call for Passengers in any part of the city, by leaving directions at the above offices.

CLAYTON & GRANT.
oct. 17.

Cincinnati to Indianapolis.

TO CHICAGO IN 15 HOURS.
TO ROCK ISLAND IN 25 HOURS.
TO ST. LOUIS IN 31 HOURS.

ALL THE WAY BY RAILROAD.

FOR Terre Haute, La Fayette, Michigan City, Chicago, Peru, Galena, Rock Island, and St. Louis.

Passengers will find this the most pleasant route of any to the West, as it passes through the richest and most thickly settled portion of the State of Indiana. In taking this route, passengers will reach Terre Haute, Lafayette, Peru, Michigan City, Chicago, Rock Island, Galena and St. Louis, as soon as by any other leaving Cincinnati, and with less fatigue, in consequence of several of the other roads not being fully ballasted.

TO TERRE HAUTE AND LAFAYETTE BY DAYLIGHT, by way of Hamilton, Eaton and Richmond.

CINCINNATI, LOGANSPORT AND CHICAGO RAILROAD.—Three daily trains, at 6.30 A. M., 8 A. M., and 4 P. M., from Cincinnati, Hamilton and Dayton Railroad Depot.

Passengers leaving Cincinnati on the 6.30 A. M. Lightning Express, reach Indianapolis at 11 A. M., resume at 1.15 P. M. for Terre Haute, and 12 M. for Lafayette, Michigan City, Chicago, Galena, Rock Island and St. Louis, reaching Chicago at 8.30 P. M., in time to connect with night trains for Galena, Rock Island and St. Louis.

Baggage checked to Indianapolis.

Passengers leaving Cincinnati at 8 A. M., Richmond Mail Passenger Train reach Richmond at 11.05 A. M., connecting with trains for Hagerstown and New Castle. Returning leave Richmond at 3.10 P. M., arriving in Cincinnati at 6 P. M. This train stops at all way and flag stations.

FARE:

From Cincinnati	to	Richmond	$1 75
"	"	New Castle	2 50
"	"	Indianapolis	3 50
"	"	Terre Haute	5 75
"	"	La Fayette	5 50
"	"	Michigan City	7 75
"	"	Chicago	9 00
"	"	Rock Island	14 00
"	"	Galena	14 25
"	"	Saint Louis	15 50

Passengers leaving Cincinnati on 4 P. M. train, sleep at Indianapolis, resume at 6 A. M. for Lafayette, Chicago and Rock Island, and 1.15 P. M. for Terre Haute.

For information and through tickets, please apply at the General Railroad Ticket Office, No. 169 Walnut st., next door below the Gibson House, or to W. A. Latham, at the Cincinnati, Hamilton and Dayton Railroad office, corner of Broadway and Front Streets, under the Spencer House, or at the Sixth street Depot.

JOHN W. SHIPLEY, Agent.

The Omnibus Line will call for passengers in any part of the city, by leaving their orders at the offices.

oct. 19. W. H. SMITH Conductor.

WHEELBARROWS!



ON hand, Wheelbarrows, of my own manufacture suitable for Railroad, Turnpike, Canaling, etc., in ots to suit purchasors. Orders filled for any reasonable amount.

HENRY ROCKEY,
jy. 20. No. 21 East Front st.

CAR MANUFACTORY,

Dayton, Ohio.

E. THRESHER & CO., having enlarged their shops, are prepared to contract on favorable terms, for building every variety of railroad Cars, in any quantity and on short notice, made of the best materials, and of the most approved workmanship.

They are prepared also to furnish jaws and boxes; the Washburn Wheel, 30 and 33 inch, adapted to inside or outside bearing; cast iron frogs, steel plated; and switches of the most approved patterns.

They also manufacture blacksmith tuyeres, Harris' Patent; portable bolt forges: bolt heading and bolt cutting machines; upright drills, wheel presses; wood planers; tenoning and mortising machines, etc.

They respectfully invite the attention of railroad directors and superintendents to their establishment.

Dayton, Jan. 24th, 1853. jan.25-†

S. C. THOMSON & CO.,

MANUFACTURERS OF

PATENT PAD LOCKS,

For Railroad Switches, Merchandise Cars, Stores, Cemeteries, Iron Safes, &c.,

Cor. Railroad Avenue and Market st.,

'an.12† NEWARK, N. J.

PROSSER'S PATENT

Lap-Welded Iron Boiler Tubes.

TUBES screwed together, flush on both sides, for Artesian wells, etc. Free-joint Tubes, for Core Bars, Awning Frames, Leaders, etc.

Brass Boiler Tubes.

Patent Wrought Iron Blacksmiths' Water Tuyeres, Water Backs, etc.

Agents for Krupp's colebrated Cast Steel for Shafts Railway Axles, Tires, Platers' Rollers, etc.

P. S.—All Tools necessary for the construction or keeping in order of Tubular Boilers.

THOS. PROSSER & SON
au.17† 28 Platt street, New York.

Norris' Locomotive Works,

PHILADELPHIA.

ENGAGED for many years in manufacturing Locomotives, offer to Railroad Companies to construe of any plan or size,

LOCOMOTIVES OF SUPERIOR QUALITY.

Our facilities for doing work have been largely increased this year, and orders can be executed with dispatch.

Jy. 27. RICHARD NORRIS & SON.

ALBERT H. NICOLAY,

AUCTIONEER.

HOLDS his regular auction sales of Stocks, Bonds, and other securities, every Monday and Thursday, at 12½ o'clock, at the Merchants' Exchange. First class Stocks, and Bonds, at private sale.

Office No. 4 Broad street, New York.

KENTUCKY LOCOMOTIVE WORKS.

CORNER OF KENTUCKY AND TENTH STS.

LOUISVILLE, KY.

THE Proprietors of the Kentucky Locomotive Works would respectfully inform Railroad Companies and the public generally that, having completed their establishment, they are now prepared to receive and execute orders with fidelity and dispatch.

They will contract for

Locomotives, Passenger, Baggage, Freight, Gravel and Hand Cars,

Of every style and pattern, as well as all kinds of St and Machinery required for railroads.

Particular attention will be paid to repairing, which they have every facility.

They are also prepared to contract on favorable terms for building all kinds of Machine Tools, such as Turning Engines, Lathes, Planers, Drills, Slotting, Spliting, and Shaping Machines, of every variety of pattern.

Having also a large FOUNDRY connected with the establishment, orders for Castings are solicited, and will be filled with promptness.

Car Wheels of any pattern can be furnished or short notice. Double and single plate and Spoke Wheels of all sizes constantly on hand.

☞ Communications or orders must be addressed to

OLMSTED, TENNYS & PECK,
Jo.8-tf Louisville, Ky.

Lightner's Patent Axle Boxes for Railroad Cars.

THE attention of Railroad Managers and others is called to this valuable improvement in

AXLE BOXES.

The first cost and "fitting up" of these boxes is 20 to 25 per cent below that of most boxes in use. They will save about 75 per cent in consumption of oil. The construction is simple; they are not liable to become loose, nor "heated" by severe service. The Reservoir is held close to the shaft, and the oil journals, are secure from dust yet easy of access; the brasses may be removed from the journals, while under the car, in a few minutes. Cars furnished with these boxes run from 4 to 5 weeks without replenishing the oil, and are not detained from the road for repairs ONE TENTH part of the time which is necessary when other boxes are used.

The business of a railroad can be done with a much less number of cars, with these boxes than if any other kind are used.

The first railroad men in the country have certified that Lightner's improvements in AXLE BOXES are among the first of the times.

Models and Testimony of the above Boxes, may be examined, and arrangements may be made for the right to use the same, with the subscriber.

WILLIAM SHERBURNE,
PRINCIPAL AGENT,
May 18.6* Office, No. 167 Broadway, New York.

GUNPOWDER,

MANUFACTURED BY

The Hazard Powder Company.

HAZARDVILLE, CONN.

H. G. HAZARD, President.
A. E. DOUGLASS, Secretary.

THE undersigned are always prepared to furnish Mining and Blasting Powder to any extent, delivered at any point on the lines of railroads, or any other places of public improvements in the West or South, at the very lowest rates. Also, SAFETY FUSE of the best Eastern manufacture.

We would respectfully urge all contractors and consumers to call upon or correspond with either of us before arranging for their supplies elsewhere.

To the trade generally we would offer all the brands of Sporting and Rifle Powder manufactured by the above concern.

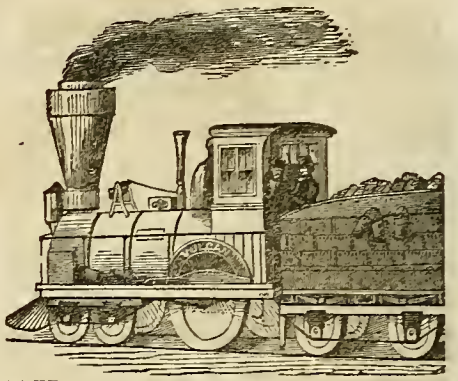
M. D. W. LOOMIS,
Southeast corner Main and Second Sts.
Cincinnati, Ohio.
S. H. LOOMIS,
Nashville, Tenn.
August 16, 1854. [au.18†

Myers' Patent Cylindrical Car.

NOTICE.—The Subscriber having become proprietor of MYERS' PATENT CYLINDER CAR, for a considerable portion of Western territory, including the State of Ohio, offers the same to Rail Road Companies on favorable terms. The public will be furnished within a short time with complete explanations of its operation, together with the results of actual experiments testing its applicability to all the uses for which it is recommended.

W. CLOUGH,
South-western Car Works.
Madison, Indiana. May 11.

Cincinnati Locomotive Works!



THE undersigned are prepared to furnish Locomotives equal in efficiency and durability to the best Eastern manufacture. Also, Shaping and Slotting Machines suitable for railroad shops. Also, all kinds of heavy forging and casting done at short notice. Also, bolts for bridges cut with dispatch.

ap. 20 MOORE & RICHARDSON.

ASHCROFT'S METALLIC STEAM GAUGE.

(BOURDEN'S PATENT,

THE subscribers offer for sale this valuable Gauge. It is adapted to Locomotive and other steam boilers, indicating with accuracy the continual variations of steam within the boiler, enabling the Engineer to maintain a uniform and safe pressure. Any of the Eastern Railroads may be referred to for proof of its importance and value.

BRIDGES & BROTHER,
sep.15-tf 64 Courtlandt St., New York.

WASON'S CAR MANUFACTORY,

Near the Pittsburgh R. R. Shops,

CLEVELAND, OHIO.

Passenger, Baggage, Freight, Dumpers, Hand Cars, &c.,

Of the best quality in all respects, style, workmanship, and material, made to order with promptness.

Orders respectfully solicited, with the assurance that no pains will be spared to give entire satisfaction in all cases.

CHARLES WASON,
Late of the firm of T & E. Wason, Springfield,
†oc20 Massachusetts.

Notice of Copartnership.

MR. PETER MARIE, heretofore of the firm of Decoppet & Co., has this day formed a copartnership with Mr. Rudolph Kanz, (for many years with the banking house of Messrs. L. Von Hoffmon & Co.,) under the firm of MARIE & KANZ, at 27 William street. Their attention will be devoted to the purchase and sale on commission of Stocks, Bonds and Foreign Exchanges, and to the negotiation of business paper.

New York, Sept. 1, 1854. [sept. 7-1*

ENGINEERS' & SURVEYORS' INSTRUMENTS!

JAMES FOSTER, Jr.,

MATHEMATICAL AND PHILOSOPHICAL

INSTRUMENT MAKER!

HAVING removed from his old stand to south-west corner of Fifth and Race street, and increased his facilities for making instruments, is now ready to supply Levels, Transits, Theodolites, the Dumpy or Gravatt Level, Circular Protractors of Troughton & Simms model, Surveyors Compasses, Pocket Compasses with and without sights, in great variety. All kinds of Land Chains; Ivory and Box wood Scales of all kinds and graduation; Drawing instruments of all kinds, brass and German silver. Measuring tapes of all kinds. Magnets, Magnifyers, Barometers, Spy Glasses, &c., &c. Repairing promptly attended to. ap.6-6*.

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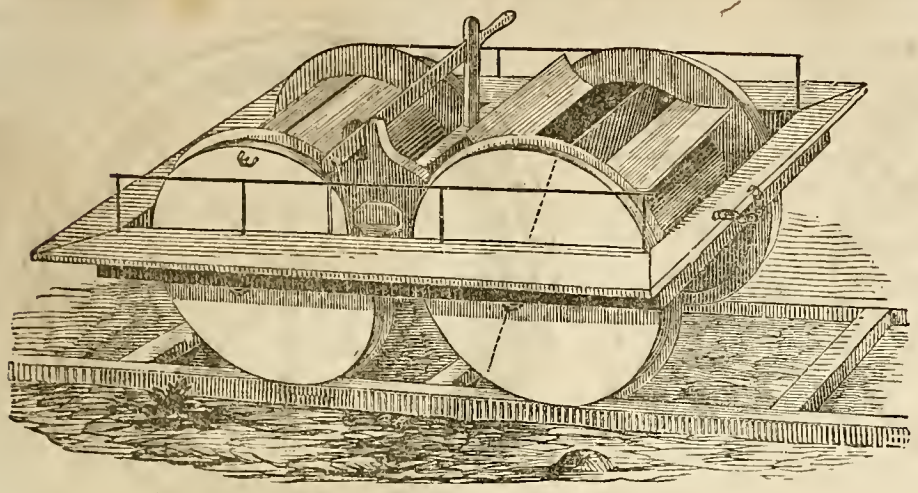
No. 127 Walnut St., bet. Third and Fourth.

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FOR PARTICULARS OF COST, RIGHT OF USE, &c., ADDRESS,

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dec15–3* PHILADELPHIA.

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LOCO- AND CAR MOTIVE SPRING

MANUFACTURERS, WILMINGTON, DEL.

Locomotive and Car Springs of all descriptions manufactured on the most reasonable terms, made of the best STEEL, which we have manufactured to order from the BEST SWEDE IRON. Orders from any part of the United States will be thankfully received and promptly attended to

McDANEL & HORNER.

All Springs ordered from a distance will be delivered on shipboard at *Philadelphia* free of charge

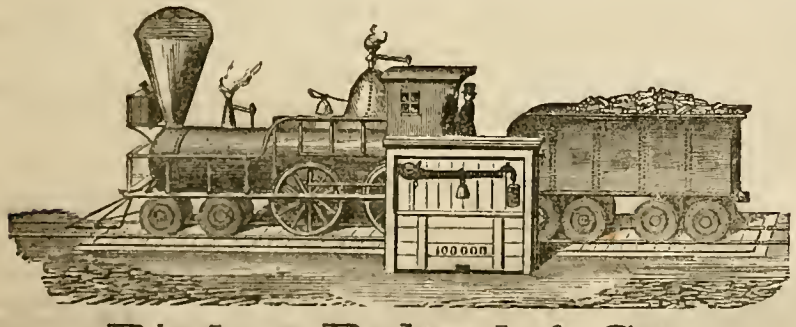
References.

NORRIS BROTHERS, Locomotive Builders, Philad.
A. C. GRAY, Pres't New Castle Manuf. Co.
U. WELLS, R. R. Car Manuf. Petersburg, Va.
I. R. TRIMBLE, Supt. Philad. R. R. Co.
M. B. MILLEN, Gen. Supt. C. R. R. Savannah, Ga.
EMERSON FOOTE, Supt. M. & W. R. R. Macon, Ga
THOMAS DOUGHERTY, Master Mach. do.
THOS. SHARP, Supt. R. F. & P. R. R. Richmond, Va

†May 19.

ISAAC RIGDON. EDWARD C. RYLAND. WM. HUDDART.

OHIO SCALE WORKS.



Rigdon, Ryland & Co.,

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WE are now prepared to furnish **Railroad Track and Depot Scales** of all sizes, which we warrant in every respect equal to any manufactured in the United States.

Being practical workmen ourselves, we feel confident that we can furnish the West and South with as good an article and cheaper than can be bought East.

Cincinnati, June 29, 1851.

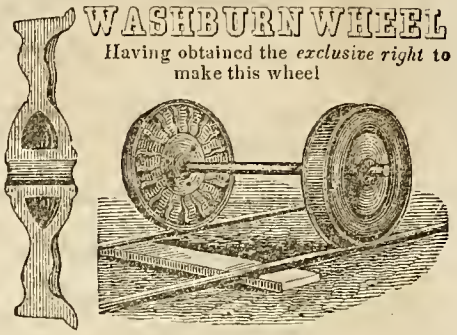
FULTON CAR WORKS,

CINCINNATI, OHIO.

THE Proprietors of this establishment would respectfully call the attention of Railroad Companies in the West and South to their establishment at Cincinnati.—Their facilities for manufacturing are extensive, and the means of transportation to the different points speedy and economical, They are prepared to execute to order on short notice, eight-wheeled Passenger Cars of the most superior description. Four or eight-wheeled Baggage, Cattle, Freight and Gravel Cars. Also, Crank and Lever Hand Cars, Trucks, Wheels, and Axles fitted.

WASHBURN WHEEL

Having obtained the *exclusive right* to make this wheel



In Cincinnati, Covington and Newport, they are now prepared to furnish Railroad Companies with that Celebrated wheel, with or without Axles. Also, Journal Oil Boxes of any pattern, and Castings for cars fitted to order at the shortest notice.

Address KECK & HUBBARD,
Fulton Car Works Cincinnati, Ohio.
ap.12 Office 62 East Second Street.

MUSKINGUM WORKS,

ZANESVILLE, OHIO.



DOUGLASS, SMITH & CO.

WOULD respectfully call the attention of Railroad Companies to their establishment at Zanesville

They are prepared to execute orders, on short notice, for

Passenger Cars of the most superior description,

Second Class Passenger, Mail Express, and Baggage Cars; Freight, Cattle, four or eight wheeled Gravel Cars.

We manufacture a superior

CAR WHEEL,

Over 2500 of which are now running on the Central Ohio Railroad, and many of these have been in use on the road over two years, having in that time only three to crack, and two to be renewed in consequence of the wearing of the Chill. We have also commenced the manufacture of the celebrated

WASHBURN WHEEL,

And are prepared to furnish this wheel, with or without axles. Also, castings for Cars fitted to order at the shortest notice.

BOLLMAN'S PATENT IRON & WOOD BRIDGE.

We are also agents and builders of the above celebrated Bridge. Are now placing upon the piers an iron bridge on this plan over the Muskingum river at Zanesville. We are ready to contract with companies for the construction of this Bridge. All orders addressed

DOUGLASS, SMITH & CO.,
au4tf. Muskingum Works, Zanesville, O.

J. DAVENPORT. . . . M. D. WELLMAN. . . . C. M. RUSSELL

DAVENPORT, RUSSEL & CO.,

Railway Car Manufacturers,

MASSILON, OHIO.

THE subscriber, late of the firm of Davenport, Bridgen & Co., Fitchburgh, Mass., having associated himself with Messrs. Wellman and Russell, under the above name, would respectfully solicit calls for any kind of Passenger, Baggage, Post Office, Freight, Coal, Gravel or Hand Cars.

Having had fifteen years experience in the business and having secured the best of workmen from the Car Factory in Cambridge, Mass., I feel confident that perfect satisfaction can be given in all work entrusted to our care.

We have now on hand the best of dry White-Oak with which we think we can build Cars as cheap and as well as any other establishment in the States.

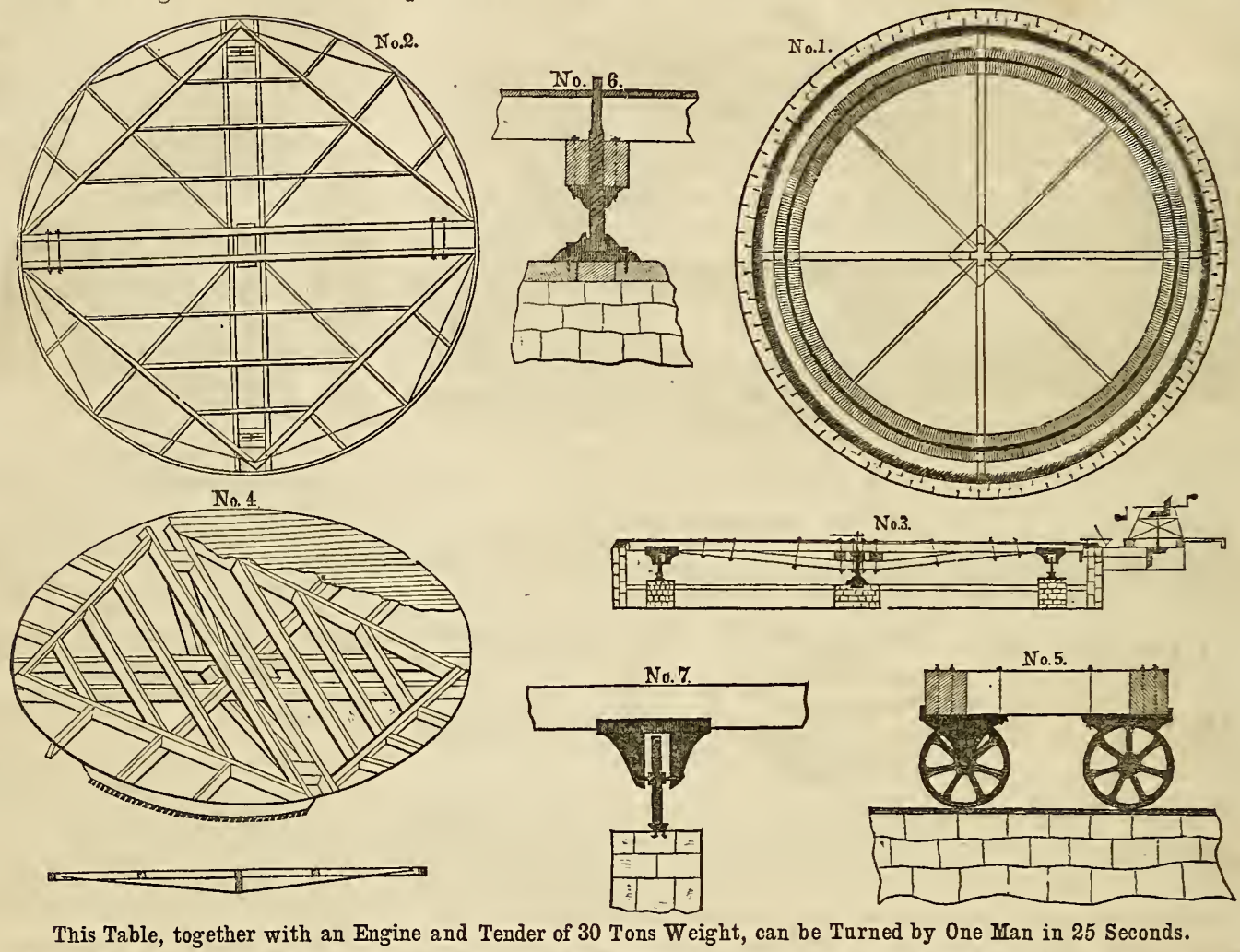
Feb. 161* JOSEPH DAVENPORT.

RAILROAD IRON, LIGHT WEIGHT.

470 TONS, 47 lbs. per yard, good quality and pattern, now lying at New Orleans. For terms apply to VOSE, PERKINS & CO.,
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CARHART'S IMPROVED TURNTABLE.

Now building for 13 of the Principal Roads in Ohio, Indiana, New York, New Jersey, and North Carolina.



This Table, together with an Engine and Tender of 30 Tons Weight, can be Turned by One Man in 25 Seconds.

RAILROAD COMPANIES in want of *Turntables* of a permanent and durable character, at a low price, are respectfully referred to the annexed references. The undersigned being confident that the manner of turning engines by his Table is the most permanent, expeditious, and cheapest in the United States, solicits the attention of Engineers, and others, to his improvement. The undersigned being a practical mechanic, and having devoted his time, for the past five years, exclusively to the construction of Turn and Transfer Tables, Draw and other Bridges, is prepared with every facility for executing orders in that line with promptness and satisfaction.

The price, which is always based upon the use of the best materials and best workmanship which can be procured in the market where used, can be determined only by the locality.

REFERENCES:

New York & Erie Railroad Company.
Hudson River Railroad Co.
Ohio & Pennsylvania Railroad, J. Edgar Thomson, President, S. W. Roberts, Sup't and Engineer, Pittsburgh, Pa.
Pennsylvania Central Railroad, O. W. Barnes, Resident Engineer, Pittsburgh.
Toledo & Cleveland Railroad, Wm. Ferguson, Chief Engineer, Cleveland Ohio.
Columbus, Piqua & Indiana Railroad, A. J. Conover, Chief Engineer, Piqua, Ohio.
Cleveland, Zanesville & Cincinnati Railroad, W. H. Grant, Chief Engineer, Akron, Ohio.
Cleveland, Columbus & Cincinnati, and Cleveland & Erie Railroads, L. Tilton, Sup't, Cleveland, Ohio.
Little Miami & Columbus & Xenia Railroads, William H. Clement, Sup't, Cincinnati, Ohio.
Cincinnati, Wilmington & Zanesville Railroad, E. W. Woodward, Engineer, Circleville, Ohio.
Central Ohio Railroad, G. W. Fulton, Sup't, and S. Medbury, Engineer, Zanesville, Ohio.
Camden & Atlantic Railroad, and Dauphin & Susquehanna Railroad, R. B. Osborne, Engineer, Philadelphia.
Bellefontaine & Indiana Railroad, W. M. Roberts, Engineer, Pittsburgh, J. Nottingham, Sup't, Marion, Ohio.
Cleveland & Pittsburgh Railroad, J. Durand, Sup't, Cleveland, Ohio.
Wilmington & Raleigh Railroad, North Carolina.
Central North Carolina Railroad.
Cincinnati & Indianapolis Railroad, Indiana.
New Albany & Salem Railroad, Indiana.
Michigan Central Railroad, Michigan.
Dayton, Xenia & Belpre Railroad, Ohio.
Pomeroy Railroad, Engineer at Cincinnati.
Springfield, Mount Vernon & Pittsburgh Railroad, Ohio, Charles Anthony, President.

DESCRIPTION OF PLAN.

Fig. 1, of the above cut, represents the foundations, consisting of *Bank* and *Track Walls*, the latter made of cut, the former of hammer-dressed stone, with cut stone coping. The Track is bent of the ordinary T rail, spiked and leaded to the stone track walls. The Center Pier is made of cut stone, with a step for screw and pivot bolted to the same.

Fig. 2, shows the framing.

Fig. 3, is a side view of Main Truss, with the mode of gearing, including the mitre-wheels, iron crank frame, rack and pinion, foundations, pivot wheels and pedestals.

Fig. 4, gives a perspective view of rim, segments, decking, etc.

Fig. 5, is an end view of the main trucks, with pedestals and wheels.

Fig. 6, is a screw for pivot, 6 inches in diameter, working in a steel step through a nut for adjustment.

Fig. 7, shows a cross section of track wall, well, and pedestal

For further particulars please address,

D. M. CARHART, Cleveland, Ohio.

MATHEMATICAL INSTRUMENTS.



T. F. RANDOLPH & BRO.,

N. W. Corner Fifth and Walnut sts.

No. 1, 2d Story, Apollo Building,

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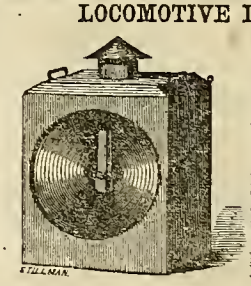
MANUFACTURERS OF

Surveyors' and Engineers' Instruments, Theodolites, Transits, Levels, &c., &c.,

REPAIRING AND ADJUSTING INSTRUMENTS DONE TO ORDER.

Orders promptly attended to.

LOCOMOTIVE LANTERNS.



I AM now manufacturing

LOCOMOTIVE LANTERNS

of the most approved form, with true Parabolic Silver-plated Reflectors, Copper Cases, and in every way equal to the best manufactured in the country.

Orders from Railroad Companies in the West are solicited.

A. S. WINSLOW,

†mr24] 9 and 11 West Second St. Cincinnati.

"GARDNER'S ROCK DRILL."



DESIGNED for Mining, Tunneling, Quarrying Use, and Rock Excavations of all descriptions, by the use of which a saving of 50 to 75 per cent. is made. This drill can be operated by hand, horse, or steam power, and works equally as well horizontally or at any angle, as perpendicularly.

A silver medal, the highest prize, was awarded these Machines at the World's Fair

Applications for Territorial Rights and Machines must be made to the Patentee.

G. ARTHUR GARDNER,
Trinity Building, N. York.

nov17†

Railroad Record.

E. D. MANSFIELD, - - - - - - Editor.
J. A. JAMES, W. WRIGHTSON, - - - Associate Editors.

CINCINNATI:
THURSDAY MORNING,.....DEC. 27, 1854.

E. D. MANSFIELD,
May be found at the office of the *Railroad Record*, 167 Walnut st., between the hours of 11 A. M. and 1 P. M.

Railroad Printing.

WE have now attached to this office an extensive **Composition** and **Press Room** and **Bindery**, under the personal supervision of the proprietors of the RECORD. With confidence, therefore, we call the attention of RAILROAD OFFICERS and others to our extensive establishment, containing every facility for turning out superior work in any and every department of the PRINTING BUSINESS.

We are fully prepared to furnish **Railroad** and other **Reports**, with or without **Maps** or other **Illustrations**, gotten up at short notice and in superior style. Also, **Blanks of any description**, adapted to the wants of the various departments of the **Railroad service**, and to the wishes and tastes of the parties.

Also, **Railroad Tickets** and **Conductors' Checks**. Our patent **Card Press**, enables us to supply any demand at **Short Notice** and in **Unequalled Style**.

Also, **Blank Books**, ruled to any pattern, with or without **Printed Headings**, and bound in the most substantial manner.

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THE CONTRACTORS' BOOK *of Working, Drawings of Tools and Machinery.*

The above is the title of one of the most useful and elegant volumes that we have seen. It is a compilation of the working drawings of various tools and machinery used in constructing canals, railroads, and other works; with the bills of timber and iron used in the construction of each; and also, tables and data for calculating the cost of earth and other kinds of work, by George Cole, Civil Engineer.

Experience has taught every Contractor the importance of knowing the best machinery for the purpose he may wish, and the necessity of having working drawings and proper data, for the repair and manufacture of such tools and machinery as may be necessary. This is here furnished in a simple, concise and elegant style. No Contractor or Civil Engineer will be long without such a book.

The plates are lithographed in colors, by Messrs. Compton, Gibson & Co., of Buffalo, N. Y., and as works of art reflect credit on their publishers.

The book is for sale by W. C. Little & Co., 52 State Street, Albany, N. Y., and O. G. Steele, 206 Main Street, Buffalo, N. Y.

REVIEW OF RAILWAYS—CORRECTIONS.

In making up our review of railways, it is to be expected that something may be omitted occasionally, which ought to have been said. By the kindness of distant friends, we hope to make the correction of these errors, in time for the summary, which we shall make at the end of the whole series. By the aid of Mr. J. W. Scott, and Mr. J. Smith, we make the following addition to the list for Ohio, and Indiana. We may here say, that *Hunt's Merchants Magazine*, (usually very accurate), set down a year since a list of *completed* railways in Ohio, at least 500 miles *more* than there was then made. Since then, we have finished that amount and a good deal more. This error was copied by *Mr. De Bow* into the *Compendium* of the U. S. Census, which is an injustice to Ohio, as it makes us *appear* (by comparison with the present time), to have *completed* very little in the year; whereas, in fact, we have done an immense deal. The following is the addition we should make:

	COMPLETE.	IN PROGRESS.
Erie & Kalamazoo (Ohio).....	12 miles	
Cleveland & Toledo North Branch.	110 "	
Northern Indiana, or Goshen Branch (in Ohio).....	44 ".	....24 miles.
Cleveland, Medina & Tuscarawas..		
Toledo & Illinois (in Ohio).....	..... 74 "	
" " (in Indiana).....	.....163 "	
" " (in Illinois).....	..... 8 "	
Cincinnati, Union, & Fort Wayne Railroad.....	..... 66 "	
Cleveland, Indianapolis, & Evansville (in Indiana).....	.....150 "	

In our review, we put the *Cleveland* and *Toledo* (North.) Line down, at 60 miles, terminating at Sandusky. We have authority for saying, however, that the cars are running on part, and the iron, by this time, laid on the whole.

The Toledo and Illinois Company are now running their cars to "Strycker," 44 miles from Toledo, and will be completed in a few weeks to "Bryan," Williams County. The route of this road, (which is not as generally known, as it should be), commences at Toledo, and pursues the Grand Valley of the Maumee and the Wabash, till it unites with the Illinois Central, at Danville, (Ill.) It makes points of Maumee, Napoleon, Defiance, Wayne City, Huntington, Legro, Wabash, Peru, Logansport, Delphi, La Fayette, Attica, and Danville. This will be a highly important and profitable road. It is in the hands of one of the strongest companies of the U. States, and will be completed beyond a contingency.

The *Fort Wayne* and *Union* Railroad, Mr. Smith, the President, states it is steadily progressing.

The *Cleveland, Indianapolis, & Evansville* line is well under way, from Indianapolis to Evansville.

The *Cleveland, Medina, & Tuscarawas Railroad* is under contract, and has a large amount of solid stock.

We may here say, that all those roads, we have put down, in Ohio and Indiana, as *in progress*, are really so; and that sooner or later they will certainly be completed. We had supposed that the work on the Great Tunnel at Cincinnati was suspended; but, we find, that the work has been resumed, and that it is progressing. The Short Line Company hold a large amount of valuable real estate, and although unsaleable at the present time, is a solid capital, which must soon come into play.

SALT FACTORIES IN OHIO.—POMEROY.

It is known, that in the South-eastern part of Ohio, salt water is found abundantly; but heretofore the water has been found too weak to compete successfully,—for more than local use with the salines of Kanawha, of Conemaugh, or of Syracuse. Hence the quantity manufactured in Ohio has been comparatively small. But of late, the tables are likely to be turned. The difficulty in the old wells was *in not boring deep enough.* The real saliferous rock lies, in that region, about 1,000 feet in depth. The old wells were generally dug about 400 or 500 feet in depth. They got water, but it was not the original springs, but diluted quality. Recently, however, boring has been carried to the salt-bearing rock, and salt water in great abundance is obtained, and of strength sufficient to compete with other Western salines.

The most successful experiment of this sort has been made at Pomeroy, in the vicinity of the Coal Mines. Till within the last few years, no salt wells of any consequence existed near there except one or two on Leading Creek. Some years ago, an attempt was made in boring deeper, at Pomeroy; but it was dropped before it was completed; about three years since the enterprize was resumed, and has been attended with extraordinary success. From the first well, there arose a powerful jet of water, with an abundance of carburetted hydrogen gas—which was economically used as fuel to the furnace. Since that time, other furnaces have been erected, and others are yet projected; so that this branch of manufacturing promises to be carried on there very extensively. The following is the statistical account of these salt works at the present time.

In the vicinity of Pomeroy, and on the river, there are now *four* salt companies manufacturing an average of 250 barrels, or 1,750 bushels of steam salt per day.

At West Columbia, on the opposite side of the river, and four miles below Pomeroy, there are *two* furnaces, making about 60 barrels, or 420 bushels of salt per day.

One furnace in Pomeroy, just finished, will make about 40 barrels, or 280 bushels per day.

One furnace, at the mouth of Leading, four miles below Pomeroy; and *one* at Syracuse,

four miles above, will probably be in blast by the 1st of January, 1856.

These furnaces will in all make about 3,000 bushels of salt per day, or allowing for 300 working days — 900,000 bushels of salt per annum. There is no reason to doubt, that this manufacture may be continued almost indefinitely, — and Pomeroy and its vicinity, will probably become eventually, the scene of an activity, and a business in this branch of trade equal to that at Syracuse, (N. Y.)

The depth of the Pomeroy Wells, on the river, varies from 1,020 to 1,200 feet. The water stands at from 9° to 10°. The quality of the salt is equal to that made on the Kanawha. Two of the above wells are supplied with gas, and these are the property of the Pomeroy Company.

From a well at Coal-port, there is, at times, a copious flow of Petroleum. During the first year, the Company owning this well sold about $900 worth. Most of this oil was sold at twenty-five cents per gallon to Bragg & Co., of St. Louis, and made into the celebrated *Mustang Linament.*

Excluding the two wells on the Virginia side, those on the Ohio side will make now 750,000 hushels of salt per annum,—which is worth in market about $200,000. The salt manufactured at that place, has therefore already arrived at importance.

In 1850, the total product of salt in Ohio was 550,350 bushels. As there was, then, none made at Pomeroy of any consequence, we may add the total amount to be produced in 1855, at that place, to the amount stated in the census for 1850; so that Ohio will produce in 1855, at least 1,300,000 bushels of salt, exceeding the product of any State, except those of New York and Virginia. We should not be surprized to find Ohio, in a short time, producing salt to an amount greater than that of any State.

In some places, such as Jackson and Vinton Counties, salt was made in the early settlement of the State, and abandoned on account of the weakness of the water. As the salt rock was not reached then, it is prohable, that wells bored to the same depth as at Pomeroy, will produce water equally strong. It is, at least well worth trying the experiment.

INDIANA RAILROAD.—CORRECTION.

In our statement of railroads completed, and in progress of construction in Indiana, we unintentionally omitted the Evansville, Indianapolis, and Cleveland straight line railroad, one of the most important roads in the State, now in rapid process of construction in the hands of able and energetic contractors, who have met all their estimates through the season promptly with the cash. This road is being built on the four feet ten inch Ohio guage, and will be a direct extension of the road of that guage from Cleveland, on Lake Erie, through Indianapolis to Evansville on the Ohio river, 200 miles below Louisville, there to connect with the roads to Nashville, Paducah, Memphis, and New Orleans. The line from Indianapolis to Evansville is only 150 miles in length, making the distance from Evansville to Cleveland on this line when completed only 431 miles, or about 15 hours run through the valley of White River, and the capital and heart of Indiana.

Railroads.

PITTSBURGH, MAYSVILLE, & CINCINNATI RAILROAD.

We are glad to learn from the *Morgan Herald* that this, to Cincinnati, important railroad is progressing. We have said, and still helieve, that the most important railroad enterprises will not be stopped by the finacial difficulties of the past year. They may be somewhat retarded, and their cost increased, but when the people in the sections through which they pass, are thoroughly aroused to a sense of the importance of the undertaking, and are willing to come forward and lend their best endeavors, the work must go on. This is precisely the way with the Pittsburg, Maysville and Cincinnati Railroad. The directors some time ago, wisely concluded to put under way only so much as was necessary to connect the Steubenville and Indiana railroad, and the Marietta and Cincinnati railroad, 110 miles. This would bring into direct communication with Cincinnati some of the most valuable coal and iron lands in the State, and therefore is of immense importance to manufacturing interests. The following extract, from the report of Prof. Shepherd, will convey a just conception of the value of these lands:

"Nor will the intelligent citizens of Cincinnati fail to consider, that from the line of this railway track must come the great and necessary supply of fuel, no where else so abundant or as easily mined; while other roads barely touch the coal basin, affording but a scanty supply, this road is merged in the center of the greatest line of outcrop, and capable of yielding a supply almost without limit.

"This railroad alone will render immediately available to Cincinnati the great coal beds, situated in Ward township, Hocking county, and the South-eastern part of Perry county, on Snow Fork, Sunday and Monday Creeks, together with the vast deposits of rich iron ore, surpassing the riches of Great Yellow Creek. In the section here referred to, the coal exhibits an extraordinary degree of purity, and the seams or beds above water level measure from eight to twelve, and even to fourteen and fifteen feet in thickness, overlaying one another, and forming hills and almost mountains, with intervening strata of sandstone, limestone, fireclay, iron ore, etc.

"The collected coal strata will measure from ten to fifteen yards in thickness. Each cubic yard is estimated to yield one ton of twenty-eight bushels. A mile square of this coal land, valuing the coal at one cent per bushel in the mine, is immense. Add to which the economical value of the iron ore, the productive soil, and abundant timber, more than quite equal to the coal, and we shall have an astonishing sum."

It is with pleasure that we chronicle each step in the progress of this work. A large portion of the grading is already finished between Cumberland and Washington: many of the sections could be made ready for the superstructure in a short time. On the heavier section near McConnelsville, the work is progressing as rapidly as circumstances will admit; there is a large force engaged in the tunnels and heavy cuts. There is 100 feet already excavated on the first tunnel, which has a limestone roof, and therefore will not need arching. The engineers have beeneengaged on the line west of the river, and it is hoped soon to secure local subscription sufficient to warrant putting that section also under contract.

MEETING OF STOCKHOLDERS OF THE EAST TENNESSEE & VIRGINIA R. R.

The annual meeting of the Stockholders of this Company took place according to previous notice, at Jonesborough, on Nov. 30th. Hon. Abram. McClellan, of Sullivan, was appointed President of the Convention, Hon. John Blair Vice President, and John R. Branner, of Jefferson, J.A. Gilbreath, of Greene, and Samuel D. Mitchell of Washington, Secretaries.

After the reading and acceptance of the reports of the Board of Directors, Chief Engineer, Secretary and Treasurer, the Convention proceeded to elect Directors for the ensuing year. The following gentlemen were elected: S. B. Cunningham, Sam'l. Rhea, Robt. P. Rhea, Wm. P. Reeve, A. E. Jackson, Jacob Klepper, G. W. Telford, Joseph Henderson, Daniel Kennedy, Reuben H. Davis, O. Boaz, Wm. Houston, Wm. Brazleton, Wm. H. Moffett, John McGaughey.

The following report of a Committee, appointed by the Board of Directors, to settle with the East Tennessee Stock Company, in relation to their subscription to the East Tennessee and Virginia Railroad was read and accepted.

The undersigned being a committee appointed by the Board to settle with A. E. Jackson, President of the E. T. Stock Company, and arrange and adjust such credit as they may be justly entitled to, Report that we find that the Board of Directors, on the 19th of February, 1852, passed a resolution by authority given them by resolution of the Stockholders in Convention assembled, at Greeneville, the 30th November, 1849, authorizing the East Tennessee Stock Company

to receive a credit on the subscription for whatever Bonds redeemable in stock were heretofore issued, and that may hereafter be issued for work done on our road.

We also find that Bonds redeemable in Stock, to the amount of $99,475, have been issued, and that there are now due to contractors for work actually done about $74,000, which makes in the aggregate the sum of $173,475 of Stock Bonds issued and to be issued and paid by work done.

The remaining indebtedness of the Stock Company up to this date being $157,550, there would be an excess of Bonds issued and to issue of about $15,920 after fully liquidating the balance due from said Stock Company, which amount goes to the increase of the Capital Stock. We therefore ask that the Secretary be directed to place to the credit of the East Tenn. Stock Company, the sum of $99,475 for Stock Bonds issued, and as the Bonds paid for in work are issued, they shall be placed to the credit of the East Tennessee Stock Company, until the balance of the subscription of said Company is fully paid. All which is respectfully submitted to the whole Board. Signed, A. E. JACKSON,
Pres't. E. Tenn Co.

JOHN McGAUGHEY, Chairman.

WM. BRAZELTON,
OBEDIAH BOAZ,
REUBEN H. DAVIS,
DANL. KENELY,
JOS. HENDERSON,
WM. HOUSTON,
} Committee.

November 29th, 1854.

The next Convention will meet at Jonesborough, on the last Thursday of Nov., 1855.

MAYSVILLE AND LEXINGTON RAILROAD.

Our readers will remember that owing to the inability of this unfortunate road to meet the payments of interest on its first mortgage bonds, sometime about the 1st of November, Mr. E. Miller was appointed by the Fayette Circuit Court as a receiver to take charge of the finished portion of the road, for the benefit of the holders of the bonds. The appeal from this decision has been recently decided in the Court of Appeals against the Company. The following is the opinion of the Court as delivered by Judge Simpson :

This Court has appellate jurisdiction over only final orders and judgments. A final order decides some matter litigated or divests some right in such manner as to put it out of the power of the Court, after the expiration of the term, to restore the parties to their original condition. This order does not have this effect. It is temporary in its nature, and entirely within the control of the Court that made it. It is, therefore, not final. It is merely provisioned under section 329 of the Code of Practice. This Court has no appellate jurisdiction over it.

Appeal dismissed.

In consequence of this decision, the road between Lexington and Paris passed into the hands of the Receiver, and was subsequently leased to the Covington and Lexington Railroad Company for 18 months. By the conditions of the lease, the Covington and Lexington Company will pay $1250 per month for the use of the road, and themselves expend the rent of the first five months in putting the road in perfect running order. They intend to proceed at once to arrange the guage to suit their own, so that they will soon be able to run a train the whole distance without break of guage.

THE WIRE BRIDGE ON THE LINE OF THE LEXINGTON AND DANVILLE R. R.

The completion of the towers designed for the suspension of the cables of this magnificent structure, was celebrated on December 2nd. At the point at which the road crosses the Kentucky, the river is lined with perpendicular cliffs of limestone 275 feet in height, and is twelve hundred feet in width. The bridge to be thrown over this tremendous chasm, will be the most magnificent structure of its kind in the world. The bridge at Pittsburg is of about 1000 feet span, and that over the Niagara is only 800 feet. Each of these in its turn has commanded and still commands the admiration of the traveler. But the noblest of them all will be that across the deep gorge of the Kentucky river.

The towers are erected almost on the extreme edge of the cliffs, and rise in the form of graceful pyramids to the height of ninety feet above the cliffs on each side of the railroad track. They are joined together at the top, by an arch of masonry, and still further strengthened by iron bars inserted in the whole. The towers are capped by a massive bed plate of iron, on which rests the saddle plate of iron on steel rollers. The anchors are three hundred feet from the towers, and are very strongly secured by immense bodies of masonry. The cables are to consist of 4,600 strands each, of No. 9 wire, each strand capable of sustaining a weight of 1500 lbs., thus making in the aggregate a capacity to sustain a weight of 6111 tons. The greatest weight the bridge may be expected to have to bear, would not exceed 300 tons. The whole will be so stayed in every direction, as to prevent danger from the swaying of the road-way either laterally or horizontally.

Our neighbors of Kentucky have our best wishes for the early completion of this vast undertaking.

CENTRAL MILITARY TRACT RAILROAD, ILL.

OPEN TO GALESBURG.

The Central Military Tract Road is at length completed, and trains have commenced running in connection with the Aurora Road over the entire distance from Chicago to Galesburg, a distance of eighty-five miles. There now remain but eighteen miles to be laid, when the road will be completed to Burlington. This will probably be finished during February next.

In regard to this, the Chicago *Press* says : "We have repeatedly spoken of this road, and of the magnificent country which it penetrates and brings into direct business connection with our city. The region of country lying between the Illinois and Mississippi river, is not surpassed in fertility or loveliness by any other portion of the State. The Central Military Tract Road with its connection, the Northern Cross, divides this region longitudinally, from Mendota to Quincy, occupying the high table lands which form the divide of those rivers, the entire distance. Whoever has passed over it cannot but believe that it will soon attract thither a dense and active population.

"In a few weeks more the 'Peoria and Oquawka' Road will be completed from Burlington to Galesburg, and this will give us our fourth connection by rail with the Mississippi. Near the same time the Illinois Central will give us the fifth at Cairo."

Selected Railroad News.

CENTRAL OHIO RAILROAD.

Resolutions adopted by the Board of Directors of the Central Ohio Railroad Company at Zanesville, Dec. 14, 1854.

Ordered: That the Committee appointed to confer with the authorities and citizens of Wheeling, and Railroad Companies whose lines converge upon or near that city, be instructed to report at the next meeting of the Board, what proposition that city or its citizens are prepared to make in the matter of a railroad bridge at or near Wheeling; and that if no definite proposition be made, the Committee be excused from further action in the premises ;

That if the city of Wheeling or its citizens shall subscribe to the stock of this Company a sum sufficient to cover the expense of land damages, graduation, and bridging, and superstructure estimated for the road between Bellaire and Kirkwood, this Company will immediately extend its line to the said town of Kirkwood ;

And, also, that this Company is now willing, as it always has been, to unite upon equitable principles, with the other companies having roads terminating near Wheeling, in the construction of a railroad bridge at any eligible point between the lower end of Zane's Island and Bellaire, and over said bridge to extend the line of this road into the city of Wheeling—there to unite with the Baltimore and Ohio and Hempfield roads; but that no proposition for a concession of our chartered right to connect with the Baltimore and Ohio or any other railroad at such place or places as this Company may deem expedient, will or can be entertained.

DELAWARE AND SPRINGFIELD RAILROAD.—Trains are again running on this lately deserted road. A passenger train leaves Springfield for Delaware, daily, returning also daily. The Directors of the line are bound their stock and interests shall not become defunct, and whether it pays or not to run, a train will be kept "grinding." It is proposed to put on a train to run from Cincinnati through to Delaware — using the Little Miami Railroad as far as Springfield. This, however, will not be done for the present.— *Com. Reg.*

MEMPHIS AND CHARLESTON RAILROAD.

We are enabled to lay before our readers a few facts touching the present condition and prospects of this great work, in which our city is so deeply interested in every point of view. The directors of the road have had to struggle through a season of unusual difficulty and depression, and we are truly pleased that they have been able to pass through with comparative success, when almost all Southern enterprises of the kind were seriously interrupted. The stringency of the money market and the difficulty of cashing even good securities without a heavy discount, have borne peculiarly hard on roads in progress for the last six months and nearly all have been forced to suspend operations.

Of the Memphis and Charleston Road 108 miles are in operation, and 83 miles in addition completely graded, which connect Decatur with Stephenson, Alabama.

The bridge at Decatur is near completion and only awaits a favorable stage of water in the Tennessee River to procure the timber and iron needed. The track laying will then commence at each end of this section, and be carried on as speedily as possible, when there will be a continuous road of 127 miles, connecting Charleston via the Nashville and Chattanooga Road, with the rich and populous basin of the Tennessee as far westward as Tuscumbia.

The Nashville and Chattanooga Company have also twenty-five miles ready for the iron, which will soon be laid eastward from LaGrange to which point the track is completed. There will then be completed on the western division seventy-five miles, and on the eastern one hundred and twenty-seven on the main track, exclusive of a branch of thirteen miles—all of which will be in operation in time for the next season. The iron necessary for this extent has been purchased, and much of it already delivered. A small amount of first rate securities will be negotiated to meet the cost of freight and duties ; but the Company are provided with means for all other demands. After this, there will only be a gap of seventy miles in the centre which will be filled up as fast as can be done safely and certainly, under the existing state of the money market.

The bridge over the Tennessee River at Muscle Shoals will be two thousand feet long. There are thirteen piers of immense and heavy masonry, which have been completed on a solid rock foundation. The wood work is going on, and the work will be ready to receive the iron in January.

We may, therefore, reasonably expect that by the first of October, 1855, we shall have a direct Railroad connection with Tuscumbia.—*Charleston Courier.*

Opening of the Opelika Road.—We are glad to learn says the Alabama *Journal*, that the Opelika branch of the Montgomery and West Point Railroad, will start its first trains today to Wellsburg, about 14 miles. The iron for the remainder of the route, we are informed by Mr. Jones, the superintendent, is received and is being laid rapidly, and the track will be completed to the temporary depot, about a mile from Columbus, by the middle of January, at that time our neighboring city Columbus and Montgomery will be in connection, and we have no doubt that the union of the valley of the Chattahoochee, and the Alabama will be celebrated with becoming ceremonies and hospitalities. We hope to be able to take by the hand divers of our genial Columbus acquaintances on the pleasant occasion.—*Selma Reporter.*

SUPERIOR COURT OF CINCINNATI.

BEFORE JUDGE GHOLSON.

Monday, November 27th.

Cranston and Folmer, vs Cincinnati, Hamilton & Dayton Railroad Co.

This was an action to recover damages for several cows killed by a locomotive of the defendant, which was run against and on to them while they were upon the track of the road.

The plaintiffs keep a dairy several miles from the city, having a large number of cows which are pastured contigious to the road of the defendant. The accident occurred upon the passing of the passenger express train, between 10 and 11 o'clock, A. M.

The facts as found by the Court from the proofs, were these : that the train was going at the rate of about thirty-five miles an hour, which was its usual speed, and that it could not be stopped within a distance much less than a mile.

That the cows on the track could only be seen some three or four hundred yards, owing to a curve in the road; that the danger to the train from collision with cattle moving upon the track, was much greater when the train was going at a slow, than when going at a very rapid rate ; and that the only effort to avoid the destruction of the cows was the blowing of the whistle, as to which, it was not shown clearly at what time it was sounded.

It was claimed for the defendant that the cows were trespassing upon the road, and that therefore there could be no right of recovery for killing them.

Upon this much contested and very interesting question of the liability of Railroad Companies, the Court pronounced a very elaborate decision, reviewing most of the cases reported in referrence to the liability in such cases.

Judge Gholson held that the mere fact of animals being wrongfully upon the track of the Railroad, did not place them beyond the protection of the law, nor exonerate the defendant from all care in respect to their safety and protection. It was undoubtedly the duty of the defendant and its officers, to have regard, first, to the greater interests of property and life involved in the safety of the train, but, if, without jeopardizing these, the defendant could, with reasonable care, which must be determined from the circumstances of every case, secure also the preservation of the plaintiff's property, it was the duty of the defendant so to do.

In the present case, it appeared that after the cows were in sight the train could not be stopped before reaching them, and to diminish its speed would enhance the danger to the train, it was not, therefore, the duty of the engineer to attempt to stop it.

If there was any negligence in the engineer, it was in not blowing the whistle soon enough, and it was not satisfactorily shown to the Court that there was negligence in this.

The burden of proving negligence or want of care, lay with the plaintiff, and in the absence of such proof it would be presumed that the officers of the defendant did their duty.

Judgment for defendant. Van Hamm for plaintiff, Worthington & Matthews for defendant.

Sandusky L. & N. A. R. R.—The work on this Road is progressing satisfactorily on the South end of the line.

TERRE HAUTE AND ALTON RAILROAD—PROGRESS OF THE WORK.

The division of the Terre Haute and Alton Railroad from this city to Litchfield, a distance of about forty miles, is now in the hands of the Company, and is formally opened for the accommodation of the public. Regular trains for passengers and freight will commence running on the road on this day. They will, we understand, for the present leave the foot of Henry street at 10 o'clock A. M., upon the arrival of the boat from St. Louis, and reach Litchfield at noon, connecting there with hacks to Hillsborough. Returning, they will leave Litchfield, at 3 o'clock P. M., and arrive here about 5 o'clock, in time for the evening train for Chicago, or the night boat for St. Louis. Due notice of the running of the trains will, however, be officially published in a day or two.

In regard to the other portions of the road, we have received from Capt. Barnes, several items of information, which will be interesting to our readers. He states that it is the intention of the Company to push the work on to completion just as rapidly as money and labor will accomplish it. Large forces are now at work at all the principal points on the line , and these will be increased whenever additional men can be employed to advantage. The track-layers have now reached a point about four miles east of Litchfield, and the embankment in the bottom of Shoal creek is nearly ready for the superstructure. It will be but a short time before the road will be opened to Hillsboro, the gap to be filled now being only about eleven miles.

From Hillsboro to the junction of the Illinois Central Road, the distance is about twenty-eight miles, twenty of which are now ready for the rails. It is the intention of the Company to ship the iron from Chicago by the Central Road to the junction, and to lay it toward Hillsboro. That portion of the road will be laid with iron by the first of February.

Upon the eastern end of the road, the work is also progressing with commendable activity. The track from Terre Haute westward, is laid to Grandview, a distance of thirty miles, and regular trains, twice a day, are now running upon it. The distance from Grandview to the junction of the Chicago branch, of the Illinois Central, is about thirty miles ; and at the rate at which the work is now going forward, it will be reached early in March. The rails for this section will also be received from Chicago by the Central road.

The remaining part of the road embraced between the two branches of the Central road, is not in so forward a state as the other portions we have mentioned. It is intended, however, that the work shall progress toward Shelbyville from both ends simultaneously, and that the track shall be laid through by June, excepting about seven miles of heavy work in the Kaskaskia river bottom. It is expected that the entire road from Alton to Terre Haute will be complete and ready for the cars by the first of next July ; on which occasion a glorious excursion may be anticipated.

The completion of the Terre Haute and Alton road will make a new era in the history and progress of Middle Illinois. Forming as it will the shortest and most direct *route* to the cities of the Eastern seabord, it must necessarily command a very large proportion of the travel and traffic of this part of the

country. The through business of the road, however, will not compare with the local traffic, which it will create and sustain. Every mile which the road traverses is capable of a high cultivation, and will produce in the items of wheat, corn, and other products, such a business as we now little dream of. Its completion will likewise open up wide farms, bring in population to the fertile prairies, and give renewed impetus to the advancement of the country through which it runs. It will be the commencement and the herald of a new epoch; and the long trains, as they vibrate like pendulums across the State, will hasten the coming of the time when Illinois shall rank in the scale of intelligence, wealth and resources, with the first of her sister States.—*Alton Telegraph.*

BALTIMORE AND OHIO RAILROAD.

Yesterday, the day for the regular monthly meeting of the Board of Directors of the Baltimore and Ohio Railroad Company, was the time fixed for the election of President.

Previous to going into the election a question arose whether the city was entitled to an additional director, the council having elected Mr. Andreon on the ground that the city was entitled under dividend stock to another director.

A motion was made to refer the question to the counsel of the company (J. H. Latrobe, Esq.,) and that in the meantime the gentleman appointed be not authorized to take a seat. This motion was debated at length, and was lost by a tie vote—ayes 15, nays 15. Mr. Andreon then took his seat at the board.

The Board went into the election for President, when on counting the ballots, they stood:

William G. Harrison	16
Chauncey Brooks	14
Columbus O'Donnell, Esq.	1

William G. Harrison was thereupon declared to be elected.

The subject of the coal freights was not opened at the meeting, but a special committee was appointed to inquire into all practicable and proper steps for reducing the expenditures and outlays of the company, who will report probably at the meeting in January.—*Baltimore Patriot.*

COMPLETION OF THE WHEELING CREEK HEMPFIELD RAILROAD BRIDGE.—We were present yesterday at the ceremony of placing the Keystone in the last arch of the magnificent bridge of the Hempfield Railroad, across Wheeling Creek, in the boundaries of the city. This, like all other work on the Hempfield Railroad, is a specimen of the finest work. It is a bridge of five arches, of substantial, symmetrical and beautiful workmanship. Mr. WM. OTTERSON, the chief contractor, and Mr. W. C. SMITH, chief engineer of the road, have accomplished almost an unprecedented feat in the erection of this bridge, having placed over 1000 perches of stone in it, and presented it to the public in a completed condition, within two months. With such work, with such workmen, with such talent and energy, the Hempfield must succeed beyond the most sanguine hopes of its friends.—*Wheeling Intelligencer, Dec. 22.*

JAMES RIVER & KANAWHA COMPANY.—The Board of Directors on Monday last, appointed Mr. Edward Lorraine, Chief Engineer of the James River and Kanawha Company.

☞ We learn from the Columbus *Times* that a vote was had in that city on Monday week last, as to the propriety of making a further subscription of $150,000 to the Mobile and Girard Railroad, and of $50,000 to the Montgomery and West Point Railroad. Both propositions were sustained by large majorities, and the city Council, on Monday night, met and ratified the action of the citizens as expressed in this election. "We are happy, to announce, (says the *Times*,) that the city of Columbus has made a further subscription of $150,000 to the Montgomery and West Point Railroad.—*Selma Reporter.*

ALABAMA AND FLORIDA RAILROAD.—At the recent letting, on the 4th inst., says the Alabama *Journal*, of the Alabama and Florida Railroad, we learn that the first fifty miles was at once placed under contract and taken by a body of experienced and energetic contractors. The contracts stipulate for the completion of the first twenty-five miles during the year 1855.

The time for breaking of the ground at this point is not yet determined—when arranged we will give due notice of the commencement of this important enterprise.—*Selma Reporter.*

ILLINOIS CENTRAL RAILROAD.—This road, it appears, notwithstanding all that has been said at home and abroad about the improbability of its being finished to Dubuque for three or four years to come, is to be in active operation next spring, and contracts may now be made for the transportation of freight from Dunleith to Cairo, or any intermediate points on the line of the road. The Illinois Central once finished to Dubuque, we shall entertain strong hopes of the commencement of a Western Road, having for its termination, not simply the Missouri River, but, with an ambition commensurate with this age of progress, it will be rapidly extended across the prairies that divide the Missouri from the shores of the Pacific and the gold placers of California. Upon the beginning of this Western Road depends the greatness of Dubuque. Its rapid rise and future magnificence will date from the accomplishment of that event, and can only be brought about by the determination, energy, capital, and credit of Dubuque properly invested.—*Dubuque Observer.*

THE BIG TUNNEL.—The cars on the Steubenville and Indiana Railroad, will pass through Kelley's Tunnel, section 42, on and after today. The Steubenville *Herald*, says that this will very materially facilitate business and travel on the road.—*Cin. Gaz. Dec. 25.*

COVINGTON AND LEXINGTON RAILROAD.—At the annual meeting of the stockholders on the 13th inst., the following gentlemen were elected Directors for the ensuing year: M. M. Benton, J. B. Casey, J. T. Levis, C. A. Withers, John Chowning, Augustus Robbins, T. J. Garnett, Garrett Davis, and Edward Oldham. At a subsequent meeting of the Board, M. M. Benton was elected President, C. A. Withers, Vice President, S. J. Walker, Treasurer, and F. Wise, Secretary.

ALABAMA AND FLORIDA RAILROAD.—We see by the Montgomery papers, that the company at Montgomery, give notice for proposals for the Graduation, Masonry and bridging of sixty-seven miles of the Alabama and Florida Railroad, extending from Montgomery in the junction of the Sepulgah and Persimmon creeks in Conecuh county.

FRANKLIN & WARREN R. R.

A meeting of the Stockholders of this Company was held at Franklin, on Nov. 23d. The object of the meeting was stated by the Chairman to be to lay before the Stockholders of the Eastern Division, the financial condition of this section, believing that the statements which the Board would be able to present, would be an inducement for each subscriber to come forward and pay up the amount due, and thus enable the Board to complete and put in running order that part of the road from Akron to Warren within the next twelve months.

Dr. Earl and J. W. Tyler read to the meeting (accompanied with practical suggestions) a statement from the Secretary of the Company, showing the amount due and uncollected by Akron and Windham, inclusive from stock subscribers, to be $197,811, also an estimate from D. C. Shepard, engineer, showing that the above amount was more than sufficient to cover total cost of the work (less cost of iron) between Akron and Braceville Ridge.

A Committee was appointed to prepare resolutions, and reported the following which were adopted.

Whereas, The present embarassed condition of monetary matters, makes it difficult for most of the subscribers to the capital Stock of the Franklin and Warren Railroad, to meet promptly the payment of their instalments; some are withholding payment under the erroneous supposition that the pressure of the times will cause a suspension of the work, therefore,

Resolved, That we have full confidence in the ultimate completion of the Franklin and Warren Railroad, and we would urge upon each and every subscriber the importance of promptly paying up his subscription as fast as the same shall become due.

Resolved, That we have the fullest confidence in the management of our Directors—and the financial condition of this Division of the Road, as shown by statements and the books of the Company, this day exhibited, entitles them to the confidence of all the Stockholders.

Resolved, That the Directors are hereby instructed and required to push forward and complete that portion of the Road from Akron to Warren, and stock the same as soon as practicable. And we hereby protest against any suspension of the work, as detrimental to the best interests of the Road, as well as injustice to paying subscribers.

PITTSBURGH & STEUBENVILLE R. R.—The Steubenville Herald says:—This road is, we regret to learn, partially suspended, for the want of funds. The road has been almost entirely under the control of Pittsburghers, who have not exhibited much energy in constructing it. The road could have been built a month ago, when funds were more easily procured, but it was permitted to lag, and the consequence is, owing to the stringency of the money market, it is not likely to be completed before this time next year.—*Wheeling Intelligencer, Dec. 22d.*

Miscellaneous.

NEW EAST INDIA COMPANY.

It is worth while perhaps to mention the important and interesting fact that for several weeks there has been discussed in private circles in St. Louis the scheme of organizing, in this city, a company to open a direct trade between St. Louis and China, the isles of the Pacific, and the Pacific seaboard. The name at present suggested for the company is the one given above—the New East India Company—and it is not risking much to predict that the operations of the Company will, in time, make as great an impression on the commerce of the world, and the power and destiny of races, as its great prototype of England, now ruling so large a portion of Southern Asia. We are prepared to state that the names and influence of citizens are already pledged to the scheme sufficient to ensure it an imposing introduction to the list of the great schemes and gigantic enterprizes of modern times.

It is not necessary to go very fully into particulars at this time, in regard to this matter. Suffice it to say, that the first step proposed is a simple and practical one. It is the immediate establishment of *a semi-weekly overland stage and transportation line* between some point on the Missouri river—say Kansas—and the Pacific ocean. The termini, as well as the route, to be determined by the company after it is organized.

Some few calculations have been made of the cost of the preliminary operation, and it is thought that such a line of semi-weekly transit across the continent can be established and maintained a year on a capital of $500,000, with all the conveniences and personal comfort that are to be had on any great stage line in the States. It is contemplated to have permanent stations, not over thirty miles apart along the whole route, with all the conveniences of entertainment for man and beast, that will make travelling across the Rocky Mountains quite as secure and agreeable as it ever was by stage across the Alleghenies.

The sources of revenue to the company will be stage fare from persons who will like this novel mode of crossing the Rocky Mountains, mail contracts from Government, transportation of gold dust, and finally of teas, silks, and spices from China and Japan.

We will give our readers more of this in a day or two. Let them ponder this matter well. The day of the realization of the dream of enthusiasts since the voyage of Columbus, seeking a *Western* road to "the East," is now fully at hand. *We are the people to make plain that paradox of four centuries.—St. Louis Intel.*

COPPER MINES IN PAULDING COUNTY GA.

From reliable sources, we learn that some six or seven mines of undoubted richness, and apparently inexhaustible, are being opened, in the neighborhood of Dallas, Paulding County. Some of them will have ore ready for shipping in a few weeks — others not so far advanced, in a few months. We understand that the farthest one of these mines, is not more than forty five miles from Atlanta; and that the parties engaged in working them, are disposed to wagon their ore here, in preference to hauling it to any point on the State Road above. We are told, (and our own knowledge of the facts confirms the statement) that the only obstacle in the way of our neighbors in Paulding, is the crossing of the Chattahoochee. It is estimated by persons connected and intimately acquainted with mining operations in that county, that within six months from this time, it will require the services of from two to three hundred wagons and teams to haul the copper ore to the Rail Road; and it is feared that the slow process of crossing all these teams and wagons at a ferry, as well as the danger, which is always more or less, will compel those interested, to haul their ore to some point on the State Road, west of the river.—*Atlanta Republican.*

BIRKENHEAD.

We are in receipt of the 3rd number of the Birkenhead *Guardian*, the first paper established at Birkenhead, opposite Liverpool, on the Mersey. The paper is of good size and conducted with evident ability. To us, on this side the water, it seems strange that a town containing 50,000 people, should ever be without a paper. It is accounted for by the overshadowing influence of Liverpool, of which it forms a sort of suburb, as Brooklyn does to New York, and its interests are sufficiently represented by the papers of the large city.

Speaking of the progress and prospects of Birkenhead, the *Guardian* says:—

There are many reasons why the town of Birkenhead should continue to progress until it attain a degree of importance, the extent of which we will not venture to predict.—There is no advantage enjoyed by the town of Liverpool which we have not equal means to obtain on this side. Our railway communication with the rest of the kingdom is in many respects better, because more accessible, and as we endeavored to point out in our previous article with reference to the surrounding neighborhood, the balance of advantages is all on the Cheshire side. When the celebrated engineer, Mr. Telford, stood on Bidston Hill, he exclaimed that Liverpool had been built on the wrong side of the Mersey, and any one who is at all acquainted with the locality must be of the same opinion; for while millions have been expended in order to afford dock accomodation to Liverpool, a far greater amount of dock and quay room could be obtaiued on the Cheshire side at one-tenth part of the outlay. Indeed, comparison is out of the question.

Birkenhead has, moreover, the singular advantage of being altogether a new town, and has, therefore, none of the remains of old times to be cleared away before effecting any improvements. It stands an exception to every large town in the kingdom, and presents a more astonishing instance of rapid growth, than even any of the marvellous cities of the United States. Within the memory of many it had scarcely an inhabitant, and now it numbers its population by tens of thousands. This is, however, the least of its attractions. With extraordinary judgment and foresight, the land, while yet virgin soil, was laid out in broad, straight roads and streets, well paved, efficiently drained, and unrivalled for convenience of intercommunication. With very few exceptions the houses have been built according to the most approved modes for the comfort of the inhabitants, with lofty rooms for ventilation, and such effectual regard for safety that a house on fire is almost unknown. The supply of water and gas is abundant in quantity and excellent in quality, and no legitimate want for comfort and convenience is left unsatisfied.

This town is the result of the exertions of the Hon. William Jackson, M. P., one of the contractors on the Grand Trunk Railway, and where he resides. By the new reform bill, proposed at the last session of Parliament, Birkenhead was to be allowed a member. Its progress has excited the most intense jealousy of Liverpool.

TEXAS PENITENTIARY.

It seems, from the annual report of the Penitentiary Directors, submitted to the Governor on the 31st of September last, that the State Prison of Texas, unlike those of most Southern and Western States, is now more than paying expenses. This speaks well for the judicious management of the officers of that institution. We find, in the Huntsville *Item*, the following statement of the condition of the financial affairs of the institution, taken from the report above alluded to:

October 1, 1853, to September 30, 1854.

Gross expenses		$20,774 34
Contra.		
Work made and sold	$ 4,049 15	
Sundries on hand, bt. within the year	4,626 68	
Convict labor on building	13,478 95	
Balance in favor of Pen'tiary		1,980 64
	$22,754 98	$22,754 98

Gross amount received by agent from all sources on special account of the Pen'try	$23,946 04
Amount disbursed by him	20,202 40
Balance on hand	$ 3,744 64

SURPLUS MONEY—HELP FOR OUR R. R.

From a source that we deem reliable, we learn that the balance of unappropriated money in the State Treasury of Missouri, will amount to 400,000 at the close of the present year. If this is so, Gov. Price's message will show the fact, and the Legislature will have to take action in regard to it.

One of the curses of this country is the accumulation of gold in the National and State Treasuries. There is now in the National Treasury about *twenty-six million dollars* of coin that is doing no good to any human being save those who are paid to watch it. Missouri has near $400,000 hoarded up, equally useless. This is an outrage on the people—taxing them for gold for government officials to hoard. Let all taxes be reduced, or let the money that is collected be applied to some useful end.

We propose, if Missouri has so large an amount as $400,000 of surplus cash on hand, that she lend the same in sums of one hundred thousand dollars each, to the four great Railroads of the State for twenty years, instead of an equal amount of Bonds, which she is now by law pledged to advance. They *can* use the cash, and in this way the cash will return to the people, paying them for labor, provisions, ties, and all other articles required in building the roads. The Pacific, the Iron Mountain, the North Missouri, and the Hannibal and St. Joseph Roads, would feel sensibly the impulse of so much ready cash.—*St. Louis Intel.*

CANAL TOLLS.—The total amount of canal Tolls in N. Y. received up to Nov. 22, 1854, was $2,706,432. In the corresponding period of 1853, it was $3,132,914. Decrease this year as compared with last, $426,482.

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

CORRECTED TO WEDNESDAY OF EACH WEEK.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'D.	ASK'D.
Alabama and Tennessee	1st mortgage, convertible till 1872	7	1872		
Baltimore and Ohio	Transferable. Taxed	6	1885		
Do do	Coupons. Not Taxed	6	1875		
Do do	" "	6	1880		
Do do	"	7	1860		
Do do		6	1885		
Bellefontaine and Indiana	1st mortgage, convertible	6	1866		
Buffalo and Penn. State Line	1st mortgage, not convertible	7	1866		
Chicago and Rock Island	1st mortgage, convertible	7	1870	83½	85
Chicago and Mississippi	1st " "	7	1862		
Do do	2d " "	7	1874		
Chicago and Aurora	1st " "	7	1866		
Cincinnati and Fort Wayne			....		
Cleveland, Columbus, and Cincinnati	1st mortgage, convertible	7	1859		
Do do do	No mortgage, convertible	7	1855		
Cleveland and Mahoning			....		
Cleveland, Painesville and Ashtabula	1st mortgage	7	1861		
Do do	2d " not convertible	7	1861		
Cleveland and Pittsburgh	1st " convertible	7	1860		
do do	1st " 2d sec. convertible	7	1873		
Cleveland and Toledo,	1st mort. not conv. '73	7	1863	72¼	
Cleveland, Zanesville, and Cincinnati			....		
Cincinnati, Hamilton and Dayton	1st mortgage " till 1855	7	1867		
do do do	2d mortgage	7	1868		80
Cincinnati, New Castle and Michigan	1st mortgage, real estate, convertible	10	5 & 10 y's		
Cincinnati Western	1st " " " "	10	5 & 10 y's		
Cincinnati, Wilmington and Zanesville	1st "	7	1862		
Cincinnati, Indianapolis and Chicago			....		
Columbus and Lake Erie			....		
Columbus, Piqua and Indiana	1st mortgage, convertible	7	1862		
Do do do	2d "		1852		
Columbus and Xenia	1st mortgage, convertible	7	1859		80
Covington and Lexington	2d " " till 1862	7	1883		75
Do do	1st " not "	6	1862		
Dayton and Michigan	1st " "	7	1867		
Dayton and Western	1st " "	7	1862		
Dayton, Xenia and Belpre	1st "	10	1864		50
Eaton and Hamilton	1st mortgage	7	1862		60
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.	7	1862		
Evansville and Illinois	1st Mortgage, convertible 1857	7	1862		
Frankfort and Lexington	1st " "	6	....		
Franklin and Warren			....		
Galena and Chicago Union	Pledge of 2d section, convertible	10	1853-6		
Do do do	1st mort., 2d " not convertible	7	1862		
Illinois Central	1st mortgage, not convertible	6	1875	63¾	66¼
Illinois and Wisconsin		10	....		
Indiana Central	1st mortgage, convertible	7	1866	63½	75
Do do	" "	10	1857		80
Indianapolis and Bellefontaine	1st " "	7	1860-1		75
Indianapolis and Lafayette	" "	7	1861		
Jeffersonville	1st " not "	7	1861		
Junction (Ohio)	1st " "	7	1867		
Do do	2d " "	7	....		
Lawrenceburg and Upper Mississippi	1st mortgage, convertible	7	1866		75
La Crosse and Milwaukee		8	1864	82½	
Little Miami	1st mortgage, not convertible	6	1863		
Do	" " till 1855	7	1861		
Lonisville and Nashville			....		
Lyons', Iowa, Central	1st mortgage, convertible	7	1873		
Mad River and Lake Erie	1st mortgage, convertible till 1855	7	1855-6		75
Do do	2d " "	7	1866		75
Do do	Dividend	7	1860		75
Madison and Indianapolis	1st mortgage, convertible after 1853	6	1861		
Marietta and Cincinnati }	1st "	7	1868		
Do Do. } united	2d "				
Hillsborough and Cincinnati }	1st "				
Maysville and Big Sandy			....		
Maysville and Lexington	1st mortgage, convertible	6	1873		
Memphis and Charleston			....		
Michigan Central	No mortgage, convertible	8	1860		
Do do	" "	8	1855-6		
Do do	" not "	8	1857-8		
Michigan Southern	1st " " "	7	1860-90	73	
Milwaukie and Mississippi	1st " " 1857	8	1862		
Mobile and Ohio	1st mortgage 6s. 1884		....		
Nashville and Chattanooga			....		
New Albany and Salem	mortgage on 1st section	10	1858-62		
Do do	1st " on other sections, convert.	8	1864-75		
New Castle and Richmond	1st " convertible	6	1873		
New York Central			....	80¼	
New York and Erie	1st mortgage, not convertible	7	1867		
Do do	2d " convertible	7	1871	68¼	
Do do	Income, not convertible	7	1855	94¾	
Northern Cross, Ill	1st mort. conv	8	1873		
Northern Indiana	1st mortgage, not convertible	7	1861		
Do do	1st mortgage Goshen line		1868	74	75
Do do	Construction Bonds		....	75	75
Ohio Central	1st mortgage, convertible	7	1861-69		
Ohio and Mississippi	2d " convertible	7	1880	62¼	75
Ohio and Indiana	1st " "	7	1867		
Ohio and Pennsylvania	" "	7	1865-6		
Do do	Income. No mortgage, convertible	7	1872		
Pacific, Mo			....		
Panama	1st mortgage, convertible	7	1866	78	
Parkersburgh (or Northwestern Va.)	" Guar. City of Baltimore	7	1873		
Pennsylvania	1st mortgage, convertible till 1860	6	1880		
Peru and Indianapolis	1st " convertible	7	....		
Rock River Valley Union	1st " convertible	7	1872		
Sandusky and Mansfield	1st "	7	1860		
Do do	2d "	10	1853-7		
Scioto and Hocking Valley	1st " conv. coupons	7	1861		
Southwestern, Tennessee			....		
Springfield and Columbus			....		
Steubenville and Indiana	1st mortgage, convertible	7	1865		
Terre Haute and Alton	1st " convertible		1862-72		
Do do	2d " do	8	1865		
Terre Haute and Richmond	1st mortgage, convertible	6	1866		
Toledo, Norwalk and Clevelnnd	1st "	7	1863	77¼	
Do do do	2d "		....		
Do do do	" Guar of C. C. & C.		1883		

TABLES OF RAILROAD SHARES.

☞ The following quotations are not PER SHARE, but upon the HUNDRED DOLLARS.

	shares.	off'd.	ask'd.
Baltimore and Ohio	100	44	44
Bellefontaine and Delaware	50		
Bellefontaine and Indiana	50		
Belleville and Illinoistown			
Buffalo and Pennsylvania State Line			
Central Military Tract			
Central Ohio	50	74¼	
Chicago and Rock Island		73	
Chicago & Miss., (Alton & Springf'd,)			
Cincinnati, Cambridge and Chicago			
Cincinnati and Fort Wayne		10	
Cincinnati Hamilton and Dayton	100	62	70
Cincinnati, Indianapolis and Chicago			
Cincinnati, Logansport and Chicago	50	6	10
Cincinnati Western	50	10	20
Cin. Wilmington and Zanesville	50	40	45
Cleveland, Columbus and Cin	100	95½	94
Cleveland, Medina and Tuscarawas			
Cleveland, Painesville and Asbtabula	100		
Cleveland and Pittsburgh	50		40
Cleveland and Mahoning			
Cleveland and Toledo	50	55	57
Cleveland, Zanesville, and Cincinnati			
ClintonLine			
Columbus and Lake Erie			
Columbus, Piqua and Indiana			
Columbus and Xenia		81	
Covington and Lexington	50	32½	40
Covington and Ohio, Va			
Dayton and Michigan	50		
Dayton and Western	50	12	
Dayton Short Line	50		
Dayton, Xenia and Belpre			
Detroit and Pontiac			
Eaton and Hamilton	25		
Eaton and Piqua			
Erie and Northeast			
Erie and Kalamazoo			
Evansville and Crawfordsville			
Fort Wayne and Mississippi	50		
Fort Wayne and Southern	25	10	
Franklin and Warren			
Galena and Chicago Union	100	93	95
Greenville and Miami	50	16	
Hannibal and St. Josepb			
Hudson River		32¼	35
Henderson and Nashville			
Hillsboro' and Cincinnati	50	25	
Illinois Central 10 per cent	100	93	93
Illinois and Wiscousin			
Indiana Central	50	91	
Do do 10 per cent	50		
Indianapolis and Bellefontaine	25		
Indianapolis and Cincinnati	50	45	50
Indianapolis and Lafayette	50		
Jeffersonville and Indianapolis	50		
Junction (Ohio)	50	10	
La Crosse and Milwaukie	100		
Lake Erie, Wabash and St. Louis			
Lawrenceburg and Upper Mississippi	50		
Lexington and Frankfort			
Lexington and Danville			
Little Miami	50	92	95
Logansport and Pacific			
Logansport and Marion			
Louisville and Frankfort	50		
Louisville and Nashville	100		
Macon, Georgia	10		
Mad River and Lake Erie	50	38	40
Madison and Indianapolis	50		—
Madison, Indianapolis and Peru	50	23	
Marietta and Cincinnati	50		
Marion and Mississinewa Valley			
Maysville and Lexington	50		
Maysville and Big Sandy			
Memphis and Charleston			
Michigan Central		82¼	83
Michigan Southern		79½	82
Milwaukie and Mississippi			
Mobile and Ohio			
Nashville and Chattanooga			
New Albany and Salem	50		
New Orleans and Ohio			
New York Central		79¾	86
New York and Erie	100	35½	36
Northern Indiana		80	81
Ohio and Indiana			
Ohio and Mississippi	50	41	50
Ohio and Pennsylvania	50		85
Ohio River and Wabash			
Owl Creek Valley			
Pacific, Mo			
Panama		75½	
Parkersburg, or Northwestern Va			
Pennsylvania	50	40⅝	40¾
Peru and Indianapolis	25	81½	82¼
Sandusky and Mansfield	50		
Sandusky, Mansfield, and Newark	50		
Reading		33¼	33⅝
Scioto and Hocking Valley	50		
Southwestern Indiana			
Southwestern, Tenn			
Springfiled Mt. Vernon and Pittsb'gh.	50		
Springfield and Columbus			
Steubenville and Indiana			
Terre Haute and Alton			
Terre Haute and Richmond			
Toledo and Illinois			
Toledo, Norwalk and Cleveland	5		

STOCK TABLE.

CORRECTED WEEKLY.

Government Securities.

	INT.	DUE.	OFF'D.	ASK'D.
U. S. Loan	6	1850	102¼	105
Do	6	1862	112	114
Do	6	1867	119	119
Do	6	1868	120	120
Do (int. ceascd July 1).	5	1853		102
Do Coupons		1862		118
Do "	6	1867		118
Do "		1853		101

State.

Alabama	5	....		
Do	6	....		
Arkansas	6	....		96
Georgia	6	....	90	95
Do	7	....		
Illinois Canal Bonds		1860		
Do do registered		1860		
Do do		1847		
Do do registered		1847		
Do do Internal Impt.	6	1847		82½
Do Interest do	6	....		60
ndiana	5	....	75½	78
Do	2½	....	47	50
Do Canal Loan	6	....		
Do do preferred	5	....		
Do do deferred	5	....		
Do special preferred	5	....		
Do do deferred.	5	....		
Keutucky, 30 years	6	1871	95⅛	
Do 15 years	6	....		
Do largc bonds	6	1869-72		
Do	5	....		
Missouri,	6	....	83	100
Ohio	6	1856	93	
Do	6	1860	96¾	98
Do	6	1870		
Do	6	1875	97	
Do	5	1855		
Do	5	1864		
Pennsylvania	6	....		
Do	5	1870		90
Tennessee, new loan	6	1890		90
Do Coupons	5	....		
Virginia Coupons	6	1886	85½	90¾

City Securities.

Albany	6	1871-81		97½
Alleghony	6	1875-7		77
Baltimore	6	1870-90	91½	92
Do	5	1865		
Boston Bonds	4½	1860		
Chicago	6	1873-7	92½	95
Cleveland	6	1879	101¾	102¼
Cincinnati	6	1860-92	89¾	90½
Do	6	1897		
Do	5	1884		
Do W. W	6	1865		
Joffersonville, Indiana	7	1872-82		
Lawrenceburgh, Ia	7	....		
Louisville	6	1880	84	89
Memphis	6	1882		
New York	7	1857	100¾	
Do	5	1858-60	96	98
Do	5	1870-5	100	
Do	5	1890		
Philadelpbia	6	1876-90	81¾	85
Pittsburgh	6	1869-78	75¾	76½
Do coupons	6	1883		
Richmond	6	1882		
St. Louis	6	1870	79	80
Wheeling	6	1872		

County Bonds.

Bourbon, Ky	6	1881		
Darke, O	7	....		
Fairfield, O	7	1862		
Fayette, Ky	6	1881-3	70	72½
Guernsey, O	7	1862		
Mason, Ky	6	1881	67	66½
McCraken co. Ky., endorsed by New Orleans and Ohio R.R.				
St. Louis	6	1866	76	77
Do	7	1871		

Banks.

OHIO.

Ohio Life Insurance and Trust Co	65
Lafayette, Cincinnati, (closing)	
Franklin do	
Commercial do	
Mech. & Traders do	
State Brancher	

KENTUCKY.

Bank of Kentucky and Branches
Northern, and Branches
Southern, and Branches
Bank of Louisville
Kentucky Trust Co
Farmers' Bank of Kentucky
Newport Safety Fund Bank
Commercial Bank of Kentucky

INDIANA.

State Bank and Branches

TENNESSEE.

State Bank and Branches
Union
Planters'

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g.
On New York	Sight	½	1 prem.
Boston	Sight	½	1 prem.
Philadelp ia	Sight	:	1 prem.
Baltimore	Sight	½	1 prem.
New Orleans	Sight		1 prem.
England		108¾	109½

SPECIE.

GOLD.

California, ℔ oz	$17 50	@	$17 65
Spanish Doubloons	16 50	@	16 60
Patriot Doubloons	15 60	@	15 80
Sovereigns	4 85	@	4 87
Guincas	5 00	@	5 00
American, new	1 00	@	1 01
American, old	1 06	@	
Portuguese	1 00	@	1 01

SILVER.

American Dollars	1 04	@	1 04
American, halves	1 04	@	1 04
Spanish Dollars	1 00	@	1 00
Spanish Quarters	1 02	@	1 03
Mexican Dollars	1 05	@	1 05
Five Franc pieces	95	@	96

LAND WARRANTS.

	Off'd.	Ask'd
160 acre warrants	$175	
80 acro warrants	88	
40 acrew arrants	44	

CINCINNATI STOCK SALES.

AT THE STOCK BOARD,

MERCHANTS' EXCHANGE

And at Private Sale.

BY HEWSON & HOLMES.

For ono week ending December 27th, 1854.

24	Shares	Ohio & Miss. R. R. (& int) Stock.				41
69	"	"	"	"	"	40
10	"	Cov. & Lex.	"	"	"	32½
22	"	"	"	"	"	30
25	"	Cin. Ham. & Day.	"		"	62
85	"	"	"		"	60
25	"	"	"		"	60
50	"	"	"		"	60
80	"	Day'n & Western	"		"	12
100	"	Ft. Way. & South.	"		"	10
150	"	M. Riv. & L. Erie	"		"	38
40	"	Hillshoro & Cin.	"		"	25
20	"	Columbus & Xenia	"		"	21
6	"	Cincinnati Insurance Co.			"	88

Monetary and Commercial.

There has been a somewhat increased demand for money during the past week. The half yearly settlements drawing near, all parties have begun in earnest to make preparations before the first, benee we have renewed complaints of stringeney in the market.

The discount bouses are still unable to accommodate their customers to any extent, and outside capital can find active employment at rates ranging from 1 to 3 per cont. Hopes are entertained that after the first of January matters will be seriously cbanged for the better. Houses that can command money at all will pay up promptly and these amouuts scattered, will give some temporary ease.

The most interesting event of the week, however, is the decided prospect of a rise in the river. We bave hitberto had some appearanees of a rise, wbich subse quently proved deceptive; but the present storm has been accompanied by a soutb east wiud, and has extended over a large extent of country, and the river already gives indieations of its effects. Preparations are making for the shipments of mauufactured artieles, which are destined for the soutb and south west. If this is aceomplisbed, it will bring to Cincinnati nearly a million and a half of dollars, whicb will be tbrown at once into the active business of tbe city.

We hear of some manufacturing establisbments whieh bave been closed for the past two months, tbat are making active preparatious to reopen. There has been a decided scarcity of Eastern Excbange, which has been much sought for by eorporations and companies to pay their semi annual interest in New York. We therefore quote exchange firm at the prices notieed in our last. There has been some sold in limited quantities at 1 per cent; but the general rates are 1¼ selliug, and ¾ per eent buying. Gold is buying at ½ to ¾ and selling at 1 to 1¼. Transactions in stocks continue to be limited, and at prices somewhat lower than former quotations for cash sales. Exchanges are made on the basis of former sales or a fraction higber. Dayton and Western has improved two per cent. since former sales.

Our adviees from the East are of an encouraging nature. The bank returns for tbe weeks ending December 9th and 16tb, are as follows:

Loans Dec. 9	$80,593 637
" " 16	80,946 664
Increase	$ 353 027
Specie Dec. 9	10,483 501
" " 16	11,471 841
Increase	$ 988 340
Cirenlation Dec. 9	7,480 833
" " 16	7,261 111
Decrease	$ 219 722
Deposits Dec. 9	60,278 866
" " 16	61,367 098
Increase	$ 1,088 232
Average clearings Dec. 9	17,160 271
" " " 16	17,032 414
Decrease	$ 127 857
☞ Actual Deposits Dec. 9	43,118 595
" " " 16	44,334 684
Increase	$ 1,216 089

☞ The increase in specie will thus be seen to be $988,340, for the week ending Dec. 16; it is supposed it will be still greater for that ending Dec. 23.

There has been quite a panie among tbe depositors in Savings' Banks and in conseqnence, some of tbese institutions converted their United States Stocks into gold, wbich bas thus found its way into tbe bands of tbe depositors, and is now undoubtedly, mostly boarded up. During the past three weeks tbere has arrived in New York, according to the New York *Economist*, $2,867,000 in specie more than has been exported, and in the same time the quantity in the Sub-Treasury bas diminished $1,100,000, of tbese amounts the banks still hold $1,000,000. Hence $2,963,000 in bard gold bas fonnd its way into circulation.

There is an improved feeling as to stocks in general. It is generally believed taat onr roads are in a sound condition.

Sales at New York Stoek Board, December 22d.

$2000	Virginia 6's	$89 75
5000	Harlem R. R. 1st M. Bonds	80 00
4000	Erie Income Bonds	94 00
2000	Erie Conv't'ble 7)	68 00
8000	Ill. Central	b. 60 64 00
10000	New York Central	b. 60 81 00
150	shares New York Central	79 75
60	" Erie	35 75
200	" Harlem R. R.	27 00
150	" Hudson River	34 00
41	" Michigan S.	79 00
30	" Ill. Central	90 00
10	" Cbicago & Rock Island	73 00

Sales by A. H. MULLER & Co., December 20th.

100	shares New York & Harlem, 8 per cent prefd	$73 50 to 74 25
10	shares Bank of State of New York	$90 50
100	" Shoe & Leather Bank	86 00 to 86 75
20	" City Bank of Brooklyn	91 25
21	" Citizens' Fire Insurance Co.	132 50

☞ The *Selma Reporter* says, that the North-eastern and South-western Alabama Railroad is bound to go ahead. Of the $200,000 to be raised by Sumter, all is subscribed, except five thousand, and the friends of the road in that county guarantee the raising of that small amount. Every prominent railroad in the State, we are proud to say, hard as the times are, is now in a fair way of being speedily completed. For the Alabama and Tennessee River Railroad it seems more difficult to raise means than for any of the others, owing to the lukewarmness and timidness of many who should have stepped forward at once in aid of the road. But the means, we have no doubt, will be speedily raised, and the iron courser will shortly slake his thirst in the waters of the Tennessee.

HOG KILLING AT LOUISVILLE.—We have arrived at such a stage in the hog killing seasonas to be enabled to form a somewhat definite estimate of the crop and its product.—There can be no doubt of a large deficit as compared with the operations of last year. The packing of the season of 1853, '54, was in round numbers 407,000 hogs, and the average weight 215 pounds, giving as the aggregate weight, say, 407,000 hogs of 215 pounds each 87,505,000, pounds. The packing for this season 1854, '55, will not exceed 270,000 hogs, and the average weight will not exceed 190 pounds, giving the aggregate, say 270,000 hogs of 190 pounds each is 51,-300,000, or equal to 183,000 hogs of 200 pounds each.

The result in *Prime Lard* may be stated thus: The season of 1853, '54, with 407,000 gave an average of 27 pounds prime lard per head, say407,000 hogs average 27 pounds is 10,889,000 pounds—the season of 1854, '55, with 270,000 hogs and 19 pounds to head is 5,130,000 pounds, leaving a deficit in pure lard of 5,759,000.

These figures may be relied on as very nearly correct. They exhibit a deficiency in *meat* of upwards of *forty* per cent, and in *prime lard* of *fifty* per cent. The deficiency in interior pointe in this State and in packing points in Tennessee will be much greater.

The packing on Green, Barren and Cumberland rivers is now closed, and the falling off, as compared with last year, is fully 65 per cent. and may prove 75 per cent. in pounds. At Bowling Green, in Waren, and at other points as compared with last year, foots up thus:

	1854, '55.	1853. '54.
Bowling Graen and county	6,000	20,000
Clarksville and Trice's Landing	7,000	15,000
Nashville	nothing	13,000
Canton	2,500	6,200
Total	15,500	54,200

There will also be a corresponding decrease in weight.—*Louisville Courier, Dec. 22d.*

STATISTICS OF THE PRODUCTION OF IRON IN THE NORTH OF ENGLAND DISTRICT.

Messrs. Baily, Toms & Co. of London, in reference to the above interesting subject, write as follows:—

It may be interesting, if not indeed necessary, in order to correct the extravagant and delusive estimates current respecting the production of iron in the counties of Northumberland and Durham, to publish the undernoted statement, furnished by reliable authorities, of the actual position of the make of iron in that district, which we believe will be found accurate.

It will thus be seen that we have a total output, from English furnaces North of the Humber of about 346,000 tons a year of pig iron, instead of the *imaginary* quantity of 500,000 tons, so easily arrived at on paper, but not so readily produced in point of fact, while colliers are being paid one shilling per hour for their labor. You will perceive that the furnaces called into existence by the Cleveland iron-stone, of which so much is now said and written, but the quality of which is understood to vary considerably, are marked C in the list; and you will find them 29 in number.

Many of the old furnaces eousume Cleveland stone, a circumstance in no way affecting the total output, because they would have produced as many tons of pig-iron from other stone, and did so, we apprehend, for many years before this discovery, while several others in the list never avail themselves of the Cleveland stone at all, their position rendering other stone more economical. It, therefore, follows that in any calculution of the actual result upon the market, from the discovery and utilisation of this mineral, we are only bound to take into account at present the output of these 29 furnaces marked C, which, taken at an average to produce each 130 tons, gives a total of 3,770 tons per week, or under 200,000 tons per annum. Before presuming even upon this supply of pig-iron coming forward, we must not forget the contingency of getting coal in anything like a sufficient quantity to keep the furnaces going, inasmuch as several now in blast have had their make curtailed considerably from the difficulty in question, one rather likely to increase than to diminish. Certainly, by the aid of magic, speculators' brains may make iron very fast, when it is though tadvisable to "bear" the market; but unfortunately the metal thus eliminated is not of a kind that will serve, either to encase with "armed mail," four inches thick, the FLOATING BATTERIES, destined to go under the walls of Cronstradt, or to constitute that better bond of railway communication, that we may hope is yet to encircle and civilize a world at peace. G. BAILEY, TOMS & Co.

ENGLISH BLAST FURNACES AND ROLLING MILLS NORTH OF THE HUMBER.

Name of firm,	Name of Works	Weekly prod. of Pig-iron Tons.	Mallea. iron Tons.
Derwent Iron Company	Consett	700	600
Ditto	Crookhall	800	...
Ditto	Bradley	450	...
Ditto	Bishopw'rmouth	...	500
Bolckow and Vaughan	Witton Park	500	300
Ditto	Middlesbro'	400	300
Ditto	Eston	750	...
Ditto	Eston	250	...
Belt Brothers	Clarence	400	...
Ditto	Felling	260	...
Ditto	Wylam	120	...
Losh, Wilson & Bell	Walker	500	300
J. Carr & Co	Tyne Main	...	...
Weardale Iron Company	Towlow	500	...
Ditto	Stanhope	...	...
Ditto	Spinney Moor	...	300
James Wakinshaw	Monkwearmouth	...	60
Hawks, Crawshay & Co.	Gateshead	...	250
Tyne Iron Co.	Jennington	180	30
Hareshaw Iron Co.	Hareshaw	...	...
Bedlington Iron Co.	Bedlington	200	150
Birtley Iron Co.	Birtley	180	10
Gilkes, Wilson & Co.	Middlesbro'	400	...
Cochrane & Co.	Ormsby	...	...
B. Samuelson & Co.	Eston	...	...
Stockton Iron Co.	Stockton	...	...
South Durham Iron Co.	Darlington	...	...
Snowdon & Hopkinson		...	200
Total		6650	3050
Whole number in Blast		...	52
Whole number out of Blast		...	27

BASSWOOD PAPER.—The article has come. It is before us—three qualities of it. One almost good enough for a newspaper, (quite good enough for the *Washington Union*, altogether too good for that scoundrel journal the *N. Y. Herald*,)—the other better than most of the paper *The Democracy* had to put up with—and the third a strong, smooth, even sheet, fit for promissory notes—nay, for love-notes, the least dangerous of the two. It *is* made of basswood. The genius who got up the Beardsley Planing Machine, studied out this new paper. He made the pulp in the kitchen of his house in Albany—and made the paper there too, after some primitive fashion, in which a sieve conspicuously figured. On one of these samples is an advertisement of $50 reward. Basswood has fairly entered into the service of Man in the pursuit of stolen property. This handbill indicates a horse and wagon as the object of the distress of the gentleman who invokes the linkwood to aid his search of a thief. It is of white, and quite smooth paper.

We understand that the wood is treated by revolving cutters, which reduce it to fibre in no time. Then something else is done to this fibre, which we don't understand. A caveat is on file at Washington, which will inform the curious what this something is. Two other things, we are told, of which the most important is, that Mr. Beardsley can make the pulp, and make a fortune out of it, by selling it at two cents the pound. The other is, that an edition of the *Albany Evening Journal* will soon be printed upon the paper.

Mr. Beardsley was last week engaged in building machinery for a paper mill, under his new process. The white cedar is said to yield the finest and strongest paper. There is talk of setting that apart for bank notes. The Cotton Wood of the South, and the Cypress, are said to be especially adapted to it, as also is the Tamarac. Devoutly do we invoke success upon Beardsley's efforts.—*Buffalo Democracy.*

PLATFORM SCALES.



WE ARE AGENTS FOR DURYEE & FORSYTHS' UNRIVALLED PLATFORM SCALES, FIRE PROOF SAFES, TRUCKS, LETTER PRESSES, AND SUGAR MILLS.

We deem it unnecessary for us to say a word in their commendation, as their reputation for accuraey, adaptation, and durability, is too well known to require it. HEWSON & HOLMES,

dec27 83 and 85 Walnut-Street.

CINCINNATI STOCK SALES.

HEWSON & HOLMES,

Have constantly on hand and for sale at the Stock Board, Merchant's Exchange, and at private sale, Railroad, Bank, and Insurance Stock, and Railroad Bonds.

Regular sales at Stock Board on Wednesday and Saturday of each week.

FOR SALE.

Bellefontaine and Indiana Railroad Stock.
Central Ohio Railroad Stock.
Cincinnati, Hamilton and Dayton Railroad Stock.
Cincinnati and Chicago Railroad Stock.
Cincinnati, Wilmington & Zanesville Stock.
Columbus, Piqua & Indiana Stock and Bonds.
Columbus & Xenia Stock.
Covington & Lexington Stock and Bonds.
Eaton & Hamilton Stock.
Fort Wayne & Southern Stock.
Greenville & Miami Stock.
Hillsboro' & Cincinnati Stock.
Indiana Central Stock.
Indianapolis & Cincinnati Stock.
Junction (Indiana) Stock.
Little Miami Stock.
Mad River & Lake Erie Stock.
Madison, Indianapolis & Peru Stock.
Marietta & Cincinnati Stock.
New Albany & Salem Stock.
Ohio & Mississippi Stock.
Peru & Indianapolis Stock.
Springfield, Mt. Vernon & Pittsburgh Stock.

In quantities varying from 10 to 50 Shares.

HEWSON & HOLMES,
83 & 85 Walnut-Street. dec27

GEORGE H. KNIGHT,

PATENT ATTORNEY,

141 Main St., Cincinnati, Ohio.

REFER TO

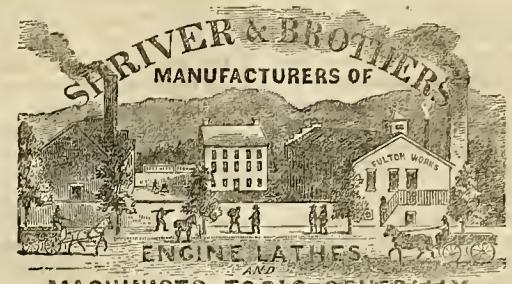
Judge McLean, U. S. S. C., Prof. John Locke, Cincinnati, Ohio, Niles & Co., Cincinnati, Ohio, W. B Chapman, Prest. Pharm. Soc'y, Gen. James Semple Ills., Judge Walker, Cincinnati, Ohio. Elijah Coffin, Richmond, Ind, Col. S. H. Long, U. S. Top. Engineer

Locomotive for Sale.

ONE 8 wheel, 16 ton Engine, Cylinder 13 by 20, 4½ feet driving wheels, 2 pair drivers connected, and truck. Tender holding about 1400 gallons.

The Engine is in good condition; manufactured by Rogers, Ketchum & Grosvenor, Patterson, N. J.

Address ENOCH JOHNSON,
Sup't C., Z. & C. RR.
jy.20-tf. Akron, Ohio.



(On Baltimore & Ohio Railroad, midway between Baltimore and the Ohio River.)

MANUFACTURERS of *Engine Lathes, Planing Machines, Drill Presses, Hand Lathes, and other Machinists Tools.* These tools are built in a superior manner, from the very best materials, and are particularly adapted for railroad shops and all others repairing first rate machinery. Our location is very advantageous for shipping work to the West or South. Orders and communications receive prompt attention. Address

nov9-6m. SHRIVER & BROTHERS, *Fulton Works, Cumberland, Maryland.*

THOS. M CASH,

PHILADELPHIA RAILWAY AGENCY.

For the purchase of all articles required by Railway Companies, On Commission.

Office, No. 80, South Fourth-street, near Walnut,

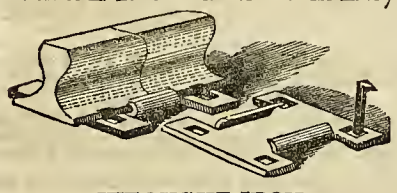
PHILADELPHIA.

REFERENCES

Richard Norris & Son, Locomotive Builders, Philad'a.
Wm. D. Lowis, Esq. Pres't Catawissa R. R. Co. "
Charles H. Fisher, Esq., "
Jno. Caldwell, Esq., Pres't S.C. R.R.Co. Charleston, S.C.
Pinckney Huger, Esq., Pres't. N. E. R.R.Co. "

Oct. 13-tf.

RAILROAD SPIKES,



WROUGHT IRON

Chairs and Fastenings.

THE undersigned will continue to manufacture with increased facilities, HOOK & FLATHEAD R. R. SPIKES, of all Patterns, WROUGHT and CAST CHAIRS, and FASTENINGS, BOILER RIVETS, BOLTS, SHIP and BOAT SPIKES, &c.. &c.

The best quality of refined iron is used, and all ordors filled with despatch. J. HOPKINSON SMITH,
No. 25, South Charles st.

☞ Pleaso direct tbo namo in full.

Baltimore, August 31-†

ADRIAN H. MULLER & CO.

AUCTIONEERS

Of the City of New York.

Hold their regular Auction Sales of Stocks, Bonds and other Securities every Wednesday at 12½ o'clock, at the Merchants' Exchange. They would respectfully tender their services in the negotiation of the same, either at private or public sale.

Office, No. 2, Pine Street, corner of Broadway, Metropolitan Bank Building.

REFERENCES BY PERMISSION:

Moses Taylor, Esq.; W. W. DeForest, Esq.; Geo. S. Robins, Esq.; Dow D. Williamson, Esq., Pres. Farmers' Loan and Trust Co.; Wm. F. Hayemeyer, Esq., Pres. Bank North America; Edward Whitehouse, Esq.; Messrs. Camman & Co.; Messrs. Carpenter & Vermilye; Messrs. Fisher, Denny & Co.; Messrs. Wm. & Jno. O'Brien; Messrs. Weok, & Co. mh19 6*

NUGENT'S COLLEGE

OF

ENGINEERS & MECHANICS,

PUBLIC SQUARE, CLEVELAND, OHIO;

C. NUGENT, C. E., Principal.

THE design of this Institution is to afford young men an opportunity of acquiring a knowledge of the profession of Civil Engineering, and to Mechanics and Tradesmen a sound theoretical and practical knowledge of Mathematics, Architectural and Mechanical Drafting, Plain and Ornamental Penmanship, &c. For further particulars address the Principal. au.10.

ISAAC OSBORN DAVIS,

AUCTIONEER.

No. 38 West Third Street,

CINCINNATI, OHIO.

THE subscriber is prepared to make contracts to sell at auction any class of property that may offer on reasonable terms. ISAAC OSBORN DAVIS.

FOR SALE.—At the financial Agency and Stock Exchange, No. 38 Third street, the following Stocks and Bonds, viz.

$6,000 2d mortgage 7 per cent. Bonds Ohio and Mississippi Railroad Company
$6,000 1st mortgage 6 per cent. Bonds Covington and Lexington Railroad Company
$17,000 convertible 6 per cent. Bonds Covington and Lexington Railroad Company, redeemable Sept. 1st. 1872. guaranteed by the city of Covington
$5,000 first mortgage Bonds Little Miami Railroad Company
$10.000 1st mortgage 7 per cent. Bonds Columbus, Piqua and Indiana Railroad Company
$5,000 1st mortgage Bonds Cincinnati, Wilmington and Zanesville Railroad Company
$12,000 Bonds Springfield, Mt. Vernon and Pittsburgh Railroad Company
$20,000 second mortgage Bonds Maysville and Lexington Railroad Company
$10,000 1st mortgage 7 per cent. Bonds Scioto and Hocking Valley Railroad Company
$12,000 1st mortgage 10 per cent. Bonds Dayton, Xenia and Belpre Railroad Company.

RAILROAD STOCKS.

100 Shares Little Miami Railroad Stock; shares $50.
85 Shares Cincinnati, Hamilton and Dayton Railroad Stock; shares $100.
70 Shares Covington and Lexington Railroad Stock. shares $50.
80 Shares Ohio and Mississippi Railroad Stock; shares. $50
17 shares Little Miami Railroad Stock, Shares $50.
150 Shares Cincinnati and Chicago Railroad Stock; shares $50.
25 Shares Ohio and Mississippi Railroad Stock; shares $50.
18 shares Eaton and Hamilton Railroad Stock; shares $25.
175 shares Cincinnati, Wilmington and Zanesville Railroad Stock; shares $50.
30 Shares Cincinnati and Indianapolis Railroad Stock; shares $50
50 shares Fort Wayne and Southern Railroad Stock; shares $50.
50 Shares New Albany and Salem Railroad Stock; shares $50.
40 shares Eaton and Hamilton Railroad Stock; shares $25
30 shares Southern Bank of Kentucky Stock; shares $100.
15 shares Kentucky Trust Co. Bank Stock; shares $100.

oct 12-tf ISAAC OSBORN DAVIS.

STEREOTYPE FOUNDRY,

AND AGENCY OF

L. JOHNSON & Co.'s TYPE FOUNDRY.

C. F. O'DRISCOLL, (Successor to A. C. JAMES,) is prepared to execute in the best manner all kinds of

STEREOTYPING,

including Books, Pamphlets, Music, and Jobs of every description. He will keep on hand an assortment of

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from the foundry of L. JOHNSON & CO., of Philadelphia, and will furnish to order PRINTING MATERIALS OF EVERY KIND,

AT THE FOUNDRY PRICES.

C. F. O'DRISCOLL,
No. 167 Walnut Street,
Cincinnati, O

CHARLES FRODSHAM'S

IMPROVED WATCHES!

BEGGS & SMITH,

JEWELERS,

No. 6 West Fourth St.,

Adjoining the First Presbyterian Church,

CINCINNATI, O.,

HAVE received from Mr. Simon Willard, Boston, Agent for the United States, the sole and exclusive agency for the sale of CHARLES FRODSHAM'S NEW SERIES OF IMPROVED CHRONOMETER WATCHES, in the states of Ohio, Indiana, Illinois, Michigan, Iowa, Wisconsin, Missouri, Kentucky and Tennessee.

In the Watches of the New Series, Mr. FRODSHAM has succeeded by a more perfect method of compensation, a more correct adjustment in isochronism, and an entirely new and peculiar construction of the train, by which more power is obtained without increase of size, in producing timekeepers of wonderful and unrivalled accuracy. The great importance of the improved watches is a perfect regularity of time under every variety of climate, motion and position. So perfect are the adjustments, that the most violent exercise, such as horseback riding, jumping, etc., produces on them no sensible effect They are therefore, particularly adapted to Railroad purposes.

Liberty is given to refer to the following gentlemen, who, among many others, have proved the excellence of Charles Frodsham's Watches as timekeepers:

Gen. John S. Tyler.....Massachusetts
John E. Thayer, Esq..... "
Enoch Train " ..... "
E. C. Bates, " ..... "
F. W. Thayer, " ..... "
Wm. Whiting, " ..... "
Geo. M. Thacher, " ..... "
David Dyer, " ..... "
Alvin Adams, " ..... "
Billings Briggs, " ..... "
David Weld, " ..... "
Hon. Ebenezer Lane, } ..... Sandusky.
E. F. Osborne, Esq. } ..... Ohio.

The Prices of the New Series Gold Cases, are According to Size, viz:

SIZE 12.....
" 14.....$230
" 16.....
" 18..... 250
" 20..... 275
" 22..... 300

Recommendations:

Boston, Sept. 3, 1853.

The Compensated Lever Watch I purchased of you, made by Charles Frodsham, London, No. 7300, has varied but thirty secouds from mean time in six months, by actual daily comparison with your regulator.

Yours, &c., ALVIN ADAMS.

Mr. Simon Willard.

Boston, Feb. 4, 1854.

Mr. S. Willard Dear Sir—The Frodsham watch, No. 7557, I purchased of you last October, has performed wonderfully well. I have compared it almost daily by your Astronomical clock, and its variations for ninety days is but one second, or a loss of but one-hundredth of a second per day. I consider it better than any Marine Chronometer I ever used.

Yours truly,
FISHER A. NEWELL,
Late master of Sch., Honolulu.

Sandusky, Ohio. Jan. 1, 1854.

Mr. S. Willard, Dear Sir—More than six months ago I purchased of you two of Frodsham's best watches—up to this time, one of them, No. 7571, has altered from mean time but twenty-seven secouds, and the other, No. 7517, but twenty-three seconds in the same period.

Yours, respectfully.
E. F. OSBORNE.

To Mr. Simon Willard.

Gentlemen—On the 1st of April last I procured from Mr Willard, of Boston, one of Frodsham's improved series of watches. It was regulated and set to Cincinnati time. It has not, in that period, been suffered to run down, nor have the hands been moved, and to day it is 20 seconds only slow. Respectfully yours,

HENRY O. AMES,
Sup,t Cin. Ham. & Dayton Railroad.

August 18, 1854.

To Messrs. Beggs & Smith.

The followiug is an extract from a letter of William Brown, Esq., Springfield, Ohio, engineer on the M. R. & L. E. R. R., who has personally kept the rate of several of Frodsham's watches.

"Finally from what I have known of Frodsham's watches, I am very strongly impressed with the idea, that they are a decided improvement on all other timekeepers, and were they set in gimballs and used with the same care, I think their performance would equal that of Mr. Frodsham's celebrated box chronometer, and would answer the same purpose for determining longitudes."

Sept. 21-6*

Railroad Car Findings.

BRIDGES & BROTHER,

64 Courtlandt Street, New York.

Wheels & Axles, Jaws, Boxes, and Castings Fitted

Wrought Nuts, Bolts, & Washers,

Engine and Car Screw Bolts, all sizes; Coach Lag and Telegraph Screws,

LOCOMOTIVE ENGINE LANTERNS,

From the best Manufacturers, and at their prices. Car Hand, and Signal Lanterns.

Cotton Duck for Car Covering,

Of any required width to 124 inches.

ENAMELLED HEAD LININGS,

Plush and Curled Hair.

Hand Cars and Baggage Barrows. Passenger, Freight-Car, and Switch Locks, Door Knobs and Butts. Brass and Iron Wood Screws. Brass and Silver Plated Trimmings for Windows and Seats. Varnish, Coach Japan, and Glue; Paints, Varnish and Glue Brushes.

Silver Plated and White Metal Letters. Engine and Signal Bells, anti-friction or Babbitt Metal.

Portable Forges and Jack Screws.

Hemp Packing, American, Russia, and Italian. Conductors' Badges and Baggage Checks. Iron, Brouzed and Brass Hat Hooks. Ventilators and White Metal Rings. And all other Articles pertaining to Cars.

ALBERT BRIDGES,
Late Davenport & Bridges, Car Manufacturers,
Cambridgeport, Mass.
ALFRED BRIDGES,
Late Davenport, Bridges & Co., Fitchburg, Mass.

†oc6

Locomotive Tires and Car Axles.

THE undersigned is prepared to supply Railroad Companies and Builders with Tires and Axles of superior quality and finish, made from faggotted charcoal iron, formed and finished entirely under the hammer. For the character of the manufacture he refers to builders and companies who have used them in the West.

A. S. WINSLOW
mr.24-†] 9 and 11 WestSecond St., Cincinnati.

G. ESCOL SELLERS.....C. D. DANA.

SELLERS & DANA,

AGENCY FOR THE SALE OF

Railroad Materials and Machinery,

THIRD STREET, (west of Burnet House.)

CINCINNATI, OHIO.

HAVING OPENED a depot for the sale of all articles used by Railroad Companies, we will fill orders promptly at manufacturers' prices, and are now prepared to furnish

Locomotives, Cars, Car-Wheels, and Axles. Ames' Tire and Crank Axles, Chairs and Spikes. Locomotive Head Lights, (of several makers) Car, Conductor's, Signal, Switch, Stoker and other Lanterns. Drawbridge and cross Road signal Lights; Gum Packing and Hose, assorted Car Trimmings, Enameled head and seat Linings, Plated and White Metal Letters.

—ALSO—

Machinists' Tools, particularly adapted to Railroad Work, Mill Work, Shafting and Shop outfits, Punching and Shearing Machines, for Boiler Work; Planers, Lathes, Drills, Portable Forges, etc., etc. Oak-Tanned Belting, of superior quality of all sizes. jy.1†3.

JAMES W. HOOKER,

Commission Merchant,

AGRICULTURAL WAREHOUSE,

—AND—

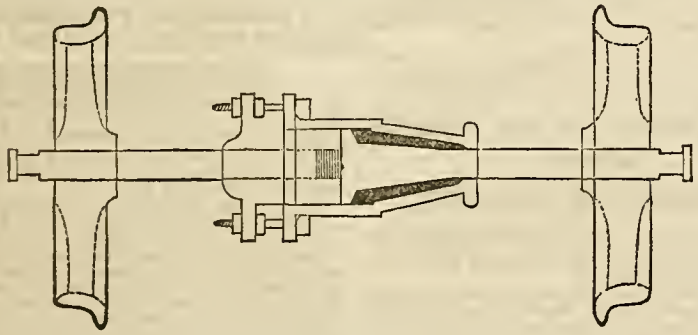
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35 Lloyd Street,

BUFFALO, N. Y.

Commission Dealer in Portable and Stationary Engines Iron Planers, Lathes, Universal Cheeks, Belting, Oils, Rubber Packing and Hose, Scales, Safes, Mill Stones and Machinery generally. Post Paid Letters will receive prompt attention je. 1-tf.

DENNEY'S DIVIDED CAR AXLE.



PATENTED JANUARY 31ST, 1854.

THE ATTENTION OF RAILROAD COMPANIES is respectfully invited to an examination of the merits of this valuable invention, which offers to add largely to the safety of life and property.

The valuable features of this arrangement of axle are, a saving of full fifty per cent. in motive power on crooked roads: the rails are protected from being destroyed by the flanges of the wheels coming in contact with them on the curves, as is the case with the stiff or rigid axle, which not only destroys the rail but puts a constant strain upon the wheel and axle, causing the wheel on the inner rail to trip or revolve upon the rail under the weight of the car and its load, while the opposite wheel is traversing its greater distance; the tendency of which, is to wear the wheel flat, and cause it, or the axle, to break sooner or later. There is less danger of the car leaving the track from its having become spread.

Axles fitted in this way do not require to be near so large, and yet contain more strength than the common axle, for the reason that the liberty given to the wheels, which allows them to accommodate themselves to the curvatures of the road, removes wholly the strain thrown upon the ordinary axle; and therefore, it requires no more strength of iron at any point between the wheels, than is contained in the bearings, which in the ordinary axle, is not more than one-third of the strength of the other portions of the axle.

The elongated bearing which forms the connection is so proportioned as not to wedge or become tight in the alloy, the wear being almost imperceptible, requiring to be set up not oftener than once in twelve months, by a slight tightning of the screw nuts. If, from long service, the alloy becomes worn out, it can be refilled, making it as perfect as when first filled up, and the gauge of the wheels will never become changed so as to injure the running of the car.

It is after a series of the most careful experiments, conducted through a period of time sufficient to test in the most satisfactory manner, the real merits of divided car axles, and a thorough and practical test in real service of over two years, that we now offer to Railroad Companies now that we are assured will give universal satisfaction in its operations, and both simple and cheap in its construction.

We are now ready to dispose of rights to use the above axle on the following terms: We guaranatee full and perfect satisfaction by giving ample time to thoroughly test its merits, and will require no payment to be made until such satisfaction has been given. All applications to be made to

SAMUEL L. DENNEY,
Christiana, Pa.
Or, to **CHRISTIAN UMBLE,**
Gap, Pa.

y.10†

TYLER DAVIDSON & CO.,

Agents for the

BOSTON BELTING COMPANY.

India Rubber Machine Belting in any quantity, from 2 to 20 inches.

India Rubber Steam Packing;

Mixed	do	do	1-32 to ¼ inch thick.
Plain	do	do	1-32 to 1 inch thick.
Pure	do	do	

Pipe and Manhole Rings, all sizes;

Square or Rope Packing, do.

HOSE.

India Rubber, Hydrant, Conducting, Fire Engine, and Locomotive, of all sizes, manufactured from the best of Vulcanized Rubber, and for sale only by the agents.

Car Springs, and all other kinds of Vulcanized India Rubber used for Mechanical and Manufacturing purposes.

The undersigned, having been appointed Agen of the Boston Belting Company, beg leave to advise Dealers and Consumers that they are now prepared to supply the above goods in any quantities, on the most favorable terms. On hand and for sale,

50,000 Feet Vulcanized India Rubber Machine Beltings, from 2 inch to 20 inches, 3 and 4 ply.

TO STEAMBOATS AND RAILROADS.

India Rubber Hose, for Pavements, Streets, Gardens, Locomotives, Engines, etc.

40,000 feet Hose, 3, 4, 5, 6, and 7 plys, suitable for pavements, streets, gardens, locomotives, fire engines, etc., 1 to 3 inch, warranted extra quality. Also,

THE vulcanized India Rubber Break Springs now in use by all the Eastern Railroads, and posessing decided advantage over the Steel Springs now in use, for the following reasons:

1st, They are much easier put on.

2d, They are a great deal cheaper.

3d, They are much more durable than steel, and no time lost in making them, the weather having no effect on them.

ALSO—Large 6 inch hose for water stations. This is a new and important invention. The coldest weather will have no effect on them whatever They are warranted to remain as pliable, in the COLDEST of weather, as they are in 150 Fahrenheit heat.

Armitage Anvils, -10 casks, assorted weights n w in store.

Allen's Revolvers and Self-Cocking Pistols.—Now in store, a large assortment of the above, 3, 4, and 5 inch Revolvers; 3, 4, 5, and 6 inch Pocket Pistols. Also, Dueling Pistols.

Leland's Superior C. S. Car and Auger Bitts.—All sizes.

Brass Kettles, and Sheet Brass, &c.—Brass Kettles, assorted from 6 to 30; Sheet Brass assorted from No. 0 to 30; Brass Wire, do do do.

Star Breast Chains.—Four casks of those superior double-linked Chains, just received.

Walker's Trace Chains.—70 casks of those superior goods, warranted full length and sizes, 8 to 20 links, straight and twisted, now in store.

American Anvils.—Eagle brand, faced with with cast steel, and warranted by the manufacturers equal to Armitage's Mousehole.

Plated Spoons.—Plain, tipped, and threaded heavy plate, on best quality of German Silver.

Premium Gimlet Screws.—10,000 gross just received.

Mill Saws. Hoe & Co.'s C. S. Wm. Rowland's, and W. H. Rowland's 6, 6½, 7, 7½, and 8 ft

Cross Cut Saws.—Hoe & Co.'s C. S., John ockerell's C. S. and G. S., Wm. Rowland's and W. & H. Rowland's 5, 5½, 6, 6½, 7, 7½, and 8 feet Also, 4 and 4½ feet Tennon Saws.

Axes——1000 doz. Axes, assorted Yankee and Kentucky patterns, first, second, and third quality

Nails.--4000 kegs Shoenberger's and Wheeling Nails, now in store.

For sale by TYLER DAVIDSON& CO.,
mr3 140 and 142 Main street

RAILROAD MAP.

WE have now ready A RAILROAD MAP OF THE WEST, containing ALL THE RAILROADS constructing, completed, or proposed in the States of Ohio, Indiana, Illinois, and Kentucky, and portions of Wisconsin, Michigan Pennsylvania, Virginia, Tennessee and Canada, showing the termini, points upon the lines, connections, &c. of each line, all laid down accurately, by a competent hand.

The size of the sheet is 24 by 38 inches, and can be sent by mail.

Price—plain..... 40 cents.
Colored in outlines..... 50 cents.
Full colored ..... 75 cents.

Liberal discounts will be paid to those wishing them in quantities.

Railroad companies desiring a map to illustrate their road cannot find one offering greater inducements as to correctness, &c., or on better terms; as any line can be made prominent, with its connections, &c.

All orders addressed to U. P. JAMES will secure prompt attention

ENGINEERING!!

The undersigned is prepared to furnish
SPECIFICATIONS, ESTIMATES, AND PLANS,
In general or detail of all kinds of
Steam Vessels, Engines, Boilers, Mill Work, &c
Particular attention given to the superintending of
LOCOMOTIVES, TENDERS, CARS,
And Railway Machinery of every Description,
While under construction.

AGENT FOR THE PURCHASE of, on commission, all articles required for Railroads, Steam Vessels, Locomotives. Engines, Boilers, Machinery, &c.
General Agent for
ASHCROFT'S STEAM GAUGE, ALLEN AND NOYES' METALIC SELF ADJUSTING CONICAL PACKING, DUDGEON'S HYDRAULIC JACK.

Also, for Water Gauges, Indicators, Steam Whistles, &c., &c.
CHAS. W. COPELAND,
Consulting Engineer,
5-tf 64 Broadway, N. Y

RAILROAD HOTEL.

CINCINNATI, O.

THE GIBSON HOUSE, Cincinnati, is situated on Walnut-street, between Fourth and Fifth, in the immediate neighborhood of all the Railroad Offices. For comfort and convenience it is believed that this hotel is unsurpassed. It is heated with steam from the first floor to the fifth, thus making it the most desirable winter house in the West. The proprietor hopes to enjoy a share of the patronage of Railroad men.
A. WETHERBEE, Proprietor.

New Works on Civil Engineering.

THE Field Practice of Laying out Circular Curves for Railroads. By John C. Trautwine, Civil Engineer.—4th Thousand, in pocket-book form with tucks.

—ALSO—

A New Method of Calculating the Cubic Contents of Excavations and Embankments, by the aid of Tables and 10 Engraved Plates of Diagrams. By John C. Trautwine, C. E.; 2d edition.

Price, one dollar each. Postage on the Curves, five cents; on the Excavations and Embankments, eight cents. For sale by WILLIAM HAMILTON.
Hall of the Franklin Institute,
Sept. 21-3* Philadelphia, Pa.

COLUMBUS PIQUA, AND INDIANA RAILROAD.

New route from Colnmbus, West and from Urbana, East.

On and after Monday September 19, 1853, two trains per day, (Sunday excepted) each way, will run on this Road, between COLUMBUS and URBANA. Will leave Columbus at 4.50 a.m., and 3.30 p.m.—arriving at Urbana at 8.12 a.m., and 6.14 p.m. Returning—will leave Urbana, for Columbus, at 9.15 a.m., and 3.00 p.m.—arriving at 12.05 and 6.55 p.m.

The 4.50 a.m. train, from Columbus, will connect with the night Express train from Cleveland and arrive at Urbana in time for the morning train north for Sandusky and intermediate points. Persons arriving by the morning Cleveland and Zanesville trains can have a few hours at Columbus and leave by the 3.30 p.m. train—arriving at Urbana in time to get supper and take the 5.35 p.m. train for Dayton and Cincinnati.

The 9.15 a.m. train from Urbana connects with the morning train from Cincinnati and Dayton that arrives at Urbana 8.40 a.m.—arriving at Columbus at 12.05 p.m in time for the 1 p.m. train for Cleveland, connecting with the Buffalo and Dunkirk boats. The 3.00 p.m. train will leave Urbana on the arrival of the Sandusky train—reaching Urbana at 2.45 p.m.—and arrive in Columbus in time for the various night trains.

A line of Omnibuses will connect with the trains at Urbana for the conveyence of passengers to and from Piqua and Greenville over a good Macadamized road.
A. G CONOVER, Sup
Piqua, Sept. 13, 1853. s29-tf.

Railroad Line.

The Shortest, Quickest and Best
ROUTE TO LOUISVILLE.

MADISON, INDIANAPOLIS, PERU, TERRE HAUTE, MICHIGAN CITY, CHICAGO, GALENA, ST. LOUIS, AND NEW ORLEANS.

OHIO & MISSISSIPPI RAILROAD,

ON MONDAY, SEPTEMBER 18, AND UNTIL FURTHER notice, the Passenger Trains will run as follows:

For Louisville and New Albany.

Leave Cincinnati at 7.15 A. M. and 3.15 P. M., connecting with the Jeffersonville Railroad at Seymour, and arrive at Jeffersonville, opposite Louisville, at 1 o'clock P. M., and at 9 P. M.

Returning—Leave Jeffersoncille at 8.30 A. M., and 3.15 P. M., arrivo in Cincinnati at 2.30 P. M., and 9.30 P. M. No delays in connecting with any other Railroad,

Fare $2 50.

For Indianapolis.

Leave Cincinnati at 7.15 A. M., and 3.15 P. M., connecting with the Indianapolis and Cincinnati Railroad at Lawrenceburg, for Indianapolis, and all the principal cities and towns of the North and West.

Returning—These trains arrivo in Cincinnati at 4.05 P. M., and 9.30 P. M.

Fare $3 00.

For Lawrenceburg and Aurora.

Leave Cincinnati at 7.15 A. M., 10 45 A. M., 1.27 P. M., and 5 P. M., stopping at all the regular stations.

Returning—Leave Aurora at 6.50 A. M., 3.15 P. M., 2.65 P. M., and 8.23 P M., stopping at all the regular stations, and arrivo in Cincinnati at 8.10 A. M. 2.30 P. M., 4.05 P. M., and 9.30 P. M.

FREIGHT TRAINS for Jeffersonville and all intermediate stations. leave Cincinnati at 9.30 A. M.

For further information see handbills, or apply at the Ticket Office, on Fourth street, north side, four doors from Vine street, opposite new Custom-house.

S. S. POST,
Chf. Eng'r and Supt.

Passengers, by leaving their address at the Ticket Office, will be called for by St. Louis and Cincinnati Omnibus Line.

Omnibuses call at all the principal Hotels, for each train. W. S. BABCOCK, Agent,
Sept 5. St. Louis and Cincinnati Omnibus Line.

Cincinnati, Wilmington and Zanesville Railroad.

OPEN TO LANCASTER.—Two daily Trains, (Sundays excepted) between Lancaster and Cincinnati. On and after Monday, June 26th, 1854, until further notice, trains will run as follows:

The morning Train leaves Lancaster at 5.10 A. M., and arrives at Cincinnati at 11.15. Returning leaves Cincinnati at 3.05 P. M. and arrives at Lancaster at 9.30 P. M

The downward accommodation train leaves Lancas- at 10.05 A. M., and arrives at Cincinnati at 5.40 P. M.

The upward accommodation train leaves Cincinnati at 7.30 A. M., and arrives at Lancaster at 4.00 P. M.

Trains will stop for passengers as follows: At Amanda, Stout's, Circleville, Williamsport, Four Corners, New Holland, Washington, Rattle Snake, Sabina, Cross Roads, Wilmington, Sligo, Clarksville and Morrow; and on the Little Miami Road at Deerfield, Butterworth's, Water Station, Loveland, Miamiville, Milford and Plainville, and on proper signal by flag, or to the Conductor, at Branch Hill and Linwood, at Turnpike.

The downward Trains connect at Morrow with the Trains on the Little Miami Road for Columbus.

Lines of Omnibusses and Packets will run between Circleville and Chillicothe, and Stages and Packets between Lancaster, Logan, Nelsonville, Athens and Pomery; and Stages between Lancaster, Somerset and Zanesville connecting with the morning train from, and evening train to, Cincinnati.

Fare from Cincinnati to Washington..... $2 50
" " " " Circleville..... 3 00
" " " " Lancaster..... 3 60
" " " " Chillicothe..... 4 00

For other information and Tickets, apply at Ticket office, corner of Broadway and Front sts, and at the Little Miami Depot, or to the Station Agents on the line.

E. W. WOODWARD,
Engineer and Superintendent.

☞ The Omnibus Line will call for and deliver passengers to and from the trains to any part of the City.
J. HOWELL, Conductor.

☞ The Company will not be responsible for baggage exceeding $50 in value, unless the same be returned to the Conductor or Agent, and freight paid at the rate of a passage for every $500 in value above that amount.
jo.29

Baltimore & Ohio Railroad.

380 MILES BETWEEN WHEELING AND BALTIMORE.

THIS Road was opened to the Ohio River in the spring of 1853, and has already established a high character with the business community of the West. Its facilities for the transportation of freights are already superior to those of any other great through line—while the attractions of the country through which it runs, and its many admirable provisions for the expedition, comfort and safety of travelers, it has received such favor as a passenger road, (with its present connections,) as to show that it will become the preferred route for all portions of the West and South-West as soon as its further connections are formed by the completion of the Central Ohio, North-Western Virginia and other Railroads now rapidly finishing.

FOR PASSENGERS BY THIS ROUTE,
Through Tickets from all Parts of the West,
ARE NOW SOLD IN
Cincinnati, Lonisville, Madison, Indianapolis. St. Lonis, Chicago, Toledo, Detroit, Cleveland, Colnmbus, Zanesville and other Cities.

AT ALL OF WHICH ARRANGEMENTS HAVE BEEN EFFECTED

For Sending Travelers Direct to
WASHINGTON, BALTIMORE, PHILADELPHIA, NEW YORK, and other ATLANTIC CITIES.

FOR FREIGHTS IN EITHER DIRECTION
The fullest accommodations are provided. In motive power and Cars, the company has abundant resources, which are being further exteuded to meet the demands of Western Trade. In the dispatch and regularity of transpart, and in the careful landing of property, this road challenges a comparison with its rivals. At Baltimore, the road connects directly in the streets and at the wharves with the

PHILADELPHIA AND NEW YORK RAILROADS,
The numerous Steamers of the Parker Vein Line to New York and Boston, the Ericsson Steamers by Canal to Philadelphia and New York.
And various other Lines of Steamers and Sailing Vessels to the Eastern Ports, and to Richmond, Norfolk, Charleston, Savannah, etc.

J. B. FORD is the Compauy's Receiving Agent at Wheeling.

WM. G. HARRISON, President. *JOHN H. DONE*, Mast. of Transportation,
je. 8† Baltimore.

Pittsburgh, Philadelphia, BALTIMORE AND NEW YORK.

NEW ROUTE OPENED TO NEW YORK. ALL THE WAY BY RAILROAD, VIA **CINCINNATI, HAMILTON & DAYTON RAILROAD.**

The quickest, cheapest and most pleasant route to Pittsburgh, Philadelphia, Baltimore and New York.—Depot in the West end of the city.

Only route via Pittsburgh by which through tickets can be obtained from Cincinnati to New York.

One less change of cars than any other route.

Passengers leaving Cincinnati, on 6 o'clock morning train of Cincinnati, Hamilton & Dayton Railroad, go through to Crestline without change of cars, and, after 30 minutes for dinner, proceed by Ohio & Pennsylvania Railroad, arriving at Pittsburgh at 8 o'clock P. M.; leave Pittsburgh via Pennsylvania Central Railroad, at 9 o'clock, P. M., and arrive in Baltimore and Philadelphia at 12 o'clock and 30 minutes (noon) next day; and from thence via Kensington and Jersey City, or Camden and Amboy Railroads, arriving in New York at 4 P. M.

Second Train:

Leaves Cincinnati, Hamilton and Dayton Railroad at 8 o'clock and 20 minutes every morning; arrives at Crestline at 4:20 P. M., and Pittsburgh at 12 o'clock and 30 minutes, midnight; and after a comfortable night's rest, resume by 7 o'clock A. M. Train, arriving in Philadelphia and Baltimore at 12 o'clock and 30 minutes, midnight.

The only offices in Cincinnati at which Through Tickets can be purchased from Cincinnati to New York, via Pittsburgh and Philadelphia, are under the Spencer House, and one door below the Gibson House on Walnut street.

FARE:

From Cincinnati to Pittsburgh, first class..... $7 00
" " " front car..... 5 00
" " Philadelphia..... 14 00
" " Baltimore..... 14 00
" " New York, via Pittsburgh, and Philadelphia, all the way by railroad 16 00

For through tickets and information, please apply at Cincinnati, Hamilton and Dayton Railroad Office, north west corner of Broadway and Front streets, under the Spencer House, or to J. W. SHIPLEY, at Railroad office on Walnut street, between Fourth and Fifth streets, one door south of the Gibson House, or at Sixth street Depot.

H. O. AMES, Superintendent.
W. A. LATHAM, Agen.

The Omnibus Line will call for passengers by leaving their orders at the offices.
Sep. 7,-tf. WM. H. SMITH, Conductor.

Railroad Line.

Cincinnati, Hamilton & Dayton Railroad.

Fall Arrangement.

COMMENCING MONDAY, OCTOBER 9th, 1854.

PASSENGER Trains will leave the Sixth-street Depot aa follows:

First Train

At 6.30 A. M., Lightning Express for Hamilton, Richmond, Indianapolis, Terre Haute, Lafayette and Chicago, direct.

Second Train

At 8 A. M., for Hamilton, Eaton, Richmond, Daytou, Troy, Piqua, Sandusky, Toledo, Chicago, Clyde, Cleveland, Buffalo, New York, Boston, Pittsburgh, Philadelphia, Baltimore, Washington, etc.

Third Train

At 2.15 P. M., for Dayton, and intermediate stations, Troy, Piqua, etc.

Fourth Train

At 4 P. M., for Hamilton, Richmond, Indianapolis, Terre Haute, Lafayette Chicago, Dayton, Springfield, Urbana, Kenton, Carey, Crestline, Pittsburgh, Philadelphia, Baltimore, Washington, etc.

Fifth Train

At 5.20 P. M., for Hamilton and intermodiate stations.

The 1st Train, Express,

Will stop at Cumminsville, Lockland and Glendale.

2d, 3d, and 4th, Trains,

Will stop at all regular stations.

Fifth Train

Will stop at all regular stations and at flag stations on signal or notice to the Conductor.

The 1st Train

Will connect at Richmond at 9 A. M., with Train of Indiana Central Road for Indianapolis; arrive at that place at 11.30 A.M., thence to Terre Haute, Lafayette, and Chicago without detention. Time as short as by any other route.

2d Train

Will connect at Dayton at 10.30 A. M., with Mad River Train for Sandusky and intermediate points; also at Crestline at 4.20 P. M., with the Ohio & Pennsylvania Train for Pittsburgh, Philadelphia, Baltimore, Washington, etc. The same train will connect at Clyde with Toledo and Cleveland Train to Toledo, Chicago, and intermediate points. Also, with Dayton and Michigan Railroad to Troy and Piqua, and at Piqua with Doyle & Co's Canal Packet Line to all points on Wabash and Miami Canals, and at Dayton with Dayton and Greenville Railroad to Greenville, Union, and all points on Bellefontaine and Indianapolis Railroad at 2.30 P. M.

3d Train

Connects at Dayton with Train for Troy, Piqua, etc. Also, with train of Dayton and Western Road for Indianapolis

Fourth Train

Will connect at Richmond at 6.40 P. M., with Indiana Central Train for Indianapolis, Terre Haute, Lafayette, and at Dayton with Mad River and Lake Erie Railroad for Springfield, Urbana, Kenton, Carey, Crestline, Pittsburgh, Philadelphia, Baltimore and Washington.

FARE:

From Cincinnati to Hamilton		$ 60
Do	do Eaton	1 35
Do	do Richmond	1 75
Do	do Indianapolis	3 50
Do	do Terre Haute	5 75
Do	do Lafayette	5 50
Do	do Chicago	9 00
Do	do Dayton	1 50
Do	do Troy	2 10
Do	do Piqua	2 35
Do	do Springfield	2 10
Do	do Toledo	5 75
Do	do Cleveland	6 00
Do	do Pittsburgh, first class	7 00
Do	do do front car	5 00
Do	do Philadelphia	14 00
Do	do Baltimore	14 00
Do	do New York, via Pittsburgh and Philadelphia, (Railroad all the way)	16 00

For further information or tickets apply to W. A. LATHAM, General Agent, at the office, corner Broadway and Front streets, under Spencer House, or at the Office on Walnut street, next door to the Gibson House, or at the Sixth street Depot.

HENRY O. AMES,
Cincinnati, Oct. 19, 1854. Sup't.

Marietta & Cincinnati Railroad.

OPEN between CHILLICOTHE and GREENFIELD, Connected by Stage at Hillsborough, with Hillsborough and Cincinnati, and Little Miami Railroad Trains, forming a through daily line each way.

On and after Monday, the 8th of May, passenger trains will run as follows, viz:

Leave Chillicothe at 9 00 A. M.
Returning do Greenfield at 5 30 P. M.

Passengers from Cincinnati leave by Little Miami Railroad, at 7 40 A. M., dine at Hillsborough and reach Chillicothe the same Evening.

Fare from Cincinnati to Chillicothe, $3 45.

J. W. STOWELL,
Chillicothe, May 6th, '54— Sup't.

New Arrangement.

LITTLE MIAMI RAILROAD.

Passengers by 6 o'clock A. M., Train Little Miami Railroad, breakfast at Cincinnati, and dine the following day in New York, Philadelphia Baltimore or Washington City.

FROM CINCINNATI

To New York in	32½ hours.
To Philadelphia in	31½ "
To Baltimore in	28 "
To Buffalo in	16½ "
To Dunkirk in	15 "
To Cleveland in	9½ "
To Sandusky in	8¼ "
To Pittsburgh in	14 "
To Wheeling, in	10½ "

FIVE DAILY TRAINS.

FIRST TRAIN.—Cleveland, Pittsburgh, and Wheeling Lightning Express at 6 o'clock A.M., for Columbus, Cleveland, Dunkirk, Buffalo, Albany, New York and Boston; Crestline, Pittsburgh, Baltimore, Philadelphia and New York; Zanesville, Wheeling Baltimore, Philadelphia, and New York; Washington City, etc. Connects to Sandusky, also at Xenia to Springfield.

SECOND TRAIN.—Cleveland and Pittsburgh accommodation Express, at 8 o'clock, A. M., for Columbus, Cleveland, Dunkirk, Buffalo, Albany, New York and Boston; Crestline, Pittsburgh, Circleville and Lancaster; Connects to Sandusky.

THIRD TRAIN.—Wheeling Express, at 12.10 o'clock noon,) for Columbus, Zanesville, Wheeling, Baltimore Washington City, Philadelphia and New York connects at Xenia to Springfield and Delaware;

FOURTH TRAIN.—Accommodation at 3 P. M., for Circleville and Lancaster; Blanchester and Chillicothe; Hillsborough.

FIFTH TRAIN.—Cleveland and Pittsburgh Night Express, at 5 P. M., for Columbus, Cleveland, Dunkirk, Buffalo, Albany, New York and Boston; Crestline, Pittsburgh, Philadelphia and New York; connects at Xenia to Springfield.

One Train on SUNDAY, for Columbus, at 2.30 P. M.

FARE AND THROUGH TICKETS.

For prices of fare, through tickets, and all information, please apply at the company's new office, No. 233 west side of Walnut street, six doors south of the United States Hotel, or at the old established General Railroad office, in the three-story yellow building, southeast corner of Broadway and Front-street, directly opposite the Spencer House, Railroad Hotel and Mailboat Landing, or at the Eastern (Little Miami) Depot, East Front-street.

P. W. STRADER, Gen'l Agent.

OMNIBUS LINE.

The Omnibus Line calls for passengers at all the principal hotels; and by leaving directions at the office, No. 233 Walnut street, between Fifth and Sixth streets, six doors south of the United States Hotel, or at the office southeast corner of Broadway and Front street, opposite tha Spencer House, directly on river bank. they will call in any part of the city.

J. H. HOWELL,
Nov. 26 Conductor.

Change of Time on Cincinnati, Hamilton, Eaton & Richmond Railroad.

ON and after TUESDAY, April 4th, 1854, the Morning Train for Richmond and Indianapolis, will leave Depot, foot of Sixth street, at 6.10 o'clock, A. M.

Passengers by this Train connect at Indianapolis with the 1 o'clock, P. M. Train on Lafayette and Indianapolis Railroad for Lafayette and Chicago; arriving at Chicago by 9 o'clock, P. M., of same day, being 9 hours less time than by any other railroad route leaving Cincinnati.

Also, connect at Indianapolis with 1.15 P. M. Train for Terre Haute.

Trains for St. Louis leave Chicago at 11 o'clock P. M., after the arrival of 1 P. M. Train from Indianapolis in the morning, making this the quickest route by far between Cincinnatiand St. Louis.

Evening Train will leave as usual, at 3.30 P. M. connecting at Richmond with 7 P. M. Train for Indianapolis; arriving at Indianapolis at 10.30 P. M.

FARE—Cincinnatito Richmond.....$1 75
Cincinnati to Indianapolis..... 3 00
Cincinnatito Chicago..... 9 00

ap. 6 D. M. MORROW, Sup't.

Shortest Route to Indianapolis, Chicago, and St. Louis by Indianapolis & Cincinnati Railroad,

VIA LAWRENCEBURG,

IN connection with the **OHIO & MISSISSIPPI RAILROAD.** Passenger Trains leave Cincinnati at 7:15 A. M., and 3:15 P. M. Arrive at Indianapolis at 11.30 A. M., and 8:30 P. M.

By morning train passengers arrive at Chicago in 14 hours, and St. St. Louis in 28 hours.

Freight shipped to Indianapolis and all other points West and North without delay at cheapest rates.

Cars run from Lawrenceburgh to Terre Haute, Lafayette, Peru and Chicago, without unloading.

Office, foot of Main street corner of Water street.

SIDNEY RICE,
Cincinnati, Sept. 28, 1854. Agent.

Covington and Lexington Railroad.

1854. 1854.

OPEN to Paris.—Direct Railroad connection with Lexington, Frankfort and Louisville.

Two Daily Passenger Trains.

On and after MONDAY Oct. 9th, 1854, and until further notice, Trains will run as follows:

Express Train leaves Covington at 7 o'clock, A. M. stopping at Grant's Bend New Philadelphia, Canton, Benton, Clarkson, Demossville, Butler, Irving, Falmouth, Calleaville, Boyd's, Berry'a, Robinson's Garnett's Cynthiana, Laird's and Kiser's and arriving at Paris at 11.30 A. M.

Returning, leave Paris at 12 o'clock M., stopping as above, and arriving at Covington at 4.35 P. M.

Through passengers by this train connect directly at Paris with Maysville and Lexington road, and arrive at Lexington at 1 o'clock P. M., connecting at Lexington with the stage lines for Danville, Winchester, etc., and with the afternoon train of the Lexington and Frankfort road, for Frankfort and Louisville.

Returning, leave Lexington at 10 o'clock, A. M., and arrive at Covington at 4.35 P. M., in time for the Evening Express Trains North and East.

The Accommodation Train leaves Paris at 5.30 A. M., stopping at all regular and flag stations and arriving at Covington at 10 25 A. M.

Returning, leave Covington at 2.40 P. M., stopping as above, and arriving at Paris at 7.35 P. M.

Through passengers by this train lie over night at Paris and arrive at Lexington at 8.30 next morning.

Freight Trains leave Covington daily, Sundays excepted, at 2.40 P. M.; freight received up to 12 M., for the train of same day.

RATES OF FARE.

Covington to Lexington	$3 00
Covington to Paris	2 40
Covington to Cynthiana	2 00

FOR THROUGH TICKETS,

Apply at the Cincinnati, Hamilton and Dayton Rail road Ticket Office, W. A. Latham, Agent; Little Miami Railroad Ticket Office, P. W. Strader, Agent; or at the Depot, Covington.

J. M. DOUGHERTY,
Superintendent.

☞ The Omnibus Line will call for Passengers in any part of the city, by leaving directions at the above offices. CLAYTON & GRANT.

oct. 17.

Cincinnati to Indianapolis.

TO CHICAGO IN 15 HOURS.
TO ROCK ISLAND IN 25 HOURS.
TO ST. LOUIS IN 31 HOURS.

ALL THE WAY BY RAILROAD.

FOR Terre Haute, La Fayette, Michigan City, Chicago, Peru, Galena, Rock Island, and St. Louis.

Passengers will find this the most pleasant route of any to the West, as it passes through the richest and most thickly settled portion of the State of Indiana. In taking this route, passengers will reach Terre Haute, Lafayette, Peru, Michigan City, Chicago, Rock Island, Galena and St. Louis, as soon as by any other leaving Cincinnati, and with less fatigue, in consequence of several of the other roads not being fully ballasted.

TO TERRE HAUTE AND LAFAYETTE BY DAYLIGHT, by way of Hamilton, Eaton and Richmond.

CINCINNATI, LOGANSPORT AND CHICAGO RAILROAD.—Three daily trains, at 6.30 A. M., 8 A. M., and 4 P. M., from Cincinnati, Hamilton and Dayton Railroad Depot.

Passengers leaving Cincinnati on the 6.30 A. M. Lightning Express, reach Indianapolis at 11 A. M., resume at 1.15 P. M. for Terre Haute, and 12 M. for Lafayette, Michigan City, Chicago, Galena, Rock Island and St. Louis, reaching Chicago at 8.30 P. M., in time to connect with night trains for Galena, Rock Island and St. Louis.

Baggage checked to Indianapolis.

Passengers leaving Cincinnati at 8 A. M., Richmond Mail Passenger Train reach Richmond at 11.05 A. M., connecting with trains for Hagerstown and New Castle. Returning leave Richmond at 3.10 P. M., arriving in Cincinnati at 6 P. M. This train stops at all way and flag stations.

FARE:

From Cincinnati	to Richmond	$1 75
"	" New Castle	2 50
"	" Indianapolis	3 50
"	" Terre Haute	5 75
"	" La Fayette	5 50
"	" Michigan City	7 75
"	" Chicago	9 00
"	" Rock Island	14 00
"	" Galena	14 25
"	" Saint Louis	15 50

Passengers leaving Cincinnati on 4 P. M. train, sleep at Indianapolis, resume at 6 A. M. for Lafayette, Chicago and Rock Island, and 1.15 P. M. for Terre Haute.

For information and through tickets, please apply at the General Railroad Ticket Office, No. 169 Walnut st., next door below the Gibson House, or to W. A. Latham, at the Cincinnati, Hamilton and Dayton Railroad office, corner of Broadway and Front Streets, under the Spencer House, or at the Sixth street Depot.

JOHN W. SHIPLEY, Agent.

The Omnibus Line will call for passengers in any part of the city, by leaving their orders at the offices.

oct. 19. W. H. SMITH Conductor.

WHEELBARROWS!



ON hand, Wheelbarrows, of my own manufacture suitable for Railroad, Turnpike, Canaling, etc., in ots to suit purchasers. Orders filled for any reasonable amount. HENRY ROCKEY,
jy. 20. No. 21 East Front st.

CAR MANUFACTORY,

Dayton, Ohio.

E. THRESHER & CO., having enlarged their shops, are prepared to contract on favorable terms, for building every variety of railroad Cars, in any quantity and on short notice, made of the best materials, and of the most approved workmanship.

They are prepared also to furnish jaws and boxes; the Washburn Wheel, 30 and 33 inch, adapted to inside or ontside bearing; cast iron frogs, steel plated; and switches of the most approved patterns.

They also manufacture blacksmith tuyeres, Harris' Patent; portable bolt forges: bolt heading and bolt cutting machines; upright drills, wheel presses; wood planers; tenoning and mortising machines, etc.

They respectfully invite the attention of railroad directors and superintendents to their establishment.
Dayton, Jan. 24th, 1853. jan.25-†

S. C. THOMSON & CO.,

MANUFACTURERS OF

PATENT PAD LOCKS,

For Railroad Switches, Merchandise Cars, Stores, Cemeteries, Iron Safes, &c.,

Cor. Railroad Avenue and Market st.,

'an.12† NEWARK, N. J.

PROSSER'S PATENT

Lap-Welded Iron Boiler Tubes.

TUBES screwed together, flush on both sides, for Artesian wells, etc. Free-joint Tubes, for Core Bars, Awning Frames, Leaders, etc.

Brass Boiler Tubes.

Patent Wrought Iron Blacksmiths' Water Tuyeres, Water Backs, etc.

Agents for Krupp's celebrated Cast Steel for Shafts' Railway Axles, Tires, Platers' Rollers, etc.

P. S.—All Tools necessary for the construction or keeping in order of Tubular Boilers.

THOS. PROSSER & SON
au.17† 28 Platt street, New York.

Norris' Locomotive Works,

PHILADELPHIA.

ENGAGED for many years in manufacturing Locomotives, offer to Railroad Companies to construe of any plan or size,

LOCOMOTIVES OF SUPERIOR QUALITY.

Our facilities for doing work have been largely increased this year, and orders can be executed with dispatch.
jy. 27. RICHARD NORRIS & SON.

ALBERT H. NICOLAY,

AUCTIONEER.

HOLDS his regular auction sales of Stocks, Bonds, and other securities, every Monday and Thursday, at 12½ o'clock, at the Merchants' Exchange. First class Stocks, and Bonds, at private sale.

Office No. 4 Broad street, New York.

KENTUCKY LOCOMOTIVE WORKS.

CORNER OF KENTUCKY AND TENTH STS.

LOUISVILLE, KY.

THE Proprietors of the Kentucky Locomotive Works would respectfully inform Railroad Companies and the public generally that, having completed their establishment, they are now prepared to receive and execute orders with fidelity and dispatch.

They will contract for

Locomotives, Passenger, Baggage, Freight, Gravel and Hand Cars,

Of every style and pattern, as well as all kinds of St and Machinery required for railroads.

Particular attention will be paid to repairing, which they have every facility.

They are also prepared to contract on favorable terms for building all kinds of Machine Tools, such as Turning Engines, Lathes, Planers, Drills, Slotting, Spliting, and Shaping Machines, of every variety of pattern.

Having also a large FOUNDRY connected with the establishment, orders for Castings are solicited, and will be filled with promptness.

Car Wheels of any pattern can be furnished on short notice. Double and single plate and Spoke Wheels of all sizes constantly on hand.

☞ Communications or orders must be addressed to
OLMSTED, TENNYS & PECK,
jo.8-tf Louisville, Ky.

Lightner's Patent Axle Boxes for Railroad Cars.

THE attention of Railroad Managers and others is called to this valuable improvement in

AXLE BOXES.

The first cost and "fitting up" of these boxes is 20 to 25 per cent below that of most boxes in use. They will save about 75 per cent in consumption of oil. The construction is simple; they are not liable to become loose, nor "heated" by severe service. The Resevoir is held close to the shaft, and the oil journals, are secure from dust yet easy of access; the brasses may be removed from the journals, while under the car, in a few minutes. Cars furnished with these boxes run from 4 to 5 weeks without replenishing the oil, and are not detained from the road for repairs ONE TENTH part of the time which is necessary when other boxes are used.

The business of a railroad can be done with a much less number of cars, with these boxes than if any other kind are used.

The first railroad men in the country have certified that Lightner's improvements in AXLE BOXES are among the first of the times.

Models and Testimony of the above Boxes, may be examined, and arrangements may be made for the right to use the same, with the subscriber.

WILLIAM SHERBURNE,
PRINCIPAL AGENT,
May 18.6* Office, No. 167 Broadway, New York.

GUNPOWDER,

MANUFACTURED BY

The Hazard Powder Company.

HAZARDVILLE, CONN.

H. G. HAZARD, President.
A. E. DOUGLASS, Secretary.

THE undersigned are always prepared to furnish Mining and Blasting Powder to any extent, delivered at any point on the lines of railroads, or any other places of public improvements in the West or South, at the very lowest rates. Also, SAFETY FUSE of the best Eastern manufacture.

We would respectfully urge all contractors and consumers to call upon or correspond with either of us before arranging for their supplies elsewhere.

To the trade generally we would offer all the brands of Sporting and Rifle Powder manufactured by the above concern.

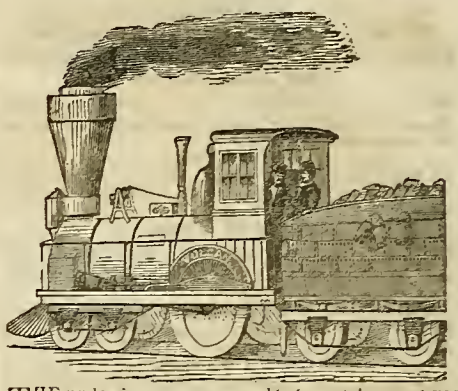
M. D. W. LOOMIS,
Southeastern Depot, corner Main and Second Sts.
Cincinnati, Ohio.
S. H. LOOMIS,
Nashville, Tenn.
August 16, 1854. [au.18†

Myers' Patent Cylindrical Car.

NOTICE.—The Subscriber having become proprietor of MYERS' PATENT CYLINDER CAR, for a considerable portion of Western territory, including the State of Ohio, offers the same to Rail Road Companies on favorable terms. The public will be furnished within a short time with complete explanations of its operation, together with the results of actual experiments testing its applicability to all the uses for which it a recommended.

W. CLOUGH,
South-western Car Works.
Madison, Indiana, May 11.

Cincinnati Locomotive Works!



THE undersigned are prepared to furnish Locomotives equal in efficiency and durability to the best Eastern manufacture. Also, Shaping and Slotting Machines suitable for railroad shops. Also, all kinds of heavy forging and casting done at short notice. Also, bolts for bridges cut with dispatch.
ap. 20 MOORE & RICHARDSON.

ASHCROFT'S METALLIC STEAM GAUGE.

(BOURDEN'S PATENT,

THE subscribers offer for sale this valuable Gauge. It is adapted to Locomotive and other steam boilers, indicating with accuracy the continual variations of steam within the boiler, enabling the Engineer to maintain a uniform and safe pressure. Any of the Eastern Railroads may be referred to for proof of its importance and value. BRIDGES & BROTHER,
sep.15-tf 64 Courtlandt St., New York.

WASON'S

CAR MANUFACTORY,

Near the Pittsburgh R. R. Shops,

CLEVELAND, OHIO.

Passenger, Baggage, Freight, Dumpers, Hand Cars, &c.,

Of the best quality in all respects, style, workmanship, and material, made to order with promptness.

Orders respectfully solicited, with the assurance that no pains will be spared to give entire satisfaction in all cases.

CHARLES WASON,
Late of the firm of T & E. Wason, Springfield,
†oc20 Massachusetts.

Notice of Copartnership.

MR. PETER MARIE, heretofore of the firm of Deeoppet & Co., has this day formed a copartnership with Mr. Rudolph Kauz, (for many years with the banking house of Messrs. L. Von Hoffmon & Co.,) under the firm of MARIE & KANZ, at 27 William street. Their attention will be devoted to the purchase and sale on commission of Stocks, Bonds and Foreign Exchanges, and to the negotiation of business paper.
New York, Sept. 1, 1854. [sept. 7-1*

ENGINEERS' & SURVEYORS' INSTRUMENTS!

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MATHEMATICAL AND PHILOSOPHICAL

INSTRUMENT MAKER!

HAVING removed from his old stand to south-west corner of Fifth and Race street, and increased his facilities for making instruments, is now ready to supply Levels, Transits, Theodolites, the Dumpy or Gravatt Level, Circular Protractors of Troughton & Simms model, Surveyors Compasses, Pocket Compasses with and without sights, in great variety. All kinds of Land Chains; Ivory and Box wood Scales of all kinds and graduation; Drawing instruments of all kinds, brass and German silver. Measuring tapes of all kinds. Magnets, Magnifyers, Barometers, Spy Glasses, &c., &c. Repairing promptly attended to. ap.6-6*.

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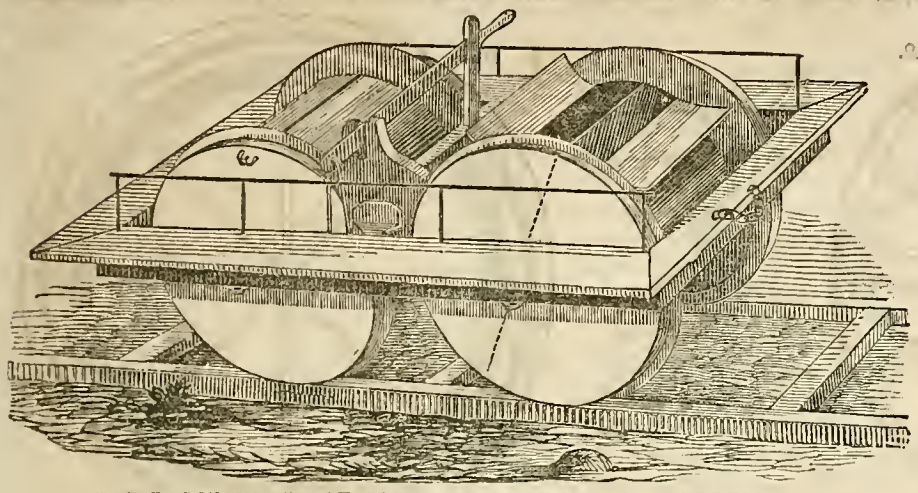
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Keep the most complete stock in the West of every thing used by Engineers. On application, a catalogue with prices will be forwarded. [jy.21-†.

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FOR COAL, GRAIN, &c., &c.



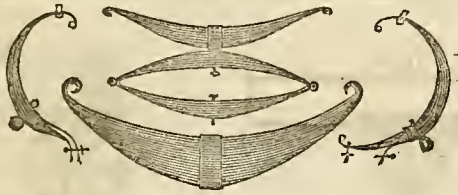
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MANUFACTURERS, WILMINGTON, DEL.

Locomotive and Car Springs of all descriptions manufactured on the most reasonable terms, made of the best STEEL, which we have manufactured to order from the BEST SWEDE IRON. Orders from any part of the United States will be thankfully received and promptly attended to

McDANEL & HORNER

All Springs ordered from a distance will be delivered on shipboard at *Philadelphia* free of charge

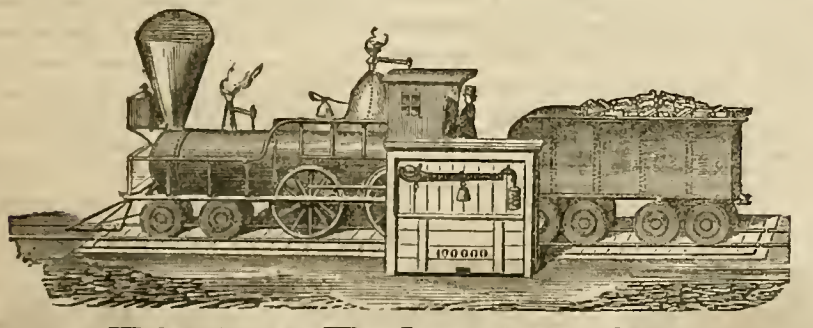
References.

NORRIS BROTHERS, Locomotive Builders, Philad.
A. C. GRAY, Pres't New Castle Manuf. Co.
U. WELLS, R. R. Car Manuf. Petersburg, Va.
I. R. TRIMBLE, Supt. Philad. R. R. Co.
M. B. MILLEN, Gen. Supt. C. R. R. Savannah, Ga.
EMERSON FOOTE, Supt. M. & W. R. R. Macon, Ga
THOMAS DOUGHERTY, Master Mach. do.
THOS. SHARP, Supt. R. F. & P. R. R. Richmond, Va

†May 19.

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Rigdon, Ryland & Co.,

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WE are now prepared to furnish **Railroad Track and Depot Scales** of all sizes, which we warrant in every respect equal to any manufactured in the United States.

Being practical workmen ourselves, we feel confident that we can furnish the West and South with as good an article and cheaper than can be bought East.

Cincinnati, June 20, 1851.

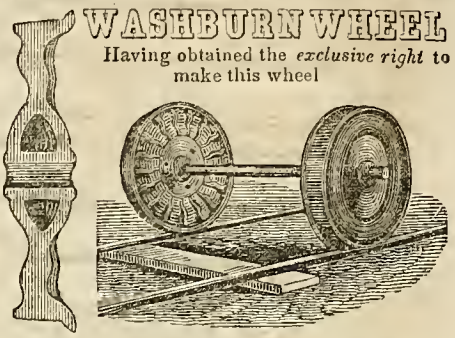
FULTON CAR WORKS,

CINCINNATI, OHIO.

THE Proprietors of this establishment would respectfully call the attention of Railroad Companies in the West and South to their establishment at Cincinnati.—Their facilities for manufacturing are extensive, and the means of transportation to the different points speedy and economical, They are prepared to execute to order on short notice, eight-wheeled Passenger Cars of the most superior description. Four or eight-wheeled Baggage, Cattle, Freight and Gravel Cars. Also, Crank and Levor Hand Cars, Trucks, Wheels, and Axles fitted.

WASHBURN WHEEL

Having obtained the *exclusive right* to make this wheel



In Cincinnati, Covington and Newport, they are now prepared to furnish Railroad Companies with that Celebrated wheel, with or without Axles. Also, Journal Oil Boxes of any pattern, and Castings for cars fitted to order at the shortest notice.

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MUSKINGUM WORKS,

ZANESVILLE, OHIO.



DOUGLASS, SMITH & CO.

WOULD respectfully call the attention of Railroad Companies to their establishment at Zanesville They are prepared to execute orders, on short notice, for

Passenger Cars of the most superior description,

Second Class Passenger, Mail Express, and Baggage Cars; Freight, Cattle, four or eight wheeled Gravel Cars.

We manufacture a superior

CAR WHEEL,

Over 2500 of which are now running on the Central Ohio Railroad, and many of these have been in use on the road over two years, having in that time only three to crack, and two to be renewed in consequence of the wearing of the Chill. We have also commenced the manufacture of the celebrated

WASHBURN WHEEL,

And are prepared to furnish this wheel, with or without axles. Also, eastings for Cars fitted to order at the shortest notice.

BOLLMAN'S PATENT IRON & WOOD BRIDGE.

We are also agents and builders of the above celebrated Bridge. Are now placing upon the piers an iron bridge on this plan over the Muskingum river at Zanesville. We are ready to contract with companies for the construction of this Bridge. All orders addressed

DOUGLASS, SMITH & CO.,
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DAVENPORT, RUSSEL & CO.,

Railway Car Manufacturers,

MASSILON, OHIO.

THE subscriber, late of the firm of Davenport, Bridges & Co., Fitchburgh, Mass., having associated himself with Messrs. Wellman and Russell, under the above name, would respectfully solicit calls for any kind of Passenger, Baggage, Post Office, Freight, Coal, Gravel or Hand Cars.

Having had fifteen years experience in the business and having secured the best of workmen from the Car Factory in Cambridge, Mass., I feel confident that perfect satisfaction can be given in all work entrusted to our care.

We have now on hand the best of dry White-Oak with which we think we can build Cars as cheap and as well as any other establishment in the States.

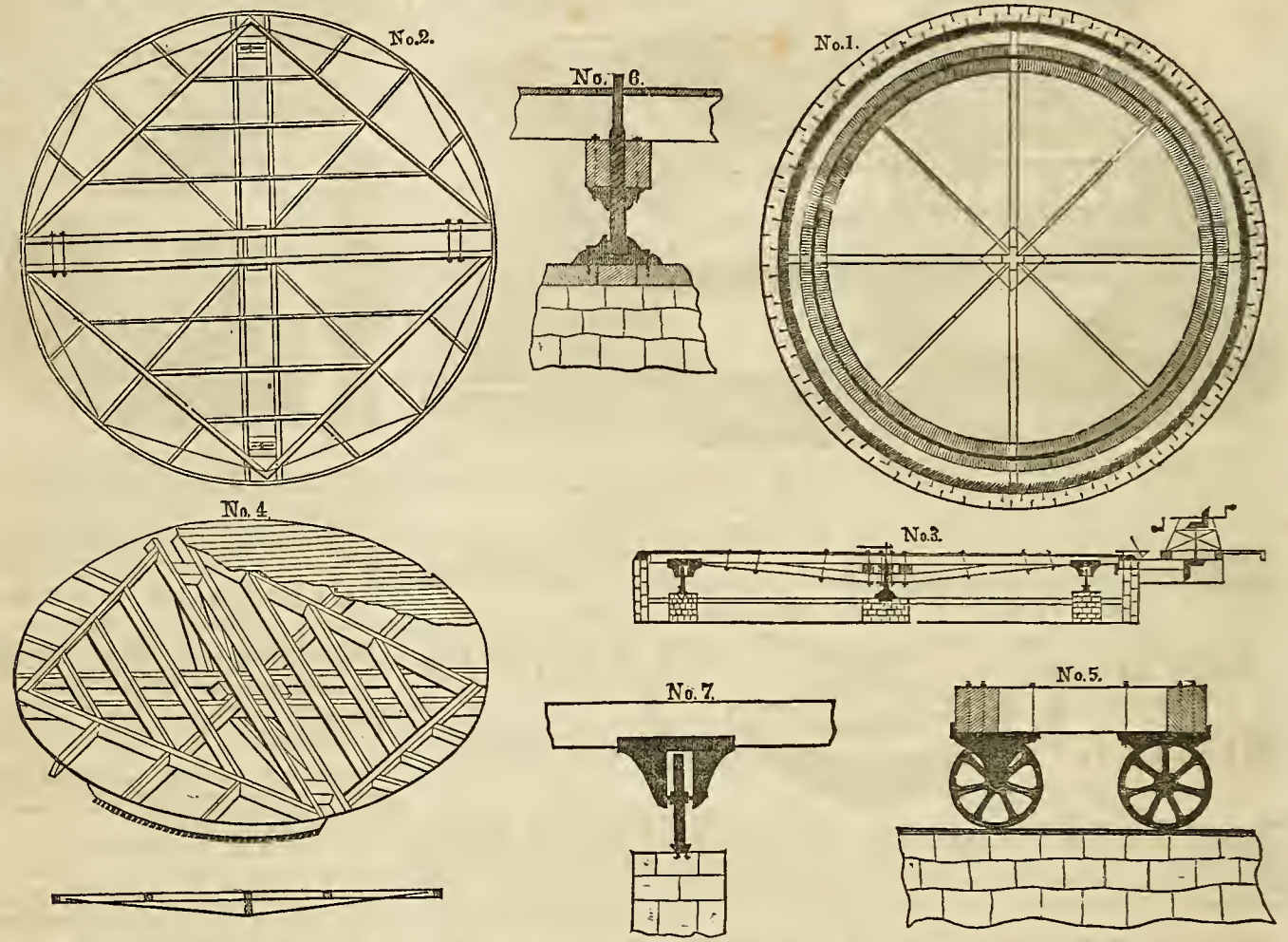
Feb. 16† JOSEPH DAVENPORT.

RAILROAD IRON, LIGHT WEIGHT.

470 TONS, 47 lbs. per yard, good quality and pattern, now lying at New Orleans. For terms apply to VOSE, PERKINS & CO.,
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CARHART'S IMPROVED TURNTABLE.

Now building for 13 of the Principal Roads in Ohio, Indiana, New York, New Jersey, and North Carolina.



This Table, together with an Engine and Tender of 30 Tons Weight, can be Turned by One Man in 25 Seconds.

RAILROAD COMPANIES in want of *Turntables* of a permanent and durable character, at a low price, are respectfully referred to the annexed references. The undersigned being confident that the manner of turning engines by his Table is the most permanent, expeditious, and cheapest in the United States, solicits the attention of Engineers, and others, to his improvement. The undersigned being a practical mechanic, and having devoted his time, for the past five years, exclusively to the construction of Turn and Transfer Tables, Draw and other Bridges, is prepared with every facility for executing orders in that line with promptness and satisfaction.

The price, which is always based upon the use of the best materials and best workmanship which can be procured in the market where used, can be determined only by the locality.

REFERENCES:

New York & Erie Railroad Company.
Hudson River Railroad Co.
Ohio & Pennsylvania Railroad, J. Edgar Thomson, President, S. W. Roberts, Sup't and Engineer, Pittsburgh, Pa.
Pennsylvania Central Railroad, O. W. Barnes, Resident Engineer, Pittsburgh.
Toledo & Cleveland Railroad, Wm. Ferguson, Chief Engineer, Cleveland Ohio.
Columbus, Piqua & Indiana Railroad, A. J. Conover, Chief Engineer, Piqua, Ohio.
Cleveland, Zanesville & Cincinnati Railroad, W. H. Grant, Chief Engineer, Akron, Ohio.
Cleveland, Columbus & Cincinnati, and Cleveland & Erie Railroads, L. Tilton, Sup't, Cleveland, Ohio.
Little Miami & Columbus & Xenia Railroads, William H. Clement, Sup't, Cincinnati, Ohio.
Cincinnati, Wilmington & Zanesville Railroad, E. W. Woodward, Engineer, Circleville, Ohio.
Central Ohio Railroad, G. W. Fulton, Sup't, and S. Medbury, Engineer, Zanesville, Ohio.
Camden & Atlantic Railroad, and Dauphin & Susquehanna Railroad, R. B. Osborne, Engineer, Philadelphia.
Bellefontaine & Indiana Railroad, W. M. Roberts, Engineer, Pittsburgh, J. Nottingham, Sup't, Marion, Ohio.
Cleveland & Pittsburgh Railroad, J. Durand, Sup't, Cleveland, Ohio.
Wilmington & Raleigh Railroad, North Carolina.
Central North Carolina Railroad.
Cincinnati & Indianapolis Railroad, Indiana.
New Albany & Salem Railroad, Indiana.
Michigan Central Railroad, Michigan.
Dayton, Xenia & Belpre Railroad, Ohio.
Pomeroy Railroad, Engineer at Cincinnati.
Springfield, Mount Vernon & Pittsburgh Railroad, Ohio, Charles Anthony, President.

DESCRIPTION OF PLAN.

Fig. 1, of the above cut, represents the foundations, consisting of *Bank* and *Track Walls*, the latter made of cut, the former of hammer-dressed stone, with cut stone coping. The Track is bent of the ordinary T rail, spiked and leaded to the stone track walls. The Center Pier is made of cut stone, with a step for screw and pivot bolted to the same.

Fig. 2, shows the framing.

Fig. 3, is a side view of Main Truss, with the mode of gearing, including the mitre-wheels, iron crank frame, rack and pinion, foundations, pivot wheels and pedestals.

Fig. 4, gives a perspective view of rim, segments, decking, etc.

Fig. 5, is an end view of the main trucks, with pedestals and wheels.

Fig. 6, is a screw for pivot, 6 inches in diameter, working in a steel step through a nut for adjustment.

Fig. 7, shows a cross section of track wall, well, and pedestal

For further particulars please address,

D. M. CARHART, Cleveland, Ohio.

MATHEMATICAL INSTRUMENTS.



T. F. RANDOLPH & BRO.,

N. W. Corner Fifth and Walnut sts.

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CINCINNATI, O.,

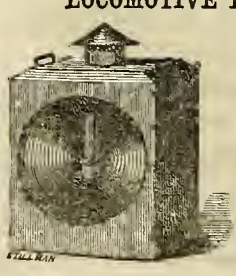
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Surveyors' and Engineers' Instruments, Theodolites, Transits, Levels, &c., &c.,

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Orders promptly attended to.

LOCOMOTIVE LANTERNS.



I AM now manufacturing

LOCOMOTIVE LANTERNS

of the most approved form, with true Paraholic Silver-plated Reflectors, Copper Cases, and in every way equal to the best manufactured in the country.

Orders from Railroad Companies in the West are solicited.

A. S. WINSLOW,

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"GARDNER'S ROCK DRILL."



DESIGNED for Mining, Tunneling, Quarrying Use, and Rock Excavations of all descriptions, by the use of which a saving of 50 to 75 per cent. is made. This drill can be operated by hand, horse, or steam power, and works equally as well horizontally or at any angle, as perpendicularly.

A silver medal, the highest prize, was awarded these Machines at the World's Fair

Applications for Territorial Rights and Machines must be made to the Patentee.

G. ARTHUR GARDNER,
Trinity Building, N. York.

nov17†

Railroad Record.

E. D. MANSFIELD, - - - - - - Editor.
J. A. JAMES, W. WRIGHTSON, - - - Associats Editors.

CINCINNATI:
THURSDAY MORNING.....JAN. 4, 1856.

E. D. MANSFIELD,
May be found at the office of the *Railroad Record*, 167 Walnut st., between the hours of 11 A. M. and 1 P. M.

Railroad Printing.

WE have now attached to this office an extensive Composition and Press Room and Bindery, under the personal supervision of the proprietors of the RECORD. With confidence, therefore, we call the attention of RAILROAD OFFICERS and others to our extensive establishment, containing every facility for turning out superior work in any and every department of the PRINTING BUSINESS.

We are fully prepared to furnish Railroad and other Reports, with or without Maps or other Illustrations, gotten up at short notice and in superior style. Also, Blanks of any description, adapted to the wants of the various departments of the Railroad service, and to the wishes and tastes of the parties.

Also, Railroad Tickets and Conductors' Checks. Our patent Card Press, enables us to supply any demand at Short Notice and in Unequalled Styls.

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T. WRIGHTSON & CO.,
Rail Road Record Office, 167 Walnutst Cin.

MISSISSIPPI AND TENNESSEE RAILROAD.—The first annual report of this Compsny has been received, and will be noticed in our next.

☞We are indebted to a friend at Little Rock, for Public Documents.

☞We have received the January number of the "American Journal of Science and Arts." In its table of contents are an account of the Volcanic Springs in the Desert of the Colorado, Southern California; Geographical Distribution of Crustacea; Genth's Contributions to Mineralogy; Dove on the Variations of Atmospherical Phenomena; Lachlan on the rise and Fall of the Lakes; Agassiz on the Ichthyological Fauna of Western America, and various other interesting scientific subjects.

☞The December number of the "Journal of the Franklin Institute," Phil., is duly received, and contains some interesting articles on the stoppage of Railway Trains, and the use of Coal in Locomotives.

DE BOW'S REVIEW for December is received, and as usual, contains a vast amount of statistical information.

RAILWAYS OF THE NORTH-WEST—SUMMARY EXHIBITING THE THROUGH LINES.

Having given a general review of the railways, in each State of the North-West, we shall now proceed to sum the whole up, and exhibit the entire lines, as made up of distinct parts. We shall first take those, which run East and West, commencing at the North, and then proceed to the North and South, and finally to the unconnected lines:—

1. The first great line through the North-West, may be called the LAKE SHORE LINE, and extends, in fact, from the New York and Erie Railroad, or the New York Central to Galena, as follows:—

Lake Shore Line, in Ohio, *via* Sandusky, and Toledo, and Michigan Central, and *Galena* Union....657 miles.

This line connect witb the Eastern lines, at the Pennsylvania line, and goes to Galena.

A second Lake Shore line is formed from Cleveland, *via* Norwalk to Toledo, thence on the Michigan Southern Railway, and Northern Indiana to Chicago, thus:—

Cleveland to Toledo, thence to Chicago....356 miles.

2. THE NORTHERN CENTRAL LINE:—This continues the Pennsylvania Central, from the Pennsylvania Line to Fort Wayne, and thence through Illinois, and Iowa to Council Bluffs. This is only complete through Ohio; but, is partially in progress West, and is composed, as follows:—

Ohio and Pennsylvania, *via* Crestline; Ohio and Indiana, to Fort Wayne; Lacon and Platte Valley Air Line.....860 miles.

Of this line only 278 miles, from the Pennsylvania to Fort Wayne, is completed. Auxiliary to this, is the Clinton and Tiffin Line, from Pennsylvania to Fort Wayne,—242 miles.

3. The OHIO CENTRAL LINE from Wheeling to St. Louis, as follows:—

Ohio Central, *via* Zanesville, Columbus, Piqua, and Indiana; *via* Union, Indianapolis and Bellefontaine; Terre Haute, and Richmond; Terre Haute and Alton to St. Louis.....581 miles.

4. SOUTHERN LINE.—This goes from Wheeling, *via* Marietta to Cincinnsti; thence on the Ohio, and on Mississippi Railroad to St. Louis, and is composed as follows:—

Cincinnati and Marietta Railroad, *via* Chillicothe and Ohio, and Mississippi, *via* Vincennes.....591 miles.

The above great East and West Lines, comprize about 3,044 miles; of which more than 2,000 miles are completed. They will make *continuous West Lines*, from the Pennsylvania Line, connecting New York, Boston, Philadelphia, and Baltimore, through Ohio, as the gateway with Chicago, Galena, Council Bluffs, St. Louis, and Kansas, in the west. There are other Lines lateral to these, such as the Wilmington and Zanesville Line, the Bellefontaine and Indianapolis, with several smaller ones, which make additional limbs, in the great East and West Chain; but do not form new through routes.

After passing on the line of emigration from the East to the West, the next great object was to connect the Basin of the Lakes on one hand, with the Ohio Valley on the other. This could be done, at various points, with great advantage, and, as a whole, these have proved the most profitable lines, in the North-West; mainly, because they terminated at the commercial cities in the West, and thus had a great local trade. The Ohio Valley is nearest the lakes, at Pittsburg, and thence emerges from them, till the line of separation is greatest on the Mississippi river; thence the North and South Lines are shortest on the Eastern side, and longest on tbe West. The regular North and South lines are as follows:—

1. The Pittsburg and Cleveland Line, from Cleveland to Wellville.....100 miles.
2. The Cleveland and Cincinnati.....254 "
3. The Sandusky, Mansfield, Newark, Jackson and Portsmouth.....212 miles.
4. The Sandusky, Dayton, and Cin'ti Line...213 "
5. The New Albany, Salem, La Fayette and Michigaa City Line.....288 miles.
6. I inois Central, from Cairo to Chicago..360 "

These North and South Lines comprize 1,427 miles and are all finished, and in operation, except that part of the Sandusky and Portsmouth Line, which lies between Newark and Jackson, and which, we presume, will be finished next year.

In addition to these North and South Lines, another will be made by the *Dayton, Troy, and Michigan* Road, when completed, to Toledo. Another, and a very important one, in some future time, by the *Cincinnati, and Mackinaw Line*, from Greenville, (connecting with the Cincinnati Roads,) to the Straits of Mackinaw. A third, by the *Madison, Indianapolis, and Peru* Line to the Lakes. A fourth, by the *Evansville, Terre Haute, and Crawfordsville* Line continued.

These roads will all, in a short time, be necessary to connect tbe system of the Lakes, with that of the Ohio.

In addition to these direct lines, proceeding either East and West, or North and South, we have several long and important lines, (most of which, however, are not yet complete,) crossing these *diagonally*, South-East, and North-East, or the reverse. Of these, the principal ones are:—

1. The Pittsburg, Steubenville, and Cincinnati Line 190 miles.
2. The Pittsburg, Maysville, and Cincinnati Line, *via* M'Connelsville.....110 miles.
3. Franklin, and Warren Line.....150 "
4. Wabash and Erie Line, between Evansville and Indianapolis.....150 miles.
5. Toledo, and Illinois Line, Toledo to Danville.....245 "
6. Cincinnati, Indianapolis, and La Fayette.152 "
7. Chicago and Rock Island.....181 "
8. Chicago and Mississippi.....285 "
9. Paducah and Vincennes.....140 "
10. Milwaukee and Mississippi.....158 "
11. Cincinnati and Chicago.....250 "

These *diagonal* lines amount to more than 2,000 miles, and some of them are of great importance.

The above are the principal railway routes

in the North-West They have (all of them) two great objects in view. *First*, to connect the cities of the Atlantic Slope, with those of the Ohio Valley; and *secondly*, to connect the cities and ports of the Lakes with those of the Ohio Valley.

We shall now give the *summary* of all the Railways complete, and in progress, in the North-West. In our last number, we gave several *additions and connections* to the State aggregate, which we shall now insert to make the whole complete.

SUMMARY OF RAILWAYS IN THE NORTH-WEST.

	Number of Roads.	Complete.	In progress.
In Ohio	41	2,344 miles	1,801 miles
In Indiana	26	1,288 "	1,443 "
In Illinois	27	1,909 "	1,556 "
In Michigan	7	434 "	200 "
In Wisconsin	8	173 "	450 "
In Iowa	5	— "	983 "
Six States	115	6,248	6,433

This is an immense aggregate for such new states; but, is not more than a *fourth* of the railways they will bear, with profit! That this is true, we need only look to the surface, and resources of the states. Thus:—

Ohio	39,964	square miles.
Indiana	33,809	" "
Illinois	55,409	" "
Michigan	61,000	" "
Wisconsin	53,924	" "
Iowa	50,914	" "
Aggregate	295,020	" "
Railways Complete	6,248	" "
Railways to surface, one mile to	48	" "

If all the above railways be completed, there will be but one mile of railway to 24 square miles. But, in a very fertile country, rapidly increasing in population, and capable of immense exports, one mile of railway to ten square miles, is none too much, and this has been proved by experience. That ratio will give thirty thousand square miles to these six states, and there is very little doubt, that in the course of ten, or fifteen years, they will have that number. As the fact becomes developed (as it will be), that most of these roads actually *make* from ten to fifteen per cent.—the Railway excitement will revive.

HAMILTON AND SAUGEEN R. R.

The Directors of the Galt and Guelph railroad, have for some time been desirous to extend their line to Saugeen, and thus form a direct communication between Lakes Huron and Ontario. An application was made at the beginning of this sesson to the Canadian Parliament, for an amendment to the charter of the Galt and Guelph railroad, to enable them to carry out this design. The bill granting the right petitioned for, has recently passed; we may, therefore, expect that soon one more line will be extended in Canada.

OHIO & MISSISSIPPI R. R.—The Ohio and Mississippi Railroad have nearly completed their temporary bridge over Mill Creek, near Cincinnati.

IMPORTANCE OF R. R. TO MINERAL LANDS.

Railroads as channels of commerce, designed to accomodate a traffic already established, and supposed to be sufficient for their maintanance, have very naturally been generally built on such routes as afforded the best prospect of abundant supplies of agricultural articles seeking an outlet for other markets.

That such a road is not, however, a *better paying* road than one built through mineral lands, and designed solely and exclusively for the transportation of heavy freight, has already been shown by a comparison of the earnings of some exclusively commercial, and exclusively mineral railroads.

But it is not in its earnings alone that a railroad running through mineral lands is as profitable, and even more profitable than one running through a rich agricultural region. There is another feature of interest in the building of a railroad, that is of more importance to the country through which it passes, than the dividends which the road will probably make. Poor, indeed, must that country be that cannot support a railroad by its travel and its traffic. The universal experience of our country shows that when a road is once built and fairly started, it is abundantly able to take care of itself.

The point to which we would direct attention, is the tremendous increase of the value of land; and here again the difference will be found to be widely in favor of mineral lands.

Lands in Illinois entirely destitute of railroad and river facilities, are worth from *one* dollar to *three* dollars per acre, or an average of *two* dollars. By referring to an extract from the Bloomington *Pantagraph*, given in No. 93 of the *Record*, it will be seen that the opening of the Illinois Railroad increased the value of these lands at once to an average of $10 per acre, for ordinary agricultural purposes, and in general it will be found that in a few years after the opening of a railroad, farms are worth from $20 to $30 per acre, say an average of $25, which is an increase of $23 per acre over the value of the same region in its unimproved and unsettled condition.

Now mineral lands under the same circumstances, that is, without advantages of transportation, are worth about the same price, $2,00 per acre; with the advantages of railroad facilities, the following extract from the Vincennes *Gazette* will show the prices actually paid:

There have been lately great speculations in coal lands in Illinois, near the line of the Central Railroad and on the Wabash. Lands recently worth from $1,25 to $3 an acre, have been selling from *twenty* to *fifty* an acre. The Central Railroad offers great facilities for the transportation of coal to the Ohio River, where it can be used for steamboats, and where for cheapness and excellence it must take the place of wood for fuel. The coal is inexhaustible on the line of the road. The Central Company has offered great advantages for those who will engage in the coal business, in fixing a moderate price for the transportation, and agreeing to deduct ten per cent. in cases where 100,000 tons are sent to Cairo within three years.

Coal lands then are actually selling at from $20 to $50 per acre, or at an average of $35, where the mines are unopened. Now the moment these mines are opened, and labor can be had to work them, they are worth and actually sell for $200 and $300 per acre, making an average of $250, and we have an increase in a few years of $248 per acre in the value of the land.

But to apply these results to the actual increase of value on the line of a railroad of one hundred miles in length. We may safely assume that the influence of a railroad extends over a belt ten miles in width on *each* side of the line, making an aggregate width of twenty miles. Now a belt of country twenty miles wide, and one hundred miles long, contains 1,280,000 acres. Now assume one-tenth of this (and the proportion will be found not any too large) 128,000 acres to be mineral land, and the immediate increase in value, consequent upon the opening of the road, would be the difference between $2 and $35 per acre, $33 for the mineral land, and the difference between $2 and $10 per acre, $8 for the balance.

128,000 acres increase of value at $33 per acre	$4,224 000
1,152,000 acres at $8 per acre	9,216 000
	$13,440 000
Add to this the value of 100 miles of railroad at $30,000 per mile	3,000 000
Total	$16,440 000

This then is the actual gain to the country immediately resulting from the opening of 100 miles of railway, through a region containing coal and iron.

Let us now see the actual increase of value on the line of such a railroad as that portion of the Pittsburgh, Maysville, and Cincinnati road, now in progress of construction, 110 miles in length. A belt, twenty miles wide and one hundred and ten miles long, contains 1,408,000 acres. Assume one-tenth of this 40,800 acres to be mineral land and the remainder 1,267,200 acres to be average agricultural land, and the immediate increase of value will be seen to be enormous.

Now assume that but one-third of the mineral lands are improved, and that the agricultural lands have only increased in value $15 per acre, and the improved mineral lands $240, and the unimproved lands $25 per acre and the result will stand as follows:

46,900 acres (mines opened), increase of value $240 per acre	$11,256 000
93,900 acres (mines not opened), increase of value $25 per acre	2,347 500
1,267,200 acres agricultural lands, increase of value $15 per acre	19,008 000
Total increase of value	$32,611 500
Value of 110 miles of railroad, at $30,000 per mile	3,300 000
Total increase of value	$35,911 500

That is to say the belt of country, 20 miles wide, lying on the route of this railroad for the 110 miles proposed to be opened, would actually sell for $35,911,500 more after the completion of this road, than it would sell for before; and the past experience of our own and neighboring states, shows this to be no exaggerated fancy, but a simple statement of what has been, and may be the case again.

SKETCHES OF CITIES IN THE WEST.

NUMBER I.

MEMPHIS ON THE MISSISSIPPI.—We begin with Memphis, because it is the most promising town in the south-west. Memphis lies on one of only three bluffs of the lower Mississippi, where it is *possible*, without unnecessary expense for artificial works, to build a great town. It is almost 280 miles from the mouth of the Ohio, and 730 miles by water from Cincinnati. It is, however, only 430 miles in an air line, and a railroad to be made to Louisville and Cincinnati, will reduce the distance run to less than 500 miles, and the time to twenty hours! From Memphis also a Railroad is partially completed, and doubtless will be finished to Charleston, S. Carolina, connecting it with the Central South. Memphis being also precisely east of Little Rock, it may be, and will be, easily connected with that by a line of railroad, which shall bring within its commercial influence the great Valley of White River, and the Arkansas. Thus, it has great commercial advantages, and its admirable situation on a beautiful and healthy bluff, secures them. We visited it in 1851, and were struck with the superiority of its position over any other place we had seen in the south-west. It is destined, in our opinion, to be the largest city in the south-west, not excepting N. Orleans. Its rapid progress in population gives, at least, some countenance to our opinion. The following are the censusses at different periods:

In 1840	3,000
In 1850	6,427
In 1854	12,687

Memphis will, probably, contain more than 25,000 at the census of 1860. Its high position has secured its health so far, that neither cholera nor yellow fever have visited it, in the several forms in which they have prevailed in almost all the southern cities. This immunity is likely to continue; for it lies in both high and dry ground, and has purer and better air, than any other place in that region. Nearly one-fourth the population of Memphis are slaves, and the country back of it is a cotton planting section. Hence, Memphis, as the port of that region, will be chiefly a commercial town; but if it would grow to be a really large place, it must seek to *manufacture*, and this it may. By railways through Tennessee and Kentucky, it may be supplied with coal and iron; and then iron factories, and steam machinery, and cotton mills, may be readily carried on. If Memphis would be great, she must make railways, and build factories.

Railroads.

BALTIMORE AND OHIO R. R.

We gather a few interesting statistics from the various reports of this road for the month of November. Since the opening of the Central Ohio railroad there has been a large increase in the receipts both for passengers and freight.

The revenue for the month of November has been as follows:

	Main Stem.	Wash. Br.	Totals.
For Passengers	$52,600.75	$23,657.82	$76,258.57
For Freight	264,170.11	7,443.59	271,613.70
	$316,770.86	$31,101.41	$347,872.27

As compared with the corresponding month of last year, we have the following result:

	Main Stem.	Wash. branch.
November, 1854	$316,770.86	$31,101.41
November, 1853,	296,273.53	27.768 25
Increase	$20,497.33	$3,233.16

In the item of passenger receipts alone, the receipts for November of the present year were $9,000 more than for the same month last year.

According to the official report of freight, the following are the principal articles transported to Baltimore during November.

Bark, tons	157	Lumber, tons	397
Coal, "	50,717	Lime, "	76
Fire Brick, "	322	Live Stock, viz:	
Firewood, "	192	Hogs, "	2,026
Flour, bbls.	58,061½	Sheep, "	107
Grain, tons	521	Horses & mules	54
Granite, "	404	Horned cattle "	539
Iron, "	546	Meat & Shorts "	146
Iron ore and manganese, "	793	Pork and Bacon "	668
Lard and Butter "	289	Tobacco, hhds.	289
Leather, "	141	Whiskey, bbls.	1,528
Cotton, bales	93	Miscellaneous, tons	447
Wool, "	150	Hay, "	7
Flaxseed, tons	—	Hemp, "	8
Soap Stone, "	102	Flour from Washington branch bbls	5,330
Lard Oil	—		

The receipts for the six months of 1853, from April to September inclusive were

From passengers	$285,330.91
From tonnage	925,983.25
	$1,211,314.16

For the following October to March inclusive

Passengers	$274,432.13
Freight	1,470,014.76
	$1,744,446.89

From April to September 1854, inclusive.

Passengers	$294,659.38
Freight	1,606,503.16
	$1,901,162.54

The receipts for the six months from Oct. 1853 to April 1854, will thus be seen to be 44 per cent. greater than for the six months preceding. While the receipts for the six months from April to Oct. 1854, are only 10 per cent. greater than the six months immediately preceding. A portion of this diminution in *increase* of receipts is undoubtedly owing to the state of navigation on the western rivers. However, now that the Ohio Central road is in full operation we may hope for a more regular increase in business.

The coal trade of this road is large and increasing. During the year ending 30th Sept. 1854, there was carried

	TONS.
From Cumberland,	312,783.09
" Piedmont	174,224.05
" Fairmont,	37,437.11
	524,445.25
Of which there was for the use of the Company	61,022.42
Leaving a balance, which paid freight, of	463,422.83
Amount during previous year,	308,890.00
Increase,	154,532.83

The revenue from the coal trade during the year amounts to $1,134,628.46.

"The demands of the trade at the present time are very urgent; almost every operator in the coal region is pressing for larger accommodations, and new and important mines are about commencing business, with the capacity to mine and send down large quantities of coal. Full employment could be found for at least 50 per cent. more machinery in that trade than is now or can be with the present equipment of the road appropriated to it. From these facts it will be seen that the advance in freights of 50 cents per ton from Cumberland, and 56 cents from Piedmont, made on the 1st of November, 1853, has not operated to check or limit the business."

The carrying of Live Stock has been an important branch of trade during the year, and appears to be steadily on the increase, especially from Moundsville, Cameron, and other stations on the Western Division of the Road. The following statement will show the extent of this trade, giving the quantities of each description of Stock transported during the year ending the 30th September, 1854:

119,699 Hogs,	Weighing	10,201.1.3.5
31,631 Sheep,	"	1,806.10.0.0
3,522 Horses and Mules,	"	1,762.0.0, 0
10,017 Horned Cattle,	"	5,013.0.0.15
164,869	Tons...	18,776.11.3.20

The amount of Flour carried on the main stem has been 709,495 bbls., and on the Washington Branch 42,754 bbls., making a total of 752,249 bbls. carried to Baltimore. During the year there has been laid 21 miles of double track, together with additional sidings. A heavy T rail on cross ties has been substituted on 50 miles at the east end of the line for the old string timber track.

The company own 208 locomotives of all kinds, including some immense ten-wheel engines for the mountain division.

Fatal Locomotive Explosion

LEBANON, N. H., Dec. 20.—An engine boiler on the White River Junction Railroad, exploded yesterdays blowing to atoms T. G. Moore the engineer. David Warner, the fireman, was badly injured. The explosion shook the buildinga tor half a mile around.—*Dayton Gaz,*

MEMPHIS & LITTLE ROCK R. R.

By a recent vote of the Legislature of Arkansas, this road has been adopted as the "branch of the Cairo and Fulton Railroad, from Little Rock to the Mississippi," for the construction of which Congress authorized the Legislature of Arkansas to grant alternate sections of the public land. As no point on the Mississippi was designated by Congress, the Legislature were left to elect the terminus of the branch, and have decided on Memphis in preference to Napoleon and Helena, both of which towns made strenuous efforts to secure the government assistance for themselves. It will thus be seen that 500,000 acres of public land are added to the available means of this Company, and this with the municipal subscription of Memphis and private subscriptions already obtained amounting to about $800,000 will secure the early construction of this road.

There has been for two months past a large force employed on the first section of fifteen miles, and the contractors have agreed to have the grading of this portion complete by the first of January.

The road is in itself an important undertaking, not only because it will develop the resources of the region through which it passes, but because its great aim is *westward*. When the Arkansas and Texas Pacific roads are pushed forward this will become one of the tributaries of the great stem, by receiving from its northwestern connections and carrying forward the stream of emigration to line the great *through-route* with settlers.

CHICAGO, ST. CHARLES & MISSISSIPPI AIR LINE RAILROAD.

We learn from the Democratic *Press* of Chicago that this road is steadily progressing, and that its progress thus far has been mainly owing to the interest taken in the enterprise by those to be benefitted by it. No bonds have been presented for sale.

This gratifying feature is, perhaps, one of the results of the stringency in the market where such things are sold; but, whatever be its cause, its effects are certainly good. The *Press* says: "A gentleman, well posted in these matters, informs us that the farmers along the line of the road are manifesting a commendable degree of enterprise, and are determined to take stock to the extent of their ability to aid in its construction. Their zeal is stimulated by the fact that those who live near the Galena road, have been realizing from five to fifteen cents per bushel more for their grain than the farmers whose distance from the road does not enable them to take advantage of the market. They are also calculating the expense of hauling their grain to the roads north and south of them, and they find that the completion of the St. Charles Air Line will not only increase the price of their crops, but the value of their farms in the same ratio."

The grading and bridging of the forty miles from Chicago to St. Charles is completed, and ready for the superstructure and the iron is laid to Des Plaines.

Selected Railroad News.

The Four Great Railroad Lines.

The Cincinnati Price Current gives the annexed comparative statistics of four of the great Railroads.

	Length.	Cost.
New York and Erie	460 miles	$24,000,000
New York Central	510 miles	35,000,000
Pennsylvania Central	350 miles	17,000,000
Baltimore and Ohio	380 miles	22,500,000
Aggregate		$108,500,000

The cost of the roads far exceeded the original estimates, and so has the business.

The following table shows the amount of money earned in 1853:

	Passengers.	Freight.	Total
N. York and Erie	$1,372,272	$2,459,743	$3,832,015
N. York Central	2,677,316	1,838,830	4,516,146
Penna. Central	1,069,740	1,507,320	2,576,260
Baltimore and Ohio	464,214	1,477,578	1,941,822
Aggregate	$5,583,572	$7,273,871	$12,865,343

"The receipts for 1854, it is well known will go several millions beyond the above aggregates.

"No one ever imagined, before these roads were built, that the freight business would exceed the amount received for passengers. It is remarkable also, that the money for freight comes from some of the heaviest articles, as may be seen in the following aggregate upon three of these roads:

	Flour bbls.	Coal tons.	Pork & Bf bbls.	Iron tons.	Lumber tons.
Balto. & Ohio	666,160	225,574	42,000	14,000	48
Pa. Central	205,600	4,000	85,000	1,000	1,000
N. Y. & Erie	350,000	5,000	150,000	2,000	100,000
Aggregate	1,221,130	254,574	277,000	17,000	101,048

"The freight carried on the New York and Erie road amounted to 650,000 tons, an amount greater than all the aggregate of the above articles. When we look at the enormous freights, especially in coal and flour, on the Baltimore and Ohio road, and on lumber and merchandise on the New York and Erie, we perceive at once two great facts—that the modes of transportation have changed, and that the amount transported exceeds all common belief.

"But there is another effect of these great railways, which has special reference to the Central West. It is the surplus produce of the West, which chiefly makes up these enormous freights; and just in proportion as their facilities have increased, has the value of western produce increased. They have made the entire surplus of both agricultural and mineral wealth in the Valley of the Ohio saleable to market. The cost of freight on a barrel of flour, (which may be taken as a standard for other freight,) from Cincinnati to New York, is from $1 to $1 20, or, in other words, about 50 cents for 100 lbs., on western produce, at a distance of over 700 miles.

"The cost of carrying 100 lbs. of flour 100 miles on the Baltimore and Ohio Railroad is about nine cents. Hence, for any point in South eastern Ohio, Western Virginia or Maryland, this offers the cheapest line of transportation. The result we see in the fact that in 1853 that road actually transported 650,000 bbls. of flour.

The conclusion to be obtained from these facts is that notwithstanding the immense cost of these works the favorable effects on commerce have been much greater. One hundred million of dollars invested in four iron roads seems like a prodigious outlay for such a purpose; but, what resources have they developed? What wealth have they produced. Great regions of lumber, iron, and coal have been thrown open to enterprise, and the giant arms of commerce have been lengthened till they grasp the rich fields of the West, and have introduced, in turn, the merchandise and arts of other climes and other countries.

LIABILITES OF R. R. FOR STOCK KILLED.

The following is the charge of Hon. John C. Humphreys, at the last term of the Shelby Circuit Court at Raleigh, in the case of Wm. C. Harrison, against the Memphis and Charleston Railroad. It is of interest to persons living along the line of the Road, as setting forth the legal doctrines in the premises. We presume that as this charge is based upon the charter, as it originally passed, and as it was accepted by the Company, that any subsequent legislation in conflict with the principles laid down here, would be held as an invasion of the vested rights, and hence inapplicable:

CHARGE OF JOHN C. HUMPHREYS, AT THE LAST TERM OF THE SHELBY CIRCUIT COURT, AT RALEIGH.

Wm. C. Harrison *vs.* the Memphis and Charleston Railroad Company. This case is under the law as it existed, independent of any act of the legislature, and the Court charged the jury as follows:

The suit is to recover for hogs owned by the Plaintiff, and alleged to have been killed on the road of defendants by the running over them of the cars, whilst the train was passing thereon, and the liability of the defendants to pay for the hogs killed in such a case, would depend on the conduct of defendant's agents managing the trains. If the hogs were killed by design, or from negligence of such agents — that is from the absence of common care on their part to prevent it, the defendants would be liable; but if not by design, and not from such negligence, the defendants would not be liable. The defendants have the right to the exclusive possession of their road, and stock straying thereon would be trespassing; and the defendants are to be held bound for the observance on the part of their agents on the train of that degree of care to avoid injuries to or killing of such stock, that persons having ordinary skill in such employment and the prudence of ordinary men, and acting in good faith to avoid such injuries, would observe.

The absence of this degree of care would be such negligence as that if the killing of the hogs resulted therefrom, the jury should find for the Plaintiff the value of the hogs; and if there was not such negligence, the jury should find for the defendants. The law did not presume negligence, to warrant for the jury in finding for the Plaintiff, it was not alone sufficient that it appeared the hogs were killed by the cars — it must also appear that the killing was the result of negligence as before explained, which negligence was not to be inferred without proof; but was to be shown, if it existed, by evidence of the cir-

cumstances and manner of the killing in the particular case.

A case of a character similar to the above was tried during the season at our Circuit Court which has just closed. It was the case of Thos. Self *vs.* the Western and Atlantic Railroad, of the State of Georgia, for the killing of a horse, *since* the passage of the act of the last Legislature, in relation to the liability of railroad companies for killing stock.

Minnis & Ellis for Plaintiff,

J. C. Burch & Jarnagin for Defendant.

The evidence as agreed upon between the parties, was that a horse of Plaintiff's worth from eighty to eighty-five dollars, while straying upon the road of Defendant, about the 20th of February last, was killed by being run over by a train of cars belonging to Defendant, while said train was pursuing its ordinary duties. Judge Goodal charged in substance: The act of 1853, in relation to the liability of railroad companies for stock killed by them, does not materially change the law on that subject from what it was anterior to the passage of that act. If the jury are of the opinion from the testimony, that the horse of Plaintiff was killed by being run over by Defendant's cars, and that this was occasioned by the negligence or want of ordinary care on the part of Defendant, or its employees who had the management of said train, then they would return a verdict in favor of the Plaintiff for the value of the horse as proved.

If either negligence or want of ordinary care in those who had the management of the train at the time of the killing was proved, then it would be the duty of the jury to return a verdict in favor of Defendant. The jury cannot presume negligence from the mere fact of the killing of the horse, but that must be made to appear from the circumstances under which the killing took place.

The jury in the above case not agreeing, after having the matter under consideration about two days, a mis-trial was entered.—*Chattanooga Advertiser.*

HOCKING VALLEY RAILROAD.

This road, according to the report of Mr. Latrobe, will be seventy miles in length, mainly following the Hocking Valley and traversing a region offering a heavy local trade. The grades and curves are slight—no grade exceeding fifty-three feet to the mile, and no curve upon a radius of less than 1433 feet—out of the 70 miles, 41 are upon a level and 44 upon a straight line. At Logan, this route intersects that of the Scioto and Hocking Valley Railroad, and at Athens that of the Marietta and Cincinnati Railroad—two most important connections. The cost of the road is estimated at $662,312; its gross annual revenue, $307,350; total current expenses, $130,711; nett income, $176,630; interest on capital, $128,849; surplus profits, $47,790.

Mr. Latrobe recommends the undertaking and completion of this road in two separate sections, viz: from Lancaster to Athens and from Athens to the Ohio river—either of which would prove remunerative in its constructors. He urges the parties respectively interested in these sections, to push ahead and not wait for each other. Accompanying the report is a large map and profile, clearly exhibiting the courses, distance and other features of the route—upon which, by the way, there is but one single tunnel! These surveys were made under the immediate direction and superintendence of Samuel Linton, Esq., first Assistant Engineer, to whom the Chief pays a merited tribute for the skill and ability with which he has performed the duties entrusted to him. We trust that President Borland will press forward this important enterprise, not relaxing in zeal and energy until it shall be completed.—*Lancaster Gazette.*

Scioto and Hocking Valley R. R.—We learn from J. M. Webb, the Superintendent of this road, that on Monday next a delegation of gentlemen from Boston, members of a company there, of which Hon. Abbot Lawrence is President, will start west with a view to passing over and examining the coal and mineral resources along the route of the road. Some time since several tons of the ore and coal from this region were sent to Boston for examination: and the result proved so satisfactory that the company, above named, contemplate taking the stock and bonds of the road, and furnishing the iron for its completion to Newark.

Should the coal and iron resources prove as productive as they have been led to suppose is the case in the beautiful region intersected by our road, they will enter into the arrangement at once. The road is now nearly all ready for the rail from Hamden to Newark, and its completion is devoutly to be wished for.—*Portsmouth Tribune.*

These gentlemen are now in the coal region, and we trust they will not be disappointed. The resources of the Hocking Valley are almost uncounted, and with a railway into the coal and iron hills must develope a trade which will not only enrich the country, but the railway over whose line the raw material and products must pass to market. With a continuous wide guage track from Sandusky to the coal region we can conceive of no obstacle in the way of a trade which must make the coal stock and the railway stock among the most profitable and permanently valuable of any in the West.—*Sandusky Register.*

CHICAGO AND ROCK ISLAND RAILROAD.

At the annual meeting of the stockholders of the Chicago and Rock Island Railroad Company, held at their office in this city, Tuesday, the 19th inst., the following named gentlemen were chosen Directors of said Company for the ensuing year:

Henry Farnam, of Chicago, Ill.; Joseph E. Sheffield, New Haven, Conn.; Azariah C. Flagg, Thos. C. Durant, N. York city; William Wolcott, Utica, N. Y.; John Stryker, Rome, N. Y.; Clark Durant, Albany, N. Y.; N. B. Judd, Isaac Cook, Chicago, Ill.; Nelson D. Elwood, Joliet, Ill.; T. D. Brewster, Peru, Ill.; Samuel Andrews, Rock Island, Ill.; Ebenezer Cook, Davenport, Iowa.

The following officers were chosen by the Board:

Henry Farnam, President.
Azariah C. Flagg, Treasurer.
Nelson D. Elwood, Secretary.

The following named gentlemen are the officers of the *operating department* of said Railroad:

John E. Henry, Superintendent; John F. Tracy, Ass't do. East. Division; W. H. Whitman, Ass't Sup't Western Division; John P. Babcock, General Freight Agent; James S. Elwood, Cashier; E. M. Goodrich, General Ticket Agent; Jacob Barney, Master Mechanic; D. F. Wilson, Master of Car Repairs; John W. Conlogn, Road Master.—*Press, Chicago.*

Mississippi, Gainsville and Tuscaloosa Railroad Company.—We are indebted to Col. Bliss, president of the above company, for a copy of his first annual report to the stockholders. From it we are gratified to learn that the affairs of the company are in good condition and that the prospect is bright for the early construction of the road.

The original charter of the company has been amended so as to authorize the extension of the road to Northport or Tuscaloosa, with increase of capital, and the right to cross, intersect, or connect with any other railroad or internal improvement company now or hereafter to be chartered, and also changing the name of the company and authorizing it to extend to Montevallo, &c.—if desired. Both amendments have been adopted by the directors. An arrangement has been entered into with the Alabama and Noxubee Mississippi railroad company on reciprocal terms, by which the companies may use a common line for any distance below Northport and Tuscaloosa.

The President also speaks of interviews he has had with the Directors of the Mobile and Ohio Railroad Company, which, without particularizing, he says were of a very satisfactory character.

Various lines have been surveyed between the Mobile road and Gainsville, and the one passing Wm. Kerr's has been finally agreed upon. In addition to these lines the Engineer, Mr. William Chide has made a reconnoisance of the country towards Beard's Bluff.—The President, speaking of this survey, says:

His report as to the feasibility of the route above Northport and Tuscaloosa, as well as the route below, is highly satisfactory. The distance from the Mobile and Ohio road to Beard's Bluff, upon an air line, is 185 miles, and the actual route will not vary much from it at any point. The route is feasible, traversing the heart of the coal region in the State, and of the best coal districts, rich also in other minerals, and abounding in the best of water power. This line completed, will secure what has been so long a desideratum in the State—direct and easy intercommunication between North and South Alabama. At the same time it opens up a channel of intercommunication with the North and Northeast, with signal advantage over any other that can be brought in competition with it, and gives the strongest assurance for a valuable and productive stock. Time will be required; but it is sure to be completed.

The amount subscribed for local work in Sumter county is $141,000, and in Greene $70,400. No report had been received from Tuscaloosa county.

Proposals for grading &c., between the Mobile and Ohio railroad and the Bigbee river have been already invited, and that portion of the line passing through Greene county will soon be advertised.

At a meeting of the stockholders, held on the 22d ult., Jonathan Bliss, Esq., was unanimously re-elected President, Messrs, John C. Whitsitt, William M. Lewis, Greene B. Moble, Wm. L. McDow, Israel C. Brown, Simeon Maxwell, Wm. Miller and Robert Craig, were at the same time elected Directors; John A. Minniece was chosen Secretary, and Amos Travis Treasurer.

☞ The Press of Pittsburg are agitating the question of improving the navigation of the Ohio by locks and dams.

Miscellaneous.

From the Montreal Gazette, December 9th.

Lancaster Gun---How it differs from the Ordinary Cannon---its Merits and Defects.

Among our extracts from English papers in a recent issue, our readers must have observed a paragraph upon the subject of this new arm, and as a public writer has showed so much ignorance while professing to instruct others, it has occurred to us that a brief description of this powerful instrument of death and the principle of its construction would be acceptable to many.

The writer in question commences by saying, "The object of bringing the Lancaster gun into an ellipsis is to prevent the balls from taking a rotary motion," and thereupon he raises the question whether the elliptical ball, in passing through an elliptical bore, being prevented from taking a rotary motion, has not a dangerous tendency to break the gun. So far from his premises being correct the very reverse is the true state of the case. The elliptical bore is intended to give the ball a rotary motion, for in this motion of the ball upon its own axis consists the superiority of the gun over the ordinary cannon. It is a well known fact, that it is impossible to cast balls or bullets in such a way that one side will not be heavier than the other and it is also well known that the circumstance deflects the projectile from its right line.

With small arms this difficulty is overcome by the groove in the rifle barrel, which, being spiral, acts upon the soft substance of the leaden bullet, and gives it a rotary motion before leaving the muzzle of the rifle, which continues until the ball is stopped. By this means the heavy side is alternately turned in all directions, so that any tendency in one direction is immediately counterbalanced by a revolution of the bullet which changes the position of the heavy side and the result is the ball flies in a direct line. Now, however well this plan may answer for small arms and leaden balls, the groove is impracticable for cannon and cast iron balls, and it has long been a problem to discover some means of making rifle cannon.

The Lancaster gun professes to have accomplished this by means of an elliptical bore out of which is to be thrown an elliptical projectile, either shot or shell. Without plates we may not be able to make our readers understand our explanations, but we hope most of them will do so. The gun is large, because it is at a long range that its great precision of aim tells best over the common gun, and its appearance is that of an ordinary large cannon, except that the mouth instead of being circular, is elongated like an egg, having one axis longer than another. We will suppose that the mouth is the largest up and down—that is, that the longer axis is vertical, so that the flattened ball fitting it would stand on its edge; but the bore winds gradually from the mouth to the breech of the gun, so that when the ball is driven home to the proper position when the gun is loaded, it will have turned ¼ around, and will lie horizontally—that is at right angles to the longer axis of the mouth of the gun, and on its side. When the gun is fired the ball must make one revolution for every four lengths of the gun, and thereby counterbalance any imperfection in its shape which would otherwise deflect it. Several of these guns have burst. This is perhaps attributable to the fact that they are used at very long ranges, and were probably overloaded, although it is quite possible, and in fact probable, that forcing the ball to a rotary motion would increase the resistance offered so much as to increase the risk of bursting. Experience will soon test the question.

Discovery of Saline Water.—The Mt. Carmel *Register* is informed by a letter from S. R. Rowan, Esq., one of the company engaged in searching for strong salt water at the Old Saline Works in Saline county, Ills., that the operator lately struck a vein of "salt water equal to any in America—so strong that it will bear an egg—none better at Kanawha." It is the intention of the Company to have their salt works in full operation in a few weeks.

COPPER MINING IN EAST TENNESSEE.

The following extracts from a letter from Mr. Gilbert, President of the Isabella and Polk county copper mines of this State, addressed to Thomas J. Campbell, Esq., cashier of the Ocoee Bank at Cleveland, will be read with interest by the business community. No section of Tennessee—perhaps we might say, no section of the Southwest—is increasing so fast in population and wealth as the copper mining region of Tennessee.

Athens, Tenn., Dec. 6, 1854.

Thos. J. Campbell, Esq., Cash. Ocoee Bank.

Dear Sir: Related as your Bank is to the mining interests of East Tennessee, I have thought that a few statistics respecting that business in Ducktown, might not be uninteresting. During a short trip to the mines I picked up the following facts, to-wit: From the 1st to the 30th of November, the Tennessee Mine sent away about 140 tons; the Polk County Mine over 200 tons, and the Isabella Mine over 300 tons, teamster's weight, all rich ore, ranging from 22 to 30 per cent. copper. It may not be uninteresting to know that the Polk County Mine commenced work about the first of May last, and the Isabella Mine on the 23d of August a year ago. What the above mines did last month, they can continue to do. The Hiwassee and the London Mines sent away very considerable quantities of ore in November, but just how much I am unable to say. * * * * * * There was some $15,000 paid to teamsters last month for hauling away ores. There are some 500 teams employed in the service, beside many others employed at the mines in hauling logs, boards, feed, &c. It requires no small amount of feed to support 500 or 600 teams, of four to six head each, and I trust that after this season there will be no lack of feed near home, not for 600 teams only, but for 1,000 or 1,200 teams, as that number will probably be required another season.

The mines furnish a good cash market for every kind of produce from the farm, besides employment for hundreds of men, and many hundreds of teams. One farmer told me today, as I was coming from the mines, that notwithstanding he had a good crop this year, yet he could not feed all the teams now employed by the mines for a single night.

A railway from the mines to the East Tennessee and Georgia Railroad is all important, and if capitalists from abroad shall consent to aid in the construction of such a road, I trust that the citizens of Polk and Bradley counties will not be backward in coming up to their help. The benefits of a railway will not be confined to the mining interests, but will be felt by every farmer, mechanic, tradesman, and citizen within the district.

Begging your pardon for so lengthy a statement, I remain yours, most truly,

LYMAN W. GILBERT.

—*Nashville True Whig.*

The Great Salt Mines in the Mountains of Virginia.—The State of Virginia is moving in the great work of internal improvement, and is making a railroad that will reach the great salt mines of their mountains, and in a few years that salt will be distributed over the whole of the Eastern States—its superior quality will ensure for it a ready sale everywhere, for it is better worth one dollar per bushel for table use than any other salt that ever came to our market is worth twenty-five cents. It is a pure *chloride of sodium*, and will remain as dry as flour in any latitude from the equator to the pole.

This great salt is in a trough between two mountains, at an elevation of 1,882 feet above the level of the sea, and near the waters of the north fork of Holsten river, a tributary of the Tennessee river, and is near the rivers of the States of Kentucky, Tennessee and North Carolina, where these border on a southwestern point of the State of Virginia.

The fossil salt lies about 220 feet below the surface of the ground, and is encased in a vast deposit of gypsum.

About 10 years since, two boxes of geological specimens were sent to me from these mines and from the surrounding country. In repacking these into other boxes, some pieces of the fossil were put in a box with specimens of iron ore from the great iron ore beds of Northern New York, and remained in that connection until the present year. On being opened, the specimens were all in good order, the salt not having in the least corroded the iron, or produced any rust.

I have no doubt that deposit of salt resulted from volcanic action. New river the head of one of the tributaries of the Great Kanhawha river, is near this salt mine, and is undoubtedly the source of the saline supplies of the deep wells of Kanhawha, but in its course thither it undergoes a change, and when raised from the deep wells is found there to contain *bromine* in great abundance.

The Kanhawha Salines are among the wonders of the world; the salt water comes to the surface from a depth of two thousand feet, and is as cold as a northern blast in winter—thus exploding the theory that the heat increases in the earth *everywhere* as progress is made downward.

The gas which issues from these deep wells is in abundance sufficient to illuminate the entire Northern Hemisphere, and rises with a force that is sufficient to throw a cannon ball a considerable distance.

In the excavations made in the neighborhood of the salt mines of Virginia, the bones of the Behemoth are found of a size indicating an animal as large as the hull of a ship-of-the-line.

I have no doubt the table Salt of our market, will, in three years, be supplied by the Virginia Salt Mines, and even now, our grocers cannot do better than to send to the Salt Mines of Virginia for pure table salt for the supply of their customers who want a good article.

E. MERIAM.

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

CORRECTED TO WEDNESDAY OF EACH WEEK.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'D.	ASK'D.
Alabama and Tennessee	1st mortgage, convertible till 1872	7	1872		
Baltimore and Ohio	Transferable. Taxed	6	1885		
Do do	Coupons. Not Taxed	6	1875		
Do do	" "	6	1880		
Do do	"	7	1860		
Do do		6	1885		
Bellefontaine and Indiana	1st mortgage, convertible	6	1866		
Buffalo and Penn. State Line	1st mortgage, not convertible	7	1866		
Chicago and Rock Island	1st mortgage, convertible	7	1870	87	88
Chicago and Mississippi	1st " "	7	1862		
Do do	2d " "	7	1874		
Chicago and Aurora	1st " "	7	1866		
Cincinnati and Fort Wayne					
Cleveland, Columbus, and Cincinnati	1st mortgage, convertible	7	1859		
Do do do	No mortgage, convertible	7	1853		
Cleveland and Mahoning					
Cleveland, Painesville and Ashtabula	1st mortgage	7	1861		
Do do	2d " not convertible	7	1861		
Cleveland and Pittsburgh	1st " convertible	7	1860		
do do	1st " 2d sec. convertible	7	1873		
Cleveland and Toledo,	1st mort. not conv. '73	7	1863	72¼	
Cleveland, Zanesville, and Cincinnati					
Cincinnati, Hamilton and Dayton	1st mortgage " till 1855	7	1867		
do do do	2d mortgage	7	1868		80
Cincinnati, New Castle and Michigan	1st mortgage, real estate, convertible	10	5 & 10 y's		
Cincinnati Western	1st " " " "	10	5 & 10 y's		
Cincinnati, Wilmington and Zanesville	1st "	7	1862		
Cincinnati, Indianapolis and Chicago					
Columbus and Lake Erie					
Columbus, Piqua and Indiana	1st mortgage, convertible	7	1862		
Do do do	2d "		1852		
Columbus and Xenia	1st mortgage, convertible	7	1859		80
Covington and Lexington	2d " till 1862	7	1883		75
Do do	1st " not "	6	1862		
Dayton and Michigan	1st " "	7	1867		
Dayton and Western	1st " "	7	1862		
Dayton, Xenia and Belpro	1st "	10	1864		50
Eaton and Hamilton	1st mortgage	7	1862		60
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.	7	1862		
Evansville and Illinois	1st Mortgage, convertible 1857	7	1862		
Frankfort and Lexington	1st " "	6			
Franklin and Warren					
Galena and Chicago Union	Pledge of 2d section, convertible	10	1853-6		
Do do do	1st mort., 2d " not convertible	7	1862		
Illinois Central	1st mortgage, not convertible	6	1875	66¾	67
Illinois and Wisconsin		10			
Indiana Central	1st mortgage, convertible	7	1866	63½	75
Do do	" "	10	1857		80
Indianapolis and Bellefontaine	1st " "	7	1860-1		75
Indianapolis and Lafayette	" "	7	1861		
Jeffersonville	1st " not "	7	1861		
Junction (Ohio)	1st " "	7	1867		
Do do	2d " "	7			
Lawrenceburg and Upper Mississippi	1st mortgage, convertible	7	1866		75
La Crosso and Milwaukee		8	1864	82½	
Little Miami	1st mortgage, not convertible	6	1863		
Do	" " till 1855	7	1861		
Louisville and Nashville					
Lyons', Iowa, Central	1st mortgage, convertible	7	1873		
Mad River and Lake Erie	1st mortgage, convertible till 1855	7	1855-6		75
Do do	2d " "	7	1866		75
Do do	Dividend	7	1860		75
Madison and Indianapolis	1st mortgage, convertible after 1853	6	1861		
Marietta and Cincinnati	1st "	7	1868		
Do Do. } united	2d "				
Hillsborough and Cincinnati }	1st "				
Maysville and Big Sandy					
Maysville and Lexington	1st mortgage, convertible	6	1873		
Memphis and Charleston					
Michigan Central	No mortgage, convertible	8	1860		
Do do	" "	8	1855-6		
Do do	" not "	8	1857-8		
Michigan Southern	1st " "	7	1860-90	73	
Milwaukie and Mississippi	1st " " 1857	8	1862		
Mobile and Ohio	1st mortgage 6s. 1884				
Nashville and Chattanooga					
New Albany and Salem	mortgage on 1st section	10	1858-62		
Do do	1st " on other sections, convert.	8	1864-75		
New Castle and Richmond	1st " convertible	6	1873		
New York Central				83¼	85
New York and Erie	1st mortgage, not convertible	7	1867		
Do do	2d " convertible	7	1871	70¼	
Do do	Income, not convertible	7	1855	100	
Northern Cross, Ill	1st mort. conv	8	1873		
Northern Indiana	1st mortgage, not convertible	7	1861		
Do do	1st mortgage Goshen line		1868	74	75
Do do	Construction Bonds			75	75
Ohio Central	1st mortgage, convertible	7	1861-69		
Ohio and Mississippi	2d " convertible	7	1880	62¼	75
Ohio and Indiana	1st " "	7	1867		
Ohio and Pennsylvania	" "	7	1865-6		
Do do	Income. No mortgage, convertible	7	1872		
Pacific, Mo					
Panama	1st mortgage, convertible	7	1866	78	
Parkersburgh (or Northwestern Va.)	" Guar. City of Baltimore	7	1873		
Pennsylvania	1st mortgage, convertible till 1860	6	1880		
Peru and Indianapolis	1st " convertible	7			
Rock River Valley Union	1st " convertible	7	1872		
Sandusky and Mansfield	1st "	7	1860		
Do do	2d "	10	1853-7		
Scioto and Hocking Valley	1st " conv. coupons	7	1861		
Southwestern, Tennessee					
Springfield and Columbus					
Steubenville and Indiana	1st mortgage, convertible	7	1865		
Terre Haute and Alton	1st " convertible		1862-72		
Do do	2d " do	8	1865		
Terre Haute and Richmond	1st mortgage, convertible	6	1866		
Toledo, Norwalk and Cleveland	1st "	7	1863	77¼	
Do do do	2d "				
Do do do	" Guar of C. C. & C.		1883		

TABLES OF RAILROAD SHARES.

☞ The following quotations are not PER SHARE, but upon the HUNDRED DOLLARS.

	shares.	off'd.	ask'd.
Baltimore and Ohio	100	44	44
Bellefontaine and Delaware	50		
Bellefontaine and Indiana	50		
Belleville and Illinoistown			
Buffalo and Pennsylvania State Line			
Central Military Tract			
Central Ohio	50	74½	
Chicago and Rock Island		73	
Chicago & Miss., (Alton & Springf'd.)			
Cincinnati, Cambridge and Chicago			
Cincinnati and Fort Wayne		10	
Cincinnati Hamilton and Dayton	100	62	70
Cincinnati, Indianapolis and Chicago			
Cincinnati, Logansport and Chicago	50	6	10
Cincinnati Western	50	10	20
Cin. Wilmington and Zanesville	50	40	45
Cleveland, Columbus and Cin	100	95½	94
Cleveland, Medina and Tuscarawas			
Cleveland, Painesville and Ashtabula	100		
Cleveland and Pittsburgh	50		40
Cleveland and Mahoning			
Cleveland and Toledo	50	55	57
Cleveland, Zanesville, and Cincinnati			
ClintonLino			
Columbus and Lake Erie			
Columbus, Piqua and Indiana			
Columbus and Xenia		81	
Covington and Lexington	50	32½	40
Covington and Ohio, Va			
Dayton and Michigan	50		
Dayton and Western	50	12	
Dayton Short Line	50		
Dayton, Xenia and Belpre			
Detroit and Pontiac			
Eaton and Hamilton	25		
Eaton and Piqua			
Erie and Northeast			
Erie and Kalamazoo			
Evansville and Crawfordsville			
Fort Wayne and Mississippi	50		
Fort Wayne and Southern	25	10	
Franklin and Warren			
Galena and Chicago Union	100	93	95
Greenville and Miami	50	16	
Hannibal and St. Joseph			
Harlem,		28½	
Hudson River		32¼	35
Henderson and Nashville			
Hillsboro' and Cincinnati	50	25	
Illinois Central 10 per cent	100	93	93
Illinois and Wisconsin			
Indiana Central	50	91	
Do do 10 per cent	50		
Indianapolis and Bellefontaine	25		
Indianapolis and Cincinnati	50	45	50
Indianapolis and Lafayette	50		
Jeffersonville and Indianapolis	50		
Junction (Ohio)	50	10	
La Crosse and Milwaukie	100		
Lake Erie, Wabash and St. Louis			
Lawrenceburg and Upper Mississippi	50		
Lexington and Frankfort			
Lexington and Danville			
Little Miami	50	92	95
Logansport and Pacific			
Logansport and Marion			
Louisville and Frankfort	50		
Louisville and Nashville	100		
Macon, Georgia	10		
Mad River and Lake Erie	50	38	40
Madison and Indianapolis	50		—
Madison, Indianapolis and Peru	50	23	
Marietta and Cincinnati	50		
Marion and Mississinewa Valley			
Maysville and Lexington	50		
Maysville and Big Sandy			
Memphis and Charleston			
Michigan Central		82½	83
Michigan Southern		79¼	82
Milwaukie and Mississippi			
Mobile and Ohio			
Nashville and Chattanooga			
New Albany and Salem	50		
New Orleans and Ohio			
New York Central		83¼	86
New York and Erie	100	39	40
Northern Indiana		80	81
Ohio and Indiana			
Ohio and Mississippi	50	41	50
Ohio and Pennsylvania	50		85
Ohio River and Wabash			
Pacific, Mo			
Panama		75¼	
Parkersburg, or Northwestern Va			
Pennsylvania	50	42	42¾
Peru and Indianapolis	25	81½	82½
Sandusky and Mansfield	50		
Sandusky, Mansfield, and Newark	50		
Reading		36	36¼
Scioto and Hocking Valley	50		
Southwestern Indiana			
Southwestern, Tenn			
Springfiled Mt. Vernon and Pittsb'gh.	50		
Springfield and Columbus			
Steubenville and Indiana			
Terre Haute and Alton			
Terre Haute and Richmond			
Toledo and Illinois			
Toledo, Norwalk and Cleveland	5		

STOCK TABLE.

CORRECTED WEEKLY.

Government Securities.

	INT.	DUE.	OFF'D.	ASK'D.
U. S. Loan	6	1856	102¼	105
Do	6	1862	112	114
Do	6	1867	115¼	116
Do	6	1868	115¼	116
Do (int. ceased July 1).	5	1853		102
Do Coupons		1862		118
Do "	6	1867		118
Do "		1853		101

State.

Alahama	5	....		
Do	6	....		
Arkansas	6	....		96
Georgia	6	....	90	95
Do	7	....		
Illinois Canal Bonds		1860		
Do do registered		1860		
Do do		1847		
Do do registered		1847		
Do do Internal Impt.	6	1847		82½
Do Interest do	6	....		60
ndiana	5	....	75¼	78
Do	2½	....	47	50
Do Canal Loan	6	....		
Do do preferred	5	....		
Do do deferred	5	....		
Do special preferred	5	....		
Do do deferred	5	....		
Kentucky, 30 years	6	1871	95½	
Do 15 years	6	....		
Do large bonds	6	1869-72		
Do	5	....		
Missouri,	6	....	83	100
Ohio	6	1856	93	
Do	6	1860	96¼	98
Do	6	1870		
Do	6	1875	97	
Do	5	1855		
Do	5	1864		
Pennsylvania	6	....		
Do	5	1870	83	84
Tennessee, new loan	6	1890		90
Do Coupons	5	....		
Virginia Coupons	6	1886	96	97

City Securities.

Albany	6	1871-81		97½
Allegheny	6	1875-7		77
Baltimore	6	1870-90	91½	92
Do	5	1865		
Boston Bonds	4½	1860		
Chicago	6	1873-7	92½	95
Cleveland	6	1879	101¾	102¼
Cincinnati	6	1860-92	89¾	90½
Do	6	1897		
Do	5	1884		
Do W. W	6	1865		
Jeffersonville, Indiana	7	1872-82		
Lawrenceburgh, Ia	7	....		
Louisville	6	1880	84	89
Memphis	6	1882		
New York	7	1857	100½	
Do	5	1858-60	96	98
Do	5	1870-5	100	
Do	5	1890		
Philadelphia	6	1876-90	81½	85
Pittsburgh	6	1869-78	75¼	76½
Do coupons	6	1883		
Richmond	6	1882		
St. Louis	6	1870	79	80
Wheeling	6	1872		

County Bonds.

Bourbon, Ky	6	1881		
Darke, O	7	....		
Fairfield, O	7	1862		
Fayette, Ky	6	1881-3	70	72½
Guernsey, O	7	1862		
Mason, Ky	6	1881	67	66½
McCraken co. Ky., endorsed by New Orleans and Ohio R.R.				
St. Louis	6	1866	76	77
Do	7	1871		

Banks.

OHIO.

Ohio Life Insurance and Trust Co	75
Lafayette, Cincinnati, (closing)	
Frauklin do	
Commercial do	
Mech. & Traders do	
State Branches	

KENTUCKY.

Bank of Kentucky and Branchcs
Northern, and Branches
Southern, and Branches
Bank of Louisvillo
Kentucky Trust Co
Farmers' Bank of Kentucky
Newport Safety Fund Bank
Commercial Bank of Kentucky

INDIANA.

State Bank and Branches

TENNESSEE.

State Bank and Branches
Union
Planters'

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g.
On New York	Sight	½	1 prem.
Boston	Slght	½	1 prem.
Pailad[illegible]ia	Sight	[illegible]	1 prem.
Baltimore	Sight	½	1 prem.
New Orleans	Sight		1 prem.
England		108¼	109½.

SPECIE.

GOLD.

California, ℔ oz	$17 50	@	$17 65
Spanish Doubloons	16 50	@	16 60
Patriot Doubloons	15 60	@	15 80
Sovereigns	4 85	@	4 87
Guineas	5 00	@	5 00
American, new	1 00	@	1 01
American, old	1 06	@	
Portuguese	1 00	@	1 01

SILVER.

American Dollars	1 04	@	1 04
American, halves	1 04	@	1 04
Spanish Dollars	1 00	@	1 00
Spanish Quarters	1 02	@	1 03
Mexican Dollars	1 05	@	1 05
Fivo Franc pieces	95	@	96

LAND WARRANTS.

	Off'd.	Ask'd
160 acre warrants	$178	
80 acre warrants	89	
40 acrew arrants	44½	

CINCINNATI STOCK SALES.

AT THE STOCK BOARD,

MERCHANTS' EXCHANGE

And at Private Sale.

BY HEWSON & HOLMES.

For one week ending January 3rd, 1855.

75	Shares	Bellefontaine & Indiana R. R.		$37 50
50	"	Central Ohio	"	55 00
15	"	Cincin. Ham. & Dayton	"	65 00
200	"	Cincinnati & Ohicago	"	6 25
100	"	Cincin. Wil. & Zanesville	"	32 50
20	"	Col. & Xenia	"	83 00
118	"	Covington & Lexington	"	29 25
40	"	Dayton & Weston	"	15 00
100	"	Greenville & Miami	"	20 00
60	"	Hillsboro & Cincinnati	"	2 . 00
35	"	Indiana Central	"	40 00
62	"	Indianapolis & Cincinnati	"	42 50
190	"	Junction Indiana	"	7 25
28	"	Little Miami	"	85 00
240	"	Ohio & Mlssissippi	"	35 00

Monetary and Commercial.

Since the dato of our last issue, the most interesting feature that has occurred, is the rise in the Ohio. We have alroady noticed the large quantity of manufactured articles that were waiting shipment and the prospect of immediate returns in the shape of remittances aud drafts. These anticipations have been realized, and a gradual improvement in the aspect of the commercial world may he looked for. The levee presents a scene of greater activity, than at any period during the last six months. It is to be hoped that our city will not be subject to these caprices for many years to come. As our railroad connections are extended to the South-West, they will gradually supersede the necessity of a high river, and tend to equalize the husiness of the year. Such, at least, has been the effects of railroads elsewhere. In the discount market, we have nothing new to add. Before the first there was noticed but little demand for loan, the holiday week being generally dull. Since the first, there has been much inquiry for money; the opening of navigation furnishing facilities for extending husiness transactions, and consequently the wants of the merchants and shippers were increased. We quote a few loans in the regular way at from 10 to 15 per cent. per annum; outside rates well maintained at 1½ to 3 per cent. per month.

Exchange is huying at ahout ½ per cent. premium, and selling at one per cent. on New York aud the East. New Orleans is selling at ½ to 1 per cent. Gold is dull at 1¼ per cent. and scarce, the excess over exchange, is prohahly due to the small supply in the market.

Uncurrent funds are improving. The action of the Convcution of specie paying banks of Indiana, having, undoubtedly, done much toward reviving confidence. Indiana notes are now divided into three classes, State Bank aud Branches bankable, Specie Paying Free Banks at from 4 to 8 per cent. discount, and Non-Specie Paying, good Free Banks at from 15 to 30 per cent. discount.

In stocks we hear of transactions at widely different prices, indicating that there are still parties whose necessities demand a sacrifice, and others who seek investment. There is no douht but that stocks must increase in value, till a price commensurate with the income which they pay is reached.

Advices from the east give some encouragement. Up to Dec. 30th, money is quoted easier, and the market hetter supplied; loans are not so difficult of negotiation, and rates of interest have declined. The larger hanks are extending facilities to customers, when ahility is undoubted.

Specio is more plentiful and shipment to Europe have entirely ceased, while the receipts from California continue to flow in.

There are to be paid in New York, immediately, subsequent to the first, $5,000,000 in the shape of dividends and interest due on railroad, city and county honds, and it is a gratifying fact that these have been provided for at an early date. The *Gazette* says: "The paymeuts to be made by Winslow, Lanier & Co., include the following:—Bonds of the State of Indiana, issued in 1854, for banking purposes; Bonds of the city of Chillicothe, issued to the Marietta Railroad Company; Bonds of the City of Wheeling, issued to the same: Bonds on the city of New Albany, Ind., issued to the New Albany and Salem R. R.; Bonds of the City of Covington, Ky., issued to the Covington and Lexington Railroad.; Bonds of Franklin Co., O., issued to the C. C. and Cincinnati R. R., and to the Xenia and Columbus R. R.; Bonds of Greene county, O., issued to the Xenia and Columbus R. R.; Bonds of Stark co., O., issued to the Pennsylvania and Ohio R. R.: Bonds of Richland county, O., issued to the same road; Ross county, O., bonds issued to the Marietta R. R.; Athens county, O., bonds to the same road; Van Wert, county O., bonds to the Ohio and Indiana R. R; Allen county, O., Alleu county, Ia., and Crawford county, O., bonds, all issued to the Ohio and Indiana R. R.; Ohio and Pennsylvania Railroad Mortgage bonds; Fort Wayne and Chicago Railroad Company; Bonds of Dayton and Michigan Railroad Company; Bonds of Bellefontaine and Indiana Railroad Company; Bonds of Bellefoutaine and Indianapolis Railroad Company.

Duncan, Sherman & Co., day the interest on first mortgage bonds of Ohio aud Miss. Railroad, and second do. do. western division; also on bonds of State of Mo. to the Pacific Railroad Company.

Atwood, Dunlevy & Co., pay the interest on the Milwaukie aud Miss. Railroad Co. honds. Milwankie city do; Columbus, Piqua and Indiana Railroad Company do; Muskingum Company honds; Central Ohio Railroad, city of Zanesville do; do, do, to Cincinnati, W. & Z. Railroad, and same for schools. Fayette Connty O., Bonds, for C. W. & Z. R. R. Company.

There is a favorable change iu the stock market, occasioned partly by the foreign advices, and partly the promptness in providing for the coupons.

Foreign Exchange continues heavy, and rates are declining. Drafts on mercantile houses are sold at 105 to 106¼ and hankers' checks at 107 to 107¾.

Sales hy A. H. Nicolay, Decemher 30th.

$25000	Ohio & Miss. 2nd Mort. 7 per cent. (& int.)		$63 00
5000	Junction	" " " " "	60 00
13000	N. Jersey Cen. 1st	" "	90 00
1500	N. York & Har.	" " "	69 50
8000	Clevelaud & Toledo '64		99 50
1000	Cleveland & Pittsburgh 7 per. cent.	"	51 38

Sales at the New York Stock Board, Dec. 30.

$18000	Virginia 6's		$97 00
15000	Illinois Central		b. 60 67 00
3000	Chic. & Rock Island		87 00
3000	N. York Central		83 50
100	Shares	New York Central	83 75
200	"	Erie	39 75
800	"	Reading	72 25
17	"	Mich Central	80 00
15	"	Galena and Chicago	90 50

Louisville Canal.—Why, in the name of common sense, does not the Government make the Louisville Canal what it ought to be? Large boats above can neither go through the Canal, nor over the Falls.

GRAND TRUNK RAILWAY OF CANADA.

AUDIT OFFICE,
Montreal, Dec. 14, 1854.

BUSINESS ON THE GRAND TRUNK RAILWAY.—Return of the Traffic fur the week ending Saturday, the 2d inst., 1854.

No.	4866½	passengers first class....	4244	01
No.	989½	do second do	617	83
No.	6044	tons merchandize.....	1125	18
No.	508753	feet of lumber.....	2052	27
No.	558	cords of fire wood.....	812	33
		Mails, &c.....	818	88
		Total	$20571	00
		Do Currency,.....	£5,143	13 0
		Miles open.....		292

COMPARATIVE STATEMENT.

1854.	Week ending Dec. 3.....	£5143	13	0
1853.	Week ending Dec. 2,.....	2367	12	3½
	Increase,.....	£2776	0	8½
	Total receipts for current half year commencing July 1, up to week ending Dec. 2, 1854,.....	£106,617	11	12

JAMES HARDMAN,
—*Com. Adv. Mont.*] Auditor.

GREAT WESTERN RAILWAY.

AUDIT OFFICE,
Hamilton, 9th December, 1854.

Amount of Traffic on the Great Western Railway for the Week ending the 2d December, 1854.

Passengers,.....	£3,242	18	9
Freight,.....	1,125	11	6
Sundries,.....	302	6	11½
Total for the week,.....	£4,670	17	2½
Amount of previous receipts, ...	134,189	13	6½
Total receipts since the 1st Aug,.....	138,860	10	8½

No. of Passengers for week,.....	6,567
No. of Passengers previously,.....	199,643
Total No. of Passengers since the 1st Aug.	206,210
No. of miles open,.....	241

GEORGE DARTNELL.

CLEVELAND AND TOLEDO RAILROAD.—We have been furnished with the official statement of the earnings of the Cleveland aud Toledo Railroad.

Earnings for	October, 1853, ...		$59,608.70
Do.	Nov. "		$60,730 20
Do.	October, 1854,.....		$85,745.13
Do.	Nov. "		$77,751.40
Do.	1st week Dec. "		$16,335
Do.	2d do "		$15,142
Do.	3d do "		$18,022

A large amount of pork, beef, flour and wheat passing Eastward from the West.—*Cleveland Herald, Dec.* 27.

CHICAGO AND AURORA RAILROAD.—The earnings of the Chicago and Aurora Railruad to November were as follows:

Passengers,.....	$11,902	32
Freight,.....	25,191	05
Total, ...	$36,896	37

STEAMBOATS IN PITTSBURG.—The Pittsburg *Commercial* has a table of the steamboats registered in that city, for the year ending August, 1854. The number is 61 steamboats, 11,156.17-95 tons; 23 smuller crafts 620.31-48 tons—making a total of 11,776.48-95 tons. For the year to the 1st of December, 68 steamboats registering 13,798.29-95 tons, 23 smaller crafs 620.60-95—making a total for eleven months of 14,418.70-95 tons. The Pittsburg paper publishes this to correct a table giving the amount of steamboat building in the various cities, which entirely excludes Pittsburg.

CANNEL COAL.

Mr. G. A. Vincent has placed upon our table a good specimen of this coal, dug frum his farm in Meigsville township. He says the vein is from twelve to fifteen inches thick, at the surface in the bank of a small stream, and it rests on a small vein of bituminous coal. This coal burns with but little smoke, makes a better light, lasts longer, and leaves less ashes than the coal in ordinary use. It would be especially valuable for cuoking stoves.

Mr. Johnson informed us whilst making a survey of our county for his map, he found good specimens of this coal in Centre township. This furnishes good evidence of the natural resources of the county which it will require time to develop.—*Morgan Herald.*

This is probably a continuation of the deposit mentioned in No. 94 of the Record as having been found below Newark and tested in Boston for making carburetted hydrogen gas. It is an exceedingly valuable mineral and will undoubtedly be a source of great profit.

GALENA AND CHICAGO UNION RAILROAD.—At a meeting of the Board of Directors of the G. & C. U. R. R. on Tuesday last, Flavel Mosely, Esq., was elected a Director of the Company, to fill the place made vacant by the late Jas. H. Cullins, Esq. The appointment will give general satisfactiun, as Mr. Mosely has both the leisure and the disposition to attend to the interests of the Company. They could not have been committed to safer or better hands.—*Chicago Democratic Press.*

FREMONT AND INDIANA RAILROAD.

The Fremont and Indiana Railroad appears, from all accounts tu be progressing finely. The Fremont *Democrat* referring to the work, thinks the track will be ready for the iron, from Fremont to Findlay, by the 1st day of April next. It says very little work remains to be done between these two places, and the estimated cost of completing the ruad ready for the iron, is between $5,000 and $6,000. We quote further from the *Democrat:*

"If no unlooked for stringency in the money market should occur, the iron will be purchased in time to lay the track to Findlay by next fall. The road once open to Findlay, will, by its earnings, materially assist in constructing the balance of the line.

"It is thought, that if times are not unusually hard next summer, the track as far as St. Mary's, embracing a distance of eighty-eight miles, can be made ready for the irun by Autumn uf 1855. Messrs. Shoemaker & Co., who have the contract between Lima and St. Mary's, we learn intend commencing operations next month.

"The outlays of the company during the present year, including construction and engineering account, right of way, and incidental expenses, amount tu about $130,000. About $85,000 of this sum was expended in construction alone. These figures will show that, although there has not been much noise made about the matter, the Fremont and Indiana Railroad has been making first rate prugress during the past year.

"We record this with feelings of pleasure, and trust that the contemplated Sandusky and Fremont road will meet the Fremont and Indiana line upon its first opening."

SOUTHERN WISCONSIN R. R.—The Milwaukie *Sentinel* publishes a report of Mr. E. D. Clinton, of the result of his canvassing tour through the Southern Counties, for subscription to the stock of the Southern Wisconsin Railroad. We extract the following from Mr. Clinton's report:

"The amount of Stock Subscriptions to the M. & M. R. R., on the line between the city of Janesville and Mississippi river, at the date of my first report, was a little short of half a million of dollars. The amount now upon the books, every dollar of which is believed tu be of the most available character, is $950,300, a very large propurtion of which is "farm mortgages." To this amount may safely be added $50,000 from men who are only waiting for an opportunity to subscribe.

In addition to the above amount, the Committee appointed at a meeting uf the citizens of Dubuque held on the 19th inst., pledged to me at least $100,000 of individual cash subscriptions, and at least $300,000 of the Bonds of the city.

The amount now specially appropriated to the construction of thut line of road is as follows, viz:

By Bonds of Milwaukie City,.....	$400,000
" " Janesville City,.....	150,000
" " Dubuque, (pledged)	300,000
New Stock subscribed,.....	950,300
Pledged at Dubuque,.....	100,000
Old Stock subscribed to S. W. R. R.....	30,000
Total,.....	$1,930,300

At Shullsburg, New Diggings, Benton, Jamestown, we had the hearty co-operation of Messrs. Griffith, Townsend, Judge Knuwlton, Earnest, Murphy, and others, who took hold with a determined will. At Shullsburg, aided by such men as I have mentioned, we took in a single day a subscription of $127,000—the largest amount subscribed in any one day on the whole line."

TO RAILROADS AND CONTRACTORS.

HORSE POWERS.—The undersigned being agents for the sale of R. H. Pease formerly Emery & Co.'s Horse Powers, are prepared to furnish them to order. They occupy little room and do their work effectually. T. WRIGHTSON & CO.

GAS.

AUBIN'S PATENT.—We are agents for this new and improved furnace, and having had one in operation at our office for several months past, can confidently recommend it as being simple in its operation, occupying little room and furnishing a pure and beautiful burning gas. From the peculiar arrangement of the retort it is not liable to *burn out*, thus saving a great part of the expensive repairs of other furnaces. We are prepared to erect these furnaces at our own risk and warrant them to produce good gas.

T. WRIGHTSON & CO.,
167 Walnut-st., Cin'ti.

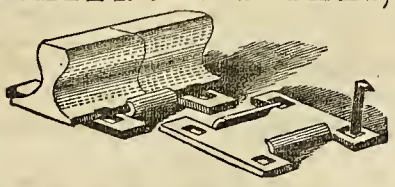
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PLATFORM SCALES.



WE ARE AGENTS FOR DURYEE & FORSYTH'S UNRIVALLED PLATFORM SCALES, FIRE PROOF SAFES, TRUCKS, LETTER PRESSES, AND SUGAR MILLS.

We deem it unnecessary for us to say a word in their commendation, as their reputation for accuracy, adaptation, and durability, is too well known to require it. HEWSON & HOLMES,
dec27 83 and 85 Walnut-Street.

RAILROAD SPIKES,



WROUGHT IRON

Chairs and Fastenings.

THE undersigned will continue to manufacture with increased facilities, HOOK & FLATHEAD R. R. SPIKES, of all Patterns, WROUGHT and CAST CHAIRS, and FASTENINGS, BOILER RIVETS, BOLTS, SHIP and BOAT SPIKES, &c., &c.

The best quality of refined iron is used, and all orders filled with despatch. J. HOPKINSON SMITH,
No. 25, South Charles st.

☞ Please direct the name in full.
Baltimore, August 31–†

ADRIAN H. MULLER & CO.

AUCTIONEERS

Of the City of New York.

Hold their regular Auction Sales of Stocks, Bonds and other Securities every Wednesday at 12½ o'clock, at the Merchants' Exchange. They would respectfully tender their services in the negotiation of the same, either at private or public sale.

Office, No. 2, Pine Street, corner of Broadway, Metropolitan Bank Building.

REFERENCES BY PERMISSION:

Moses Taylor, Esq.; W. W. DeForest, Esq.; Geo. S. Robius, Esq.; Dow D. Williamson, Esq., Pres. Farmors' Loan and Trust Co.; Wm. F. Hayemeyer, Esq., Pres. Bank North America; Edward Whitehouse, Esq.; Messrs. Camman & Co.; Messrs. Carpenter & Vormilye; Messrs. Fisher, Denny & Co.; Mossrs. Wm. & Jno. O'Brien; Messrs. Week, & Co. mh96*

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Locomotives, Cars, Car-Wheels, and Axles, Ames' Tire and Crank Axles, Chairs and Spikes, Locomotive Head Lights, (of several makers) Car, Conductor's, Signal, Switch, Stoker and other Lanterns. Drawbridge and cross Road signal Lights; Gum Packing and Hose, assorted Car Trimmings, Enameled head and seat Linings, Plated and White Metal Letters.

—ALSO—

Machinists' Tools, particularly adapted to Railroad Work, Mill Work, Shafting and Shop outfits, Punching and Shearing Machines, for Boiler Work; Planers, Lathes, Drills, Portable Forges, etc., etc. Oak-Tanned Belting, of superior quality of all sizes. jy.1f3.

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141 Main St., Cincinnati, Ohio.

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CINCINNATI STOCK SALES.

HEWSON & HOLMES,

Have constantly on hand and for sale at the Stock Board, Merchant's Exchange, and at private sale, Railroad, Bank, and Insurance Stock, and Railroad Bonds.

Regular sales at Stock Board on Wednesday and Saturday of each week.

FOR SALE.

Bellefontaine and Indiana Railroad Stock.
Central Ohio Railroad Stock.
Cincinnati, Hamilton and Dayton Railroad Stock.
Cincinnati and Chicago Railroad Stock.
Cincinnati, Wilmington & Zanesville Stock.
Columbus, Piqua & Indiana Stock and Bonds.
Columbus & Xenia Stock.
Covington & Lexington Stock and Bonds.
Eaton & Hamilton Stock.
Fort Wayne & Southern Stock.
Greenville & Miami Stock.
Hillsboro' & Cincinnati Stock.
Indiana Central Stock.
Indianapolis & Cincinnati Stock.
Junction (Indiana) Stock.
Little Miami Stock.
Mad River & Lake Erie Stock.
Madison, Indianapolis & Peru Stock.
Marietta & Cincinnati Stock.
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In quantities varying from 10 to 50 Shares.
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THE subscriber is prepared to make contracts to sell at auction any class of property that may offer on reasonable terms. ISAAC OSBORN DAVIS.

FOR SALE.—At the financial Agency and Stock Exchange, No. 38 Third street, the following Stocks and Bonds, viz.

$6,000 2d mortgage 7 per cent. Bonds Ohio and Mississippi Railroad Company
$6,000 1st mortgage 6 per cent. Bonds Covington and Lexington Railroad Company
$17,000 convertible 6 per cent. Bonds Covington and Lexington Railroad Company, redeemable Sept. 1st. 1872. guaranteed by the city of Covington
$5,000 first mortgage Bonds Little Miami Railroad Company
$10,000 1st mortgage 7 per cent. Bonds Columbus, Piqua and Indiana Railroad Company
$5,000 1st mortgage Bonds Cincinnati, Wilmington and Zanesville Railroad Company
$12,000 Bonds Springfield, Mt. Vernon and Pittsburgh Railroad Company
$20,000 second mortgage Bonds Maysville and Lexington Railroad Company
$10,000 1st mortgage 7 per cent. Bonds Scioto and Hocking Valley Railroad Company
$12,000 1st mortgage 10 per cent. Bonds Dayton, Xenia and Belpre Railroad Company.

RAILROAD STOCKS.

100 Shares Little Miami Railroad Stock; shares $50.
85 Shares Cincinnati, Hamilton and Dayton Railroad Stock; shares $100.
70 Shares Covington and Lexington Railroad Stock. shares $50.
80 Shares Ohio and Mississippi Railroad Stock; shares $50
17 shares Little Miami Railroad Stock, Shares $50.
150 Shares Cincinnati and Chicago Railroad Stock; shares $50.
25 Shares Ohio and Mississippi Railroad Stock; shares $50.
18 shares Eaton and Hamilton Railroad Stock; shares $25.
175 shares Cincinnati, Wilmington and Zanesville Railroad Stock; shares $50.
30 Shares Cincinnati and Indianapolis Railroad Stock; shares $50
50 shares Fort Wayne and Southern Railroad Stock; shares $50.
50 Shares New Albany and Salem Railroad Stock; shares $50.
40 shares Eaton and Hamilton Railroad Stock; shares $25
30 shares Southern Bank of Kentucky Stock; shares $100.
15 shares Kentucky Trust Co. Bank Stock; shares $100.

oct 12–tf ISAAC OSBORN DAVIS.

Locomotive for Sale.

ONE 8 wheel, 16 ton Engine, Cylinder 13 by 20, 4½ feet driving wheels, 2 pair drivers connected, and truck. Tender holding about 1400 gallons.

The Engine is in good condition; manufactured by Rogers, Ketchum & Grosvenor, Patterson, N. J.

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BEGGS & SMITH,

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HAVE received from Mr. Simon Willard, Boston, Agent for the United States, the sole and exclusive agency for the sale of **CHARLES FRODSHAM'S** NEW SERIES OF IMPROVED CHRONOMETER WATCHES, in the states of Ohio, Indiana, Illinois, Michigan, Iowa, Wisconsin, Missouri, Kentucky and Tennessee.

In the Watches of the New Series, Mr. FRODSHAM has succeeded by a more perfect method of compensation, a more correct adjustment in isochronism, and an entirely new and peculiar construction of the train, by which more power is obtained without increase of size, in producing timekeepers of wonderful and unrivalled accuracy. The great importance of the improved watches is a perfect regularity of time under every variety of climate, motion and position. So perfect are the adjustments, that the most violent exercise, such as horseback riding, jumping, etc., produces on them no sensible effect They are therefore, particularly adapted to Railroad purposes.

Liberty is given to refer to the following gentlemen, who, among many others, have proved the excellence of Charles Frodsham's Watches as timekeepers:

Gen. John S. Tyler		Massachusetts
John E. Thayer, Esq.		"
Enoch Train	"	"
E. C. Bates,	"	"
F. W. Thayer,	"	"
Wm. Whiting,	"	"
Geo. M. Thacher,	"	"
David Dyer,	"	"
Alvin Adams,	"	"
Billings Briggs,	"	"
David Weld,	"	"
Hon. Ebenezer Lane,		Sandusky.
E. F. Osborne, Esq.		Ohio.

The Prices of the New Series Gold Cases, are According to Size, viz:

SIZE 12	
" 14	$220
" 16	
" 18	250
" 20	275
" 22	300

Recommendations:

Boston, Sept. 3, 1853.

The Compensated Lever Watch I purchased of you, made by Charles Frodsham, London, No. 7300, has varied but thirty seconds from mean time in six months, by actual daily comparison with your regulator.

Yours, &c., ALVIN ADAMS.
Mr. Simon Willard.

Boston, Feb. 4, 1854.

Mr. S. Willard Dear Sir—The Frodsham watch, No. 7557, I purchased of you last October, has performed wonderfully well. I have compared it almost daily by your Astronomical clock, and its variations for ninety days is but one second, or a loss of but one-hundredth of a second per day. I consider it better than any Marine Chronometer I ever used.

Yours truly,
FISHER A. NEWELL,
Late master of Sch., Honolulu.

Sandusky, Ohio. Jan. 1, 1854.

Mr. S. Willard, Dear Sir—More than six months ago I purchased of you two of Frodsham's best watches—up to this time, one of them, No. 7571, has altered from mean time but twenty-seven seconds, and the other, No. 7517, but twenty-three seconds in the same period.

Yours, respectfully.
E. F. OSBORNE.

To Mr. Simon Willard.

Gentlemen—On the 1st of April last I procured from Mr Willard, of Boston, one of Frodsham's improved series of watches. It was regulated and set to Cincinnati time. It has not, in that period, been suffered to run down, nor have the hands been moved, and to day it is 20 seconds only slow. Respectfully yours,

HENRY O. AMES,
Sup,t Cin. Ham. & Dayton Railroad.

August 18, 1854.

To Messrs. Beggs & Smith.

The following is an extract from a letter of William Brown, Esq., Springfield, Ohio, engineer on the M. R. & L. E. R. R., who has personally kept the rate of several of Frodsham's watches.

"Finally from what I have known of Frodsham's watches, I am very strongly impressed with the idea, that they are a decided improvement on all other timekeepers, and were they set in gimballs and used with the same care, I think their performance would equal that of Mr. Frodsham's celebrated box chronometer, and would answer the same purpose for determining longitudes."

Sept. 21-6*



(On Baltimore & Ohio Railroad, midway between Baltimore and the Ohio River.)

MANUFACTURERS of *Engine Lathes, Planing Machines, Drill Presses, Hand Lathes, and other Machinists Tools.* These tools are built in a superior manner, from the very best materials, and are particularly adapted for railroad shops and all others repairing first rate machinery. Our location is very advantageous for shipping work to the West or South. Orders and communications receive prompt attention. Address

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Oct. 13-tf.

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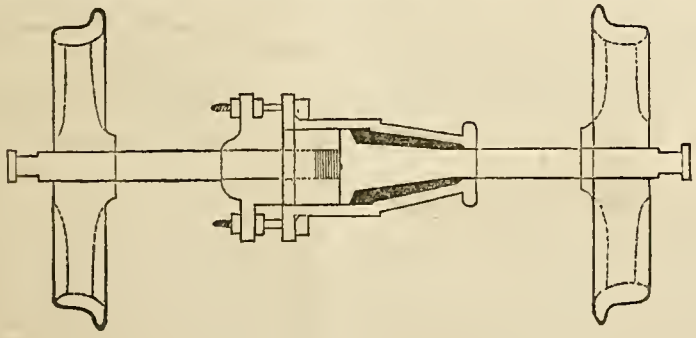
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from the foundry of L. JOHNSON & CO., of Philadelphia, and will furnish to order PRINTING MATERIALS OF EVERY KIND,

AT THE FOUNDRY PRICES.

C. F. O'DRISCOLL,
No. 167 Walnut Street,
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DENNEY'S DIVIDED CAR AXLE.



PATENTED JANUARY 31ST, 1854.

THE ATTENTION OF RAILROAD COMPANIES is respectfully invited to an examination of the merits of this valuable invention, which offers to add largely to the safety of life and property.

The valuable features of this arrangement of axle are, a saving of full fifty per cent. in motive power on crooked roads: the rails are protected from being destroyed by the flanges of the wheels coming in contact with them on the curves, as is the case with the stiff or rigid axle, which not only destroys the rail but puts a constant strain upon the wheel and axle, causing the wheel on the inner rail to trip or revolve upon the rail under the weight of the car and its load, while the opposite wheel is traversing its greater distance; the tendency of which, is to wear the wheel flat, and cause it, or the axle, to break sooner or later. There is less danger of the car leaving the track from its having become spread.

Axles fitted in this way do not require to be near so large, and yet contain more strength than the common axle, for the reason that the liberty given to the wheels, which allows them to accommodate themselves to the curvatures of the road, removes wholly the strain thrown upon the ordinary axle; and therefore, it requires no more strength of iron at any point between the wheels, than is contained in the bearings, which in the ordinary axle, is not more than one-third of the strength of the other portions of the axle.

The elongated bearing which forms the connection is so proportioned as not to wedge or become tight in the alloy, the wear being almost imperceptible, requiring to be set up not oftener than once in twelve months, by a slight tightning of the screw nuts. If, from long service, the alloy becomes worn out, it can be refilled, making it as perfect as when first filled up, and the gauge of the wheels will never become changed so as to injure the running of the car.

It is after a series of the most careful experiments, conducted through a period of time sufficient to test in the most satisfactory manner, the real merits of divided car axles, and a thorough and practical test in real service of over two years, that we now offer to Railroad Companies one that we are assured will give universal satisfaction in its operations, and both simple and cheap in its construction.

We are now ready to dispose of rights to use the above axle on the following terms: We guarantee full and perfect satisfaction by giving ample time to thoroughly test its merits, and will require no payment to be made until such satisfaction has been given. All applications to be made to

SAMUEL L. DENNEY,
Christiana, Pa.

Or, to **CHRISTIAN UMBLE,**
Gap, Pa.

y.10†

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Agents for the

BOSTON BELTING COMPANY

India Rubber Machine Belting in any quantity, from 2 to 20 inches.

India Rubber Steam Packing;

Mixed	do	do	1-32 to ¼ inch thick.
Plain	do	do	1-32 to 1 inch thick.
Pure	do	do	

Pipe and Manhole Rings, all sizes;
Square or Rope Packing, do.

HOSE.

India Rubber, Hydrant, Conducting, Fire Engine, and Locomotive, of all sizes, manufactured from the best of Vulcanized Rubber, and for sale only by the agents.

Car Springs, and all other kinds of Vulcanized India Rubber used for Mechanical and Manufacturing purposes.

The undersigned, having been appointed Agen of the Boston Belting Company, beg leave to advise Dealers and Consumers that they are now prepared to supply the above goods in any quantities, on the most favorable terms. On hand and for sale,

50,000 Feet Vulcanized India Rubber Machine Beltings, from 2 inch to 20 inches, 3 and 4 ply.

TO STEAMBOATS AND RAILROADS.

India Rubber Hose, for Pavements, Streets, Gardens, Locomotives, Engines, etc.

40,000 feet Hose, 3, 4, 5, 6, and 7 plys, suitable for pavements, streets, gardens, locomotives, fire engines, etc., 1 to 3 inch, warranted extra quality. Also,

THE vulcanized India Rubber Break Springs now in use by all the Eastern Railroads, and posessing decided advantage over the Steel Springs now in use, for the following reasons:

1st, They are much easier put on.
2d, They are a great deal cheaper.
3d, They are much more durable than steel, and no time lost in making them, the weather having no effect on them.

ALSO—Large 6 inch hose for water stations. This is a new and important invention. The coldest weather will have no effect on them whatever They are warranted to remain as pliable, in the COLDEST of weather, as they are in 150 Fahrenheit heat.

Armitage Anvils,—10 casks, assorted weights n w in store.

Allen's Revolvers and Self-Cocking Pistols.—Now in store, a large assortment of the above, 3, 4, and 5 inch Revolvers; 3, 4, 5, and 6 inch Pocket Pistols. Also, Dueling Pistols.

Leland's Superior C. S. Car and Auger Bitts.—All sizes.

Brass Kettles, and Sheet Brass, &c.—Brass Kettles, assorted from 6 to 30; Sheet Brass assorted from No. 0 to 30; Brass Wire, do do do.

Star Breast Chains.—Four casks of those superior double-linked Chains, just received.

Walker's Trace Chains.—70 casks of those superior goods, warranted full length and sizes, 8 to 20 links, straight and twisted, now in store.

American Anvils.—Eagle brand, faced with with cast steel, and warranted by the manufacturers equal to Armitage's Mousehole.

Plated Spoons.—Plain, tipped, and threaded heavy plate, on best quality of German Silver.

Premium Gimlet Screws.—10,000 gross just received.

Mill Saws. Hoo & Co.'s C. S. Wm. Rowland's, and W. H. Rowland's 6, 6½, 7, 7½, and 8 ft

Cross Cut Saws.—Hoe & Co.'s C. S., Johnockerell's C. S. and G. S., Wm. Rowland's and W. & H. Rowland's 5, 5½, 6, 6½, 7, 7½, and 8 feet Also, 4 and 4½ feet Tennon Saws.

Axes.—1000 doz. Axes, assorted Yankee and Kentucky patterns, first, second, and third quality

Nails.—4000 kegs Shoenberger's and Wheeling Nails, now in store.

For sale by TYLER DAVIDSON & CO.,
mr3 140 and 142 Main street

RAILROAD MAP.

WE have now ready A RAILROAD MAP OF THE WEST, containing ALL THE RAILROADS constructing, completed, or proposed in the States of Ohio, Indiana, Illinois, and Kentucky, and portions of Wisconsin, Michigan Pennsylvania, Virginia, Tennessee and Canada, showing the termini, points upon the lines, connections, &c. of each line, all laid down accurately, by a competent hand.

The size of the sheet is 24 by 38 inches, and can be sent by mail.

Price—plain..... 40 cents.
Colored in outlines..... 50 cents.
Full colored ..... 75 cents.

Liberal discounts will be paid to those wishing them in quantities.

Railroad companies desiring a map to illustrate their road cannot find one offering greater inducements as to correctness, &c., or on better terms; as any line can be made prominent, with its connections, &c.

All orders addressed to U. P. JAMES will secure prompt attention

ENGINEERING!!

The undersigned is prepared to furnish
SPECIFICATIONS, ESTIMATES, AND PLANS,
In general or detail of all kinds of
Steam Vessels, Engines, Boilers, Mill Work, &c
Partieular attontiou given to the superintending of
LOCOMOTIVES, TENDERS, CARS,
And Railway Machinery of every Description,
While under construction.

AGENT FOR THE PURCHASE of, on commission, all articlos required for Railroads, Steam Vessels, Locomotives. Engines, Boilers, Machinery, &c.
General Agent for
ASHCROFT'S STEAM GAUGE, ALLEN AND NOYES' METALIC SELF ADJUSTING CONICAL PACKING. DUDGEON'S HYDRAULIC JACK.

Also, for Water Gauges, Indicators, Steam Whistles, &c., &c. CHAS. W. COPELAND,
Consulting Engineer,
x5-tf 64 Broadway, N. Y

RAILROAD HOTEL.

CINCINNATI, O.

THE GIBSON HOUSE, Cincinnati, is situated on Walnut-street, between Fourth and Fifth, in the immediate neighborhood of all the Railroad Offices. For comfort and convenience it is believed that this hotel is unsurpassed. It is heated with steam from the first floor to the fifth, thus making it the most desirable winter house in the West. The proprietor hopes to enjoy a share of the patronage of Railroad men.
A. WETHERBEE, Proprietor.

New Works on Civil Engineering.

THE Field Practice of Laying out Circular Curves for Railroads. By John C. Trautwine, Civil Engineer.—4th Thousand, in pocket-book form with tucks.

—ALSO—

A New Method of Calculating the Cubic Contents of Excavations and Embankments, by the aid of Tables and 10 Engraved Plates of Diagrams. By John C. Trautwine, C. E.; 2d edition.

Price, one dollar each. Postage on the Curves, five cents; on the Excavations and Embankments, eight cents. For sale by WILLIAM HAMILTON.
Hall of the Franklin Institute.
Sept. 21-3* Philadelphia, Pa.

COLUMBUS PIQUA, AND INDIANA RAILROAD.

New route from Columbus, West and from Urbana, East.

On and after Monday September 19, 1853, two trains per day, (Sunday excepted) each way, will run on this Road, between COLUMBUS and URBANA. Will leave Columbus at 4.50 a.m., and 3.30 p.m.—arriving at Urbana at 8.12 a.m., and 6.14 p.m. Returning—will leave Urbana, for Columbus, at 9.15 a.m., and 3.00 p.m.—arriving at 12.05 and 6.55 p.m.

The 4.50 a.m. train, from Columbus, will connect with the night Express train from Cleveland and arrive at Urbana in time for the morning train north for Sandusky and intermediate points. Persons arriving by the morning Cleveland and Zanesville trains can have a few hours at Columbus and leave by the 3.30 p.m. train—arriving at Urbana in time to get supper and take the 5.35 p.m. train for Dayton and Cincinnati.

The 9.15 a.m. train from Urbana connects with the moruing train from Cincinnati and Dayton that arrives at Urbana 8.40 a.m.—arriving at Columbus at 12.05 p.m in time for the 1 p.m. train for Cleveland, connecting with the Buffalo and Dunkirk boats. The 3.00 p.m. train will leave Urbana on the arrival of the Sandusky train—reaching Urbana at 2.45 p.m.—and arrive in Columbus in time for the various night trains.

A line of Omnibuses will connect with the trains at Urbana for the convoyence of passengers to and from Piqua and Greenville over a good Macadamized road.
A. G CONOVER, Sup
Piqua, Sept. 13, 1853. s20-tf.

Railroad Line.

The Shortest, Quickest and Best
ROUTE TO LOUISVILLE.

MADISON, INDIANAPOLIS, PERU, TERRE HAUTE, MICHIGAN CITY, CHICAGO, GALENA, ST. LOUIS, AND NEW ORLEANS.

OHIO & MISSISSIPPI RAILROAD,

ON MONDAY, SEPTEMBER 18, AND UNTIL FURther notice, the Passenger Trains will run as follows:

For Louisville and New Albany.

Leave Cincinnati at 7.15 A. M. and 3.15 P. M., connecting with the Jeffersonville Railroad at Seymour, and arrive at Jeffersonville, opposite Louisville, at 1 o'clock P. M., and at 9 P. M.

Returning—Leave Jeffersoncille at 8.30 A. M., and 3.15 P. M., arrivo in Cincinnati at 2.30 P. M., and 9.30 P. M. No delays in connecting with any other Railroad,

Fare $2 50.

For Indianapolis.

Leave Cincinnati at 7.15 A. M., and 3.15 P. M., connecting with the Indianapolis and Cincinnati Railroad at Lawrenceburg, for Indianapolis, and all the principal eities and towns of the North and West.

Returning—These trains arrive in Cincinnati at 4.05 P. M., and 9.30 P. M.

Fare $3 00.

For Lawrenceburg and Aurora.

Leave Cincinnati at 7.15 A. M., 10 45 A. M., 1.27 P. M., and 5 P. M., stopping at all the regular stations.

Returning—Leave Aurora at 6.50 A. M., 3.15 P. M., 2.55 P. M., and 8.23 P M., stopping at all the regular stations, and arrivo in Cincinnati at 8.10 A. M. 2.30 P. M., 4.05 P. M., and 9.30 P. M..

FREIGHT TRAINS for Jeffersouville and all intermediate stations, leavo Cincinnati at 9.30 A. M.

For further iuformation see handbills, or apply at the Ticket Office. on Fourth street, north side, four doors from Vine street, oposito new Custom-house.
S. S. POST.
Chf. Eng'r and Supt.

Passengers, by leaving their address at the Ticket Office, will be called for by St. Louis and Ciucinnati Omnibus Line.

Omnibuses call at all the principal Hotels, for each train. W. S. BABCOCK, Agent,
Sept 5. St. Louis and Cincinnati Omnibus Line.

Cincinnati, Wilmington and Zanesville Railroad.

OPEN TO LANCASTER.—Two daily Trains, (Sundays excepted) between Lancaster and Cincinnati. On and after Monday, June 26th, 1854, until further notice, trains will run as follows:

Tho morning Train leaves Lancaster at 5.10 A. M., and arrives at Cincinnati at 11.15. Returning leaves Cincinnati at 3.05 P. M. and arrives at Lancaster at 9.30 P. M

The downward accommodation train leaves Lancas- at 10.05 A. M., and arrives at Cincinnati at 5.40 P. M.

The upward accommodation train leaves Cincinnati at 7.30 A. M., and arrives at Lancaster at 4.00 P. M.

Trains will stop for passengers as follows: At Amanda, Steut's, Circleville, Williamsport, Four Corners, New Holland, Washington, Rattle Snake, Sabina, Cross Roads, Wilmington, Sligo, Clarksville and Morrow; and on the Little Miami Road at Deerfield, Butterworth's, Water Station, Loveland, Miamiville, Milford and Plainville, and on proper signal by flag, or to the Conductor, at Branch Hill and Linwood, at Turnpike.

The downward Trains connect at Morrow with the Trains on the Little Miami Road for Columbus.

Lines of Omnibusses and Packets will run between Circleville and Chillicothe, and Stages and Packets between Lancaster, Logan, Nelsonville, Athens and Pomery; and Stages between Lancaster, Somerset and Zanesville connecting with the morning train from, and evening train to, Cincinnati.

Fare from Cincinnati to Washington..... $2 50
" " " " Circleville..... 3 00
" " " " Lancaster..... 3 00
" " " " Chillicothe..... 4 00

For other information and Tickets, apply at Ticket office, corner of Broadway and Front sts, and at the Little Miami Depot, or to the Station Agents on the line.
E. W. WOODWARD,
Engineer and Superintendent.

☞ The Omnibus Line will call for and deliver passengers to and from the trains to any part of the City.
J. HOWELL, Conductor.

☞ The Company will not be responsible for baggage exceeding $50 in value, unless the same be returned to the Conductor or Agent, and freight paid at the rate of a passage for every $500 in value above that amount.
Je. 29

Baltimore & Ohio Railroad.

380 MILES BETWEEN WHEELING AND BALTIMORE.

THIS Road was opened to the Ohio River in the spring of 1853, and has already established a high character with the business community of the West. Its facilities for the transportation of freights are already superior to those of any other great through line—while the attractions of the country through which it runs, and its many admirable provisions for the expedition, comfort and safety of travelers, it has received such favor as a passenger road, (with its present connections,) as to show that it will become the preferred route for all portions of the West and South-West as soon as its further connections are formed by the completion of the Central Ohio, North-Western Virginia and other Railroads now rapidly finishing.

FOR PASSENGERS BY THIS ROUTE,
Through Tickets from all Parts of the West,
ARE NOW SOLD IN
Cincinnati, Louisville, Madison, Indianapolis, St. Louis, Chicago, Toledo, Detroit, Cleveland, Columbus, Zanesville and other Cities.

AT ALL OF WHICH ARRANGEMENTS HAVE BEEN EFFECTED

For Sending Travelers Direct to
WASHINGTON, BALTIMORE, PHILADELPHIA, NEW YORK, and other ATLANTIC CITIES.

FOR FREIGHTS IN EITHER DIRECTION
The fullest accommodations are provided. In motive power and Cars, the company has abundant resources, which are being further extended to meet the demands of Western Trade. In the dispatch and regularity of transpart. and in the careful landing of property, this road challenges a comparison with its rivals. At Baltimore, the road connects directly in the streets and at the wharves with the

PHILADELPHIA AND NEW YORK RAILROADS,
The numerous Steamers of the Parker Vein Line to New York and Boston, the Ericsson Steamers by Canal to Philadelphia and New York,
And various other Lines of Steamers and Sailing Vessels to the Eastern Ports, and to Richmond, Norfolk, Charleston, Savannah, etc.

J. B. FORD is the Company's Receiving Agent at Wheeling.
WM. G. HARRISON, President. *JOHN H. DONE*, Mast. of Transportation,
je. 8† Baltimore.

Pittsburgh, Philadelphia, BALTIMORE AND NEW YORK.

NEW ROUTE OPENED TO NEW YORK, ALL THE WAY BY RAILROAD, VIA **CINCINNATI, HAMILTON & DAYTON RAILROAD.**

The quickest, cheapest and most pleasant route to Pittshurgh, Philadelphia, Baltimore and New York.—Depot in the West end of the city.

Only route via Pittsburgh by which through tickets can be obtained from Cincinnati to New York.

One less change of cars than any other route.

Passengers leaving Cincinnati, on 6 o'clock morning train of Cincinnati, Hamilton & Dayton Railroad, go through to Crestline without change of cars, and, after 30 minutes for dinner, proceed by Ohio & Pennsylvania Railroad, arriving at Pittsburgh at 8 o'clock P. M.: leave Pittsburgh via Pennsylvania Central Railroad. at 9 o'clock, P. M., and arrive in Baltimore and Philadelphia at 12 o'clock and 30 minutes (noon) next day; and from thence via Kensington and Jersey City, or Camden and Amboy Railroads, arriving in New York at 4 P. M.

Second Train:

Leaves Cincinnati, Hamilton and Dayton Railroad at 8 o'clock and 20 minutes every morning; arrives at Crestline at 4:20 P. M., and Pittsburgh at 12 o'clock and 30 minutes, midnight; and after a comfortable night's rest, resume by 7 o'clock A. M. Train, arriving in Philadelphia and Baltimore at 12 o'clock and 30 minutes, midnight.

The only offices in Cincinnati at which Through Tickets can be purchased from Cincinnati to New York, via Pittsburgh and Philadelphia, are under the Spencer House, and one door below the Gibson House on Walnut street.

FARE:

From Cincinnati to Pittsburgh, first class..... $7 00
" " " front car..... 5 00
" " Philadelphia..... 14 00
" " Baltimore..... 14 00
" " New York, via Pittsburgh, and Philadelphia, all the way by railroad 16 00

For through tickets and information, please apply at Cincinnati, Hamilton and Dayton Railroad Office, north west corner of Broadway and Front streets, under the Spencer House, or to J. W. SHIPLEY, at Railroad office on Walnut street, between Fourth and Fifth streets, one door south of the Gibson House, or at Sixth street Depot.
H. O. AMES, Superintendent.
W. A. LATHAM, Agent.

The Omnibus Line will call for passengers by leaving their orders at the offices.
Sep. 7,-tf. WM. H. SMITH, Conductor.

Railroad Line.

Cincinnati, Hamilton & Dayton Railroad.

Fall Arrangement.

COMMENCING MONDAY, OCTOBER 9th, 1854.

PASSENGER Trains will leave the Sixth-street Depot as follows:

First Train

At 6.30 A. M., Lightning Express for Hamilton, Richmond, Indianapolis, Terre Haute, Lafayette and Chicago, direct.

Second Train

At 8 A. M., for Hamilton, Eaton, Richmond, Dayton, Troy, Piqua, Sandusky, Toledo, Chicago, Clyde, Cleveland, Buffalo, New York, Boston, Pittsburgh, Philadelphia, Baltimore, Washington, etc.

Third Train

At 2.15 P. M., for Dayton, and intermediate stations, Troy, Piqua, etc.

Fourth Train

At 4 P. M., for Hamilton, Richmond, Indianapolis, Terre Haute, Lafayette Chicago, Dayton, Springfield, Urbana, Kenton, Carey, Crestline, Pittsburgh, Philadelphia, Baltimore, Washington, etc.

Fifth Train

At 5.20 P. M., for Hamilton and Intermediate stations.

The 1st Train, Express,

Will stop at Cumminsville, Lockland and Glendale.

2d, 3d, and 4th, Trains,

Will stop at all regular stations.

Fifth Train

Will stop at all regular stations and at flag stations on signal or notice to the Conductor.

The 1st Train

Will connect at Richmond at 9 A. M., with Train of Indiana Central Road for Indianapolis; arrive at that place at 11.30 A.M., thence to Terre Haute, Lafayette, and Chicago without detention. Time as short as by any other route.

2d Train

Will connect at Dayton at 10.30 A. M., with Mad River Train for Sandusky and intermediate points; also at Crestline at 4.20 P. M., with the Ohio & Pennsylvania Train for Pittsburgh, Philadelphia, Baltimore, Washington, etc. The same train will connect at Clyde with Toledo and Cleveland Train to Toledo, Chicago, and intermediate points. Also, with Dayton and Michigan Railroad to Troy and Piqua, and at Piqua with Doyle & Co's Canal Packet Line to all points on Wabash and Miami Canals, and at Dayton with Dayton and Greenville Railroad to Greenville, Union, and all points on Bellefontaine and Indianapolis Railroad at 2.30 P. M.

3d Train

Connects at Dayton with Train for Troy, Piqua, etc. Also, with train of Dayton and Western Road for Indianapolis

Fourth Train

Will connect at Richmond at 6.40 P. M., with Indiana Central Train for Indianapolis, Terre Haute, Lafayette, and at Dayton with Mad River and Lake Erie Railroad for Springfield, Urbana, Kenton, Carey, Crestline, Pittsburgh, Philadelphia, Baltimore and Washington.

FARE:

From Cincinnati	to	Hamilton	$ 60
Do	do	Eaton	1 35
Do	do	Richmond	1 75
Do	do	Indianapolis	3 50
Do	do	Terre Haute	5 75
Do	do	Lafayette	5 50
Do	do	Chicago	9 00
Do	do	Dayton	1 50
Do	do	Troy	2 10
Do	do	Piqua	2 35
Do	do	Springfield	2 10
Do	do	Toledo	5 75
Do	do	Cleveland	6 00
Do	do	Pittsburgh, first class	7 00
Do	do	do front car	5 00
Do	do	Philadelphia	14 00
Do	do	Baltimore	14 00
Do	do	New York, via Pittsburgh and Philadelphia, (Railroad all the way)	16 00

For further information or tickets apply to W. A. LATHAM, General Agent, at the office, corner Broadway and Front streets, under Spencer House, or at the Office on Walnut street, next door to the Gibson House, or at the Sixth street Depot.

HENRY O. AMES,
Cincinnati, Oct. 19, 1854. Sup't.

Marietta & Cincinnati Railroad.

OPEN between CHILLICOTHE and GREENFIELD, Connected by Stage at Hillsborough, with Hillsborough and Cincinnati, and Little Miami Railroad Trains, forming a through daily line each way.

On and after Monday, the 8th of May, passenger trains will run as follows, viz:

Leave Chillicothe at 9 00 A. M.
Returning do Greenfield at 5 30 P. M.

Passengers from Cincinnati leave by Little Miami Railroad, at 7 40 A. M., dine at Hillsborough and reach Chillicothe the same Evening.

Fare from Cincinnati to Chillicothe, $3 45.

J. W. STOWELL,
Chillicothe, May 6th, '54— Sup't.

New Arrangement.
LITTLE MIAMI RAILROAD.

Passengers by 6 o'clock A. M., Train Little Miami Railroad, breakfast at Cincinnati, and dine the following day in New York, Philadelphia Baltimore or Washington City.

FROM CINCINNATI

To New York in	32½ hours.
To Philadelphia in	31½ "
To Baltimore in	28 "
To Buffalo in	16¼ "
To Dunkirk in	15 "
To Cleveland in	9½ "
To Sandusky in	8¼ "
To Pittsburgh in	14 "
To Wheeling, in	10½ "

FIVE DAILY TRAINS.

FIRST TRAIN.—Cleveland, Pittsburgh, and Wheeling Lightning Express at 6 o'clock A.M., for Columbus, Cleveland, Dunkirk, Buffalo, Albany, New York and Boston; Crestline. Pittsburgh, Baltimore, Philadelphia and New York; Zanesville, Wheeling Baltimore, Philadelphia, and New York; Washington City, etc. Connects to Sandusky, also at Xenia to Springfield.

SECOND TRAIN--Cleveland and Pittsburgh accommodation Express, at 8 o'clock, A. M., for Columbus, Cleveland Dunkirk, Buffalo, Albany, New York and Boston; Crestline, Pittsburgh, Circleville and Lancaster; Connects to Sandusky.

THIRD TRAIN.—Wheeling Express, at 12.10 o'clock noon,) for Columbus, Zanesville, Wheeling, Baltimore Washington City, Philadelphia and New York connects at Xenia to Springfield and Delaware;

FOURTH TRAIN.—Accommodation at 3 P. M., for Circleville and Lancaster; Blanchester and Chillicothe; Hillsborough.

FIFTH TRAIN.—Cleveland and Pittsburgh Night Express, at 5 P. M., for Columbus, Cleveland, Dunkirk, Buffalo, Albany, New York and Boston; Crestline, Pittsburgh, Philadelphia and New York; connects at Xenia to Springfield.

One Train on SUNDAY, for Columbus, at 2.30 P. M.

FARE AND THROUGH TICKETS.

For prices of fare, through tickets, and all information, please apply at the company's new office, No. 233 west side of Walnut street, six doors south of the United States Hotel, or at the old established General Railroad office, in the three-story yellow building, southeast corner of Broadway and Front-street, directly opposite the Spencer House, Railroad Hotel and Mailboat Landing, or at the Eastern (Little Miami) Depot, East Front-street.

P. W. STRADER, Gen'l Agent.

OMNIBUS LINE.

The Omnibus Line calls for passengers at all the principal hotels; and by leaving directions at the office, No. 233 Walnut street, between Fifth and Sixth streets, six doors south of the United States Hotel, or at the office southeast corner of Broadway and Front street, opposite the Spencer House, directly on river bank, they will call in any part of the city.

J. H. HOWELL,
Nov. 26 Conductor.

Change of Time on Cincinnati, Hamilton, Eaton & Richmond Railroad.

ON and after TUESDAY, April 4th, 1854, the Morning Train for Richmond and Indianapolis, will leave Depot, foot of Sixth street, at 6.10 o'clock, A. M.

Passengers by this Train connect at Indianapolis with the 1 o'clock, P. M. Train on Lafayette and Indianapolis Railroad for Lafayette and Chicago; arriving at Chicago by 9 o'clock, P. M., of same day, being 9 hours less time than by any other railroad route leaving Cincinnati.

Also, connect at Indianapolis with 1.15 P. M. Train for Terre Haute.

Trains for St. Louis leave Chicago at 11 o'clock P. M., after the arrival of 1 P. M. Train from Indianapolis in the morning, making this the quickest route by far between Cincinnati and St. Louis.

Evening Train will leave as usual, at 3.30 P. M. connecting at Richmond with 7 P. M. Train for Indianapolis; arriving at Indianapolis at 10.30 P. M.

FARE—Cincinnati to Richmond	$1 75
Cincinnati to Indianapolis	3 00
Cincinnati to Chicago	9 00

ap. 6 D. M. MORROW, Sup't.

Shortest Route to Indianapolis, Chicago, and St. Louis by Indianapolis & Cincinnati Railroad,

VIA LAWRENCEBURG,

IN connection with the **OHIO & MISSISSIPPI RAILROAD.** Passenger Trains leave Cincinnati at 7:15 A. M., and 3:15 P. M. Arrive at Indianapolis at 11.30 A. M., and 8:30 P. M.

By morning train passengers arrive at Chicago in 14 hours, and at St. Louis in 28 hours.

Freight shipped to Indianapolis and all other points West and North without delay at cheapest rates.

Cars run from Lawrenceburgh to Terre Haute, Lafayette, Peru and Chicago, without unloading.

Office, foot of Main street corner of Water street.

SIDNEY RICE,
Cincinnati, Sept. 28, 1854. Agent.

Covington and Lexington Railroad.

1854. 1854.

OPEN to Paris.—Direct Railroad connection with Lexington, Frankfort and Louisville.

Two Daily Passenger Trains.

On and after MONDAY Oct. 9th, 1854, and until further notice, Trains will run as follows:

Express Train leaves Covington at 7 o'clock, A. M. stopping at Grant's Bend New Philadelphia, Canton, Benton, Clarkson, Demossville, Butler, Irving, Falmouth, Callenville, Boyd's, Berry's, Robinson's Garnett's Cynthiana, Laird's and Kiser's and arriving at Paris at 11.30 A. M.

Returning, leave Paris at 12 o'clock M., stopping as above, and arriving at Covington at 4.35 P. M.

Through passengers by this train connect directly at Paris with Maysville and Lexington road, and arrive at Lexington at 1 o'clock P. M., connecting at Lexington with the stage lines for Danville, Winchester, etc., and with the afternoon train of the Lexington and Frankfort road, for Frankfort and Louisville.

Returning, leave Lexington at 10 o'clock, A. M., and arrive at Covington at 4.35 P. M., in time for the Evening Express Trains North and East.

The Accommodation Train leaves Paris at 5.30 A. M., stopping at all regular and flag stations and arriving at Covington at 10 25 A. M.

Returning, leave Covington at 2.40 P. M., stopping as above, and arriving at Paris at 7.35 P. M.

Through passengers by this train lie over night at Paris and arrive at Lexington at 8.30 next morning.

Freight Trains leave Covington daily, Sundays excepted, at 2.40 P. M.; freight received up to 12 M., for the train of same day.

RATES OF FARE.

Covington to Lexington	$3 00
Covington to Paris	2 40
Covington to Cynthiana	2 00

FOR THROUGH TICKETS,

Apply at the Cincinnati, Hamilton and Dayton Rail road Ticket Office, W. A. Latham, Agent; Little Miami Railroad Ticket Office, P. W. Strader, Agent; or at the Depot, Covington. J. M. DOUGHERTY, Superintendent.

☞ The Omnibus Line will call for Passengers in any part of the city, by leaving directions at the above offices. CLAYTON & GRANT.

oct. 17.

Cincinnati to Indianapolis.

TO CHICAGO IN 15 HOURS.
TO ROCK ISLAND IN 25 HOURS.
TO ST. LOUIS IN 31 HOURS.

ALL THE WAY BY RAILROAD.

FOR Terre Haute, La Fayette, Michigan City, Chicago, Peru, Galena, Rock Island, and St. Louis.

Passengers will find this the most pleasant route of any to the West, as it passes through the richest and most thickly settled portion of the State of Indiana. In taking this route, passengers will reach Terre Haute, Lafayette, Peru, Michigan City, Chicago, Rock Island, Galena and St. Louis, as soon as by any other leaving Cincinnati, and with less fatigue, in consequence of several of the other roads not being fully ballasted.

TO TERRE HAUTE AND LAFAYETTE BY DAYLIGHT, by way of Hamilton, Eaton and Richmond.

CINCINNATI, LOGANSPORT AND CHICAGO RAILROAD.—Three daily trains, at 6.30 A. M., 8 A. M., and 4 P. M., from Cincinnati, Hamilton and Dayton Railroad Depot.

Passengers leaving Cincinnati on the 6.30 A. M. Lightning Express, reach Indianapolis at 11 A. M., resume at 1.15 P. M. for Terre Haute, and 12 M. for Lafayette, Michigan City, Chicago, Galena, Rock Island and St. Louis, reaching Chicago at 8.30 P. M., in time to connect with night trains for Galena, Rock Island and St. Louis.

Baggage checked to Indianapolis.

Passengers leaving Cincinnati at 8 A. M., Richmond Mail Passenger Train reach Richmond at 11.05 A. M., connecting with trains for Hagerstown and New Castle. Returning leave Richmond at 3.10 P. M., arriving in Cincinnati at 6 P. M. This train stops at all way and flag stations.

FARE:

From Cincinnati	to	Richmond	$1 75
"	"	New Castle	2 50
"	"	Indianapolis	3 50
"	"	Terre Haute	5 75
"	"	La Fayette	5 50
"	"	Michigan City	7 75
"	"	Chicago	9 00
"	"	Rock Island	14 00
"	"	Galena	14 25
"	"	Saint Louis	15 50

Passengers leaving Cincinnati on 4 P. M. train, sleep at Indianapolis, resume at 6 A. M. for Lafayette, Chicago and Rock Island, and 1.15 P. M. for Terre Haute.

For information and through tickets, please apply at the General Railroad Ticket Office, No. 169 Walnut st., next door below the Gibson House, or to W. A. Latham, at the Cincinnati, Hamilton and Dayton Railroad office, corner of Broadway and Front Streets, under the Spencer House, or at the Sixth street Depot.

JOHN W. SHIPLEY, Agent.

The Omnibus Line will call for passengers in any part of the city, by leaving their orders at the offices.

oct. 19. W. H. SMITH Conductor.

WHEELBARROWS!



ON hand, Wheelbarrows, of my own manufacture suitable for Railroad, Turnpike, Canaling, etc., in ots to suit purchasers. Orders filled for any reasonablo amount. HENRY RCCKEY,
jy. 20. No. 21 East Front st.

CAR MANUFACTORY,

Dayton, Ohio.

E. THRESHER & CO., having enlarged their shops, are prepared to contract on favorable terms, for building every variety of railroad Cars, in any quantity and on short notice, made of the best materials, and of the most approved workmanship.

They are prepared also to furnish jaws and boxes; the Washburn Wheel, 30 and 33 inch, adapted to insido or outside bearing; cast iron frogs, steel plated; and switches of the most approved patterns.

Thoy also manufacture blacksmith tuyeres, Harris' Patent; portable bolt forges: bolt heading and bolt cutting machiues; upright drills, wheel presses; wood planers; tenoning and mortising machinos, etc.

They respectfully invite the attention of railroad directors and superintendents to their establishmont.
Dayton, Jan. 24th, 1853. jan.25-†

S. C. THOMSON & CO.,

MANUFACTURERS OF

PATENT PAD LOCKS,

For Railroad Switches, Merchandise Cars, Stores, Cemeteries, Iron Safes, &c.,

Cor. Railroad Avenue and Market st.,

'an.12† NEWARK, N. J.

PROSSER'S PATENT

Lap-Welded Iron Boiler Tubes.

TUBES screwed together, flush on both sides, for Artesian wells, etc. Free-joint Tubes, for Core Bars, Awning Frames, Leaders, etc.

Brass Boiler Tubes.

Patent Wrought Iron Blacksmiths' Water Tuyeres, Water Backs, etc.

Agents for Krupp's celebrated Cast Steel for Shafts Railway Axles, Tires, Platers' Rollers, etc.

P. S.—All Tools necessary for the construction or keeping in order of Tubular Boilers.

THOS. PROSSER & SON
au.17† 28 Platt street, New York.

Norris' Locomotive Works,

PHILADELPHIA.

ENGAGED for many years in manufacturing Locomotives, offer to Railroad Companies to construc of any plan or size,

LOCOMOTIVES OF SUPERIOR QUALITY.

Our facilities for doing work have been largely increased this year, and orders can be executed with dispatch.
jy. 27. RICHARD NORRIS & SON.

ASHCROFT'S METALLIC STEAM GAUGE.

(BOURDEN'S PATENT,)

THE subscribers offer for sale this valuablo Gauge. It is adapted to Locomotive and other steam boilers, indicating with accuracy the continual variations of steam within the boiler, enabling the Engineer to maintain a uniform and safe pressure. Any of tho Eastern Railroads may be referred to for proof of its importance and value. BRIDGES & BROTHER,
sep.15-tf 64 Courtlandt St., New York.

KENTUCKY LOCOMOTIVE WORKS.

CORNER OF KENTUCKY AND TENTH STS.

LOUISVILLE, KY.

THE Proprietors of the Kentucky Locomotive Works would respectfully inform Railroad Companies and the public generally that, having completed their establishment, they are now prepared to receive and execute orders with fidelity and dispatch.

They will contract for

Locomotives, Passenger, Baggage, Freight, Gravel and Hand Cars,

Of every style and pattern, as well as all kinds of St and Machinery required for railroads.

Particular attention will be paid to repairing, which they have every facility.

They are also prepared to contract on favorable terms for building all kinds of Machine Tools, such as Turning Engines, Lathes, Planers, Drills, Slotting, Spliting, and Shaping Machines, of every variety of pattern.

Having also a large FOUNDRY connected with the establishment, orders for Castings are solicited, and will be filled with promptness.

Car Wheels of any pattern can be furnished on short notice. Double and single plate and Spoke Wheels of all sizes constantly on hand.

☞ Communications or orders must be addressed to
OLMSTED, TENNYS & PECK,
je.8-tf Lonisville, Ky.

Lightner's Patent Axle Boxes for Railroad Cars.

THE attention of Railroad Managers and others is called to this valuable improvement in

AXLE BOXES.

The first cost and "fitting up" of these boxes is 20 to 25 per cent below that of most boxes in use. They will save about 75 per cent in consumption of oil. The construction is simple; they are not liablo to become loose, nor "heated" by severe service. The Resevoir is held elose to the shaft, and the oil journals, are secure from dust yet easy of access; the brasses may be removed from tho journals, while under tho car, in a few minutes. Cars furnished with these boxes run from 4 to 5 weeks without roplenishing the oil, and are not detained from the road for repairs ONE TENTH part of tho time which is necessary when other boxes are used.

The business of a railroad can be done with a much less number of cars, with these boxes than if any otber kind are used.

Tho first railroad men in the country have certified that Lightner's improvements in AXLE BOXES are among the first of the times.

Models and Testimony of the above Boxes, may be examined, and arrangements may be made for the right to uso the same, with the subscriber.

WILLIAM SHERBURNE,
PRINCIPAL AGENT,
May 18.6* Offiee, No. 167 Broadway, New York.

GUNPOWDER,

MANUFACTURED BY

The Hazard Powder Company,

HAZARDVILLE, CONN.

H. G. HAZARD, President.

A. E. DOUGLASS, Secretary.

THE undersigned are always prepared to furnish Mining and Blasting Powder to any extent, delivered at any point on the lines of railroads, or any other places of public improvements in the West or South, at the very lowest rates. Also, SAFETY FUSE of the best Eastern manufacture.

We would respectfully urge all eontractors and consumers to call upon or correspond with either of us before arranging for their supplies elsewhere.

To the trade generally we would offer all the brands of Sporting and Rifle Powder manufactured by the above concern.

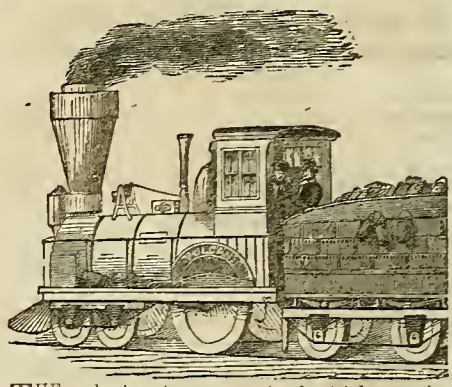
M. D. W. LOOMIS,
Southeast er Main and Second Sts.
Cincinnati, Ohio.
S. H. LOOMIS,
Nashville, Tenn.
August 16, 1854. [au.18†

Myers' Patent Cylindrical Car.

NOTICE.—The Subscriber having become proprietor of MYERS' PATENT CYLINDER CAR, for a considerable portion of Western territory, including the State of Ohio, offers the same to Rail Road Companies on favorable terms. The public will be furnished within a short time with complete explanations of its operation, together with the results of actual experiments testing its applicability to all the uses for which it s recoiumended.

W. CLOUGH,
South-western Car Works.
Madison, Indiana, May 11.

Cincinnati Locomotive Works!



THE undersigned are prepared to furnish Locomotives equal in efficiency and durability to the best Eastern manufacture. Also, Shaping and Slotting Machines suitable for railroad shops. Also, all kinds of heavy forging and casting done at short notice. Also, bolts for bridges cut with dispatch.
ap. 20 MOORE & RICHARDSON.

WASON'S CAR MANUFACTORY,

Near the Pittsburgh R. R. Shops,

CLEVELAND, OHIO.

Passenger, Baggage, Freight, Dumpers, Hand Cars, &c.,

Of the best quality in all respects, style, workmanship, and material, made to order with promptness.

Orders respectfully solicited, with the assurance that no pains will be spared to give entire satisfaction in all cases.

CHARLES WASON,
Late of the firm of T & E. Wason, Springfield,
†oc20 Massachusetts.

ENGINEERS' & SURVEYORS' INSTRUMENTS!

JAMES FOSTER, Jr.,

MATHEMATICAL AND PHILOSOPHICAL

INSTRUMENT MAKER!

HAVING removed from his old stand to south-west corner of Fifth and Race street, and increased his facilities for making instruments, is now ready to supply Levels, Transits, Theodolites, the Dumpy or Gravatt Level, Circular Protractors of Troughton & Simms model, Surveyors Compasses, Pocket Compasses with and without sights, in great variety. All kinds of Land Chains; Ivory and Box wood Scales of all kinds and graduation; Drawing instruments of all kinds, brass and German silver. Measuring tapes of all kinds. Magnets, Magnifyers, Barometers, Spy Glasses, &c., &c. Repairing promptly attended to. ap.6-6*.

Railroad Car Findings.

BRIDGES & BROTHER,

64 Courtlandt Street, New York.

Wheels & Axles, Jaws, Boxes, and Castings Fitted

Wrought Nuts, Bolts, & Washers,

Engine aud Car Screw Bolts, all sizes; Coach Lag and Telegraph Screws,

LOCOMOTIVE ENGINE LANTERNS,

From the best Manufacturers, and at their prices. Car Hand, and Signal Lanterns.

Cotton Duck for Car Covering,

Of any required width to 124 inches.

ENAMELLED HEAD LININGS, Plush and Curled Hair.

Hand Cars and Baggage Barrows. Passenger, Freight-Car, and Switch Locks, Door Knobs and Butts. Brass and Iron Wood Screws. Brass and Silver Plated Trimmings for Windows and Seats. Varnish. Coach Japan, and Glue; Paints, Varnish and Glue Brushes.

Silver Plated and White Metal Letters. Engine and Signal Bells, anti-friction or Babbitt Metal.

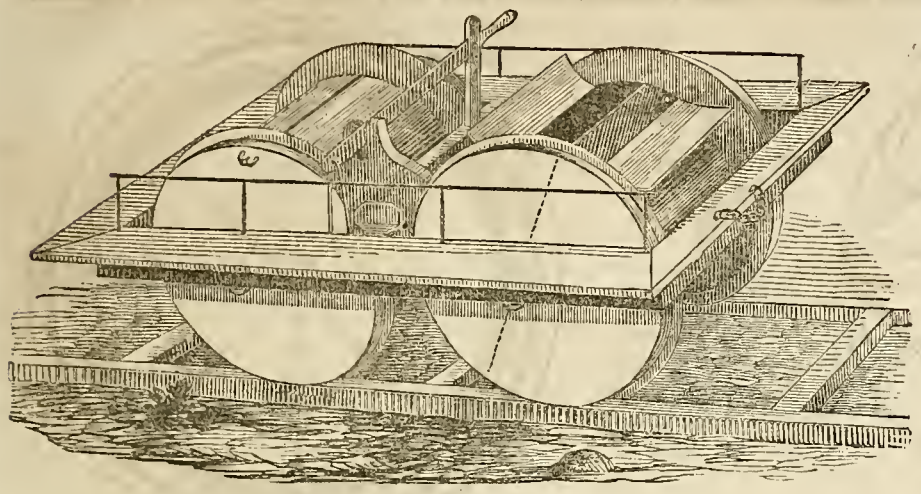
Portable Forges and Jack Screws.

Hemp Packing, American, Russia, and Italian. Conductors' Badges and Baggage Checks. Iron, Bronzed and Brass Hat Hooks. Ventilators and White Metal Rings. And all other Articles pertaining to Cars.

ALBERT BRIDGES.
Late Davenport & Bridges, Car Manufacturers, Cambridgeport, Mass.
ALFRED BRIDGES,
Late Davenport, Bridges & Co., Fitchburg, Mass.
†oc6

MYERS' PATENT CAR,

FOR COAL, GRAIN, &c., &c.



FOR PARTICULARS OF COST, RIGHT OF USE, &c., ADDRESS,

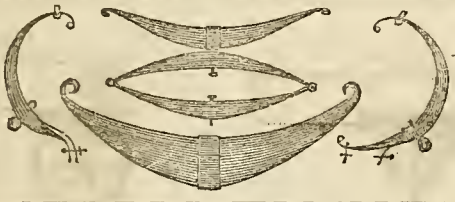
C TIERS MYERS,

No. 33 WALNUT ST EET,

PHILADELPHIA.

dec15-3*

McDANEL & HORNER,

LOCO-  AND CAR

MOTIVE SPRING

MANUFACTURERS, WILMINGTON, DEL.

Locomotive and Car Springs of all descriptions manufactured on the most reasonable terms, made of the best STEEL, which we have manufactured to order from the BEST SWEDE IRON. Orders from any part of the United States will be thankfully received and promptly attended to

McDANEL & HORNER.

All Springs ordered from a distance will be delivered on shipboard at *Philadelphia* free of charge

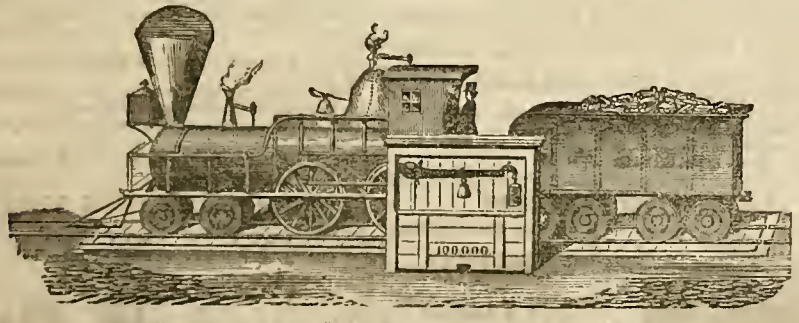
References.

NORRIS BROTHERS, Locomotive Builders, Philad.
A. C. GRAY, Pres't New Castle Manuf. Co.
U. WELLS, R. R. Car Manuf. Petersburg, Va.
I. R. TRIMBLE, Supt. Philad. R. R. Co.
M. B. MILLEN, Gen. Supt. C. R. R. Savannah, Ga.
EMERSON FOOTE, Supt. M. & W. R. R. Macon, Ga
THOMAS DOUGHERTY, Master Mach. do.
THOS. SHARP, Supt. R. F. & P. R. R. Richmond, Va

†May 19.

ISAAC RIGDON. EDWARD C. RYLAND. WM. HUDDART.

OHIO SCALE WORKS.



Rigdon, Ryland & Co.,

No. 39 Vine Street, between Front and Columbia streets,

CINCINNATI.

WE are now prepared to furnish **Railroad Track and Depot Scales** of all sizes, which we warrant in every respect equal to any manufactured in the United States.

Being practical workmen ourselves, we feel confident that we can furnish the West and South with as good an article and cheaper than can be bought East.

Cincinnati, June 29, 1854.

FULTON CAR WORKS,

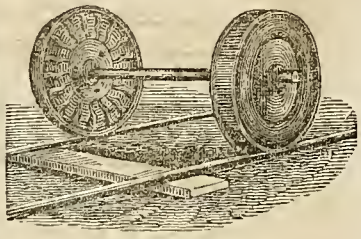
CINCINNATI, OHIO.

THE Proprietors of this establishment would respectfully call the attention of Railroad Companies in the West and South to their establishment at Cincinnati.—Their facilities for manufacturing are extensive, and the means of transportation to the different points speedy and economical, They are prepared to execute to order on short notice, eight-wheeled Passenger Cars of the most superior description. Four or eight-wheeled Baggage, Cattle, Freight and Gravel Cars. Also, Crank and Lever Hand Cars, Trucks, Wheels, and Axles fitted.



WASHBURN WHEEL

Having obtained the *exclusive right* to make this wheel



In Cincinnati, Covington and Newport, they are now prepared to furnish Railroad Companies with that Celebrated wheel, with or without Axles. Also, Journal Oil Boxes of any pattern, and Castings for cars fitted to order at the shortest notice.

Address KECK & HUBBARD,
Fulton Car Works Cincinnati, Ohio.
ap.12 Office 62 East Second Street.

MUSKINGUM WORKS,

ZANESVILLE, OHIO.



DOUGLASS, SMITH & CO.

WOULD respectfully call the attention of Railroad Companies to their establishment at Zanesville

They are prepared to execute orders, on short notice, for

Passenger Cars of the most superior description,

Second Class Passenger, Mail Express, and Baggage Cars; Freight, Cattle, four or eight wheeled Gravel Cars.

We manufacture a superior

CAR WHEEL,

Over 2500 of which are now running on the Central Ohio Railroad, and many of these have been in use on the road over two years, having in that time only three to crack, and two to be renewed in consequence of the wearing of the Chill. We have also commenced the manufacture of the celebrated

WASHBURN WHEEL,

And are prepared to furnish this wheel, with or without axles. Also, castings for Cars fitted to order at the shortest notice.

BOLLMAN'S PATENT IRON & WOOD BRIDGE.

We are also agents and builders of the above celebrated Bridge. Are now placing upon the piers an iron bridge on this plan over the Muskingum river at Zanesville. We are ready to contract with companies for the construction of this Bridge. All orders addressed

DOUGLASS, SMITH & CO.,
au4tf. Muskingum Works, Zanesville, O.

J. DAVENPORT.... M. D. WELLMAN.... C. M. RUSSELL

DAVENPORT, RUSSEL & CO.,

Railway Car Manufacturers,

MASSILON, OHIO.

THE subscriber, late of the firm of Davenport, Bridges & Co., Fitchburgh, Mass., having associated himself with Messrs. Wellman and Russell, under the above name, would respectfully solicit calls for any kind of Passengor, Baggage, Post Office, Freight, Coal, Gravel or Hand Cars.

Having had fifteen years experience in the business and having secured the best of workmen from the Car Factory in Cambridge, Mass., I feel confident that perfect satisfaction can be given in all work entrusted to our care.

We have now on hand the best of dry White-Oak with which we think we can build Cars as cheap and as well as any other establishment in the States.

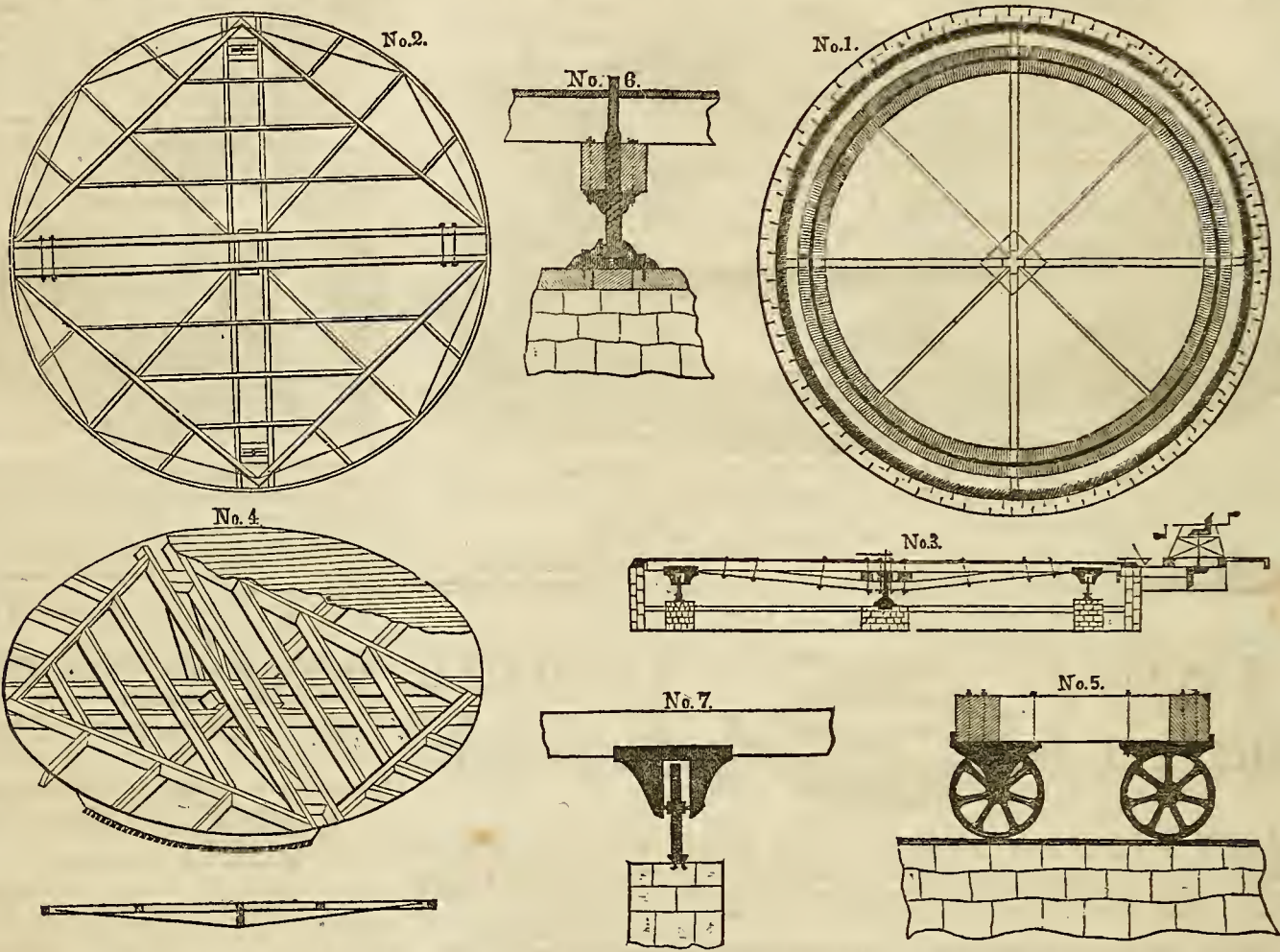
Feb. 16†* JOSEPH DAVENPORT.

RAILROAD IRON, LIGHT WEIGHT.

470 TONS, 47 lbs. per yard, good quality and pattern, now lying at New Orleans. For terms apply to VOSE, PERKINS & CO.,
ap27-tf New York

CARHART'S IMPROVED TURNTABLE.

Now building for 13 of the Principal Roads in Ohio, Indiana, New York, New Jersey, and North Carolina.



This Table, together with an Engine and Tender of 30 Tons Weight, can be Turned by One Man in 25 Seconds.

RAILROAD COMPANIES in want of *Turntables* of a permanent and durable character, at a low price, are respectfully referred to the annexed references. The undersigned being confident that the manner of turning engines by his Table is the most permanent, expeditious, and cheapest in the United States, solicits the attention of Engineers, and others, to his improvement. The undersigned being a practical mechanic, and having devoted his time, for the past five years, exclusively to the construction of Turn and Transfer Tables, Draw and other Bridges, is prepared with every facility for executing orders in that line with promptness and satisfaction.

The price, which is always based upon the use of the best materials and best workmanship which can be procured in the market where used, can be determined only by the locality.

REFERENCES:

New York & Erie Railroad Company.
Hudson River Railroad Co.
Ohio & Pennsylvania Railroad, J. Edgar Thomson, President, S. W. Roberts, Sup't and Engineer, Pittsburgh, Pa.
Pennsylvania Central Railroad, O. W. Barnes, Resident Engineer, Pittsburgh.
Toledo & Cleveland Railroad, Wm. Ferguson, Chief Engineer, Cleveland Ohio.
Columbus, Piqua & Indiana Railroad, A. J. Conover, Chief Engineer, Piqua, Ohio.
Cleveland, Zanesville & Cincinnati Railroad, W. H. Grant, Chief Engineer, Akron, Ohio.
Cleveland, Columbus & Cincinnati, and Cleveland & Erie Railroads, L. Tilton, Sup't, Cleveland, Ohio.
Little Miami & Columbus & Xenia Railroads, William H. Clement, Sup't, Cincinnati, Ohio.
Cincinnati, Wilmington & Zanesville Railroad, E. W. Woodward, Engineer, Circleville, Ohio.
Central Ohio Railroad. O. W. Fulton, Sup't, and S. Medbury, Engineer, Zanesville, Ohio.
Camden & Atlantic Railroad, and Dauphin & Susquehanna Railroad, R. B. Osborne, Engineer, Philadelphia.
Bellefontaine & Indiana Railroad, W. M. Roberts, Engineer, Pittsburgh, J. Nottingham, Sup't, Marion, Ohio.
Cleveland & Pittsburgh Railroad, J. Durand, Sup't, Cleveland, Ohio.
Wilmington & Raleigh Railroad, North Carolina.
Central North Carolina Railroad.
Cincinnati & Indianapolis Railroad, Indiana.
New Albany & Salem Railroad, Indiana.
Michigan Central Railroad, Michigan.
Dayton, Xenia & Belpre Railroad, Ohio.
Pomeroy Railroad, Engineer at Cincinnati.
Springfield, Mount Vernon & Pittsburgh Railroad, Ohio, Charles Anthony, President.

DESCRIPTION OF PLAN.

Fig. 1, of the above cut, represents the foundations, consisting of *Bank* and *Track Walls*, the latter made of cut, the former of hammer-dressed stone, with cut stone coping. The Track is bent of the ordinary T rail, spiked and leaded to the stone track walls. The Center Pier is made of cut stone, with a step for screw and pivot bolted to the same.

Fig. 2, shows the framing.

Fig. 3, is a side view of Main Truss, with the mode of gearing, including the mitre-wheels, iron crank frame, rack and pinion, foundations, pivot wheels and pedestals.

Fig. 4, gives a perspective view of rim, segments, decking, etc.

Fig. 5, is an end view of the main trucks, with pedestals and wheels.

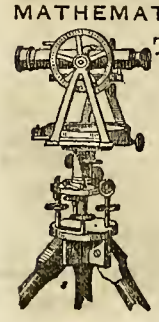
Fig. 6, is a screw for pivot, 6 inches in diameter, working in a steel step through a nut for adjustment.

Fig. 7, shows a cross section of track wall, well, and pedestal

For further particulars please address,

D. M. CARHART, Cleveland, Ohio.

MATHEMATICAL INSTRUMENTS.



T. F. RANDOLPH & BRO.,

N. W. Corner Fifth and Walnut sts.

No. I, 2d Story, Apollo Building,

CINCINNATI, O.,

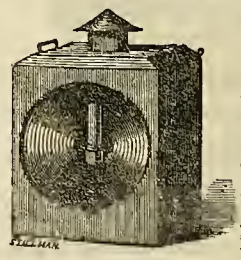
MANUFACTURERS OF

Surveyors' and Engineers' Instruments, Theodolites, Transits, Levels, &c., &c.,

REPAIRING AND ADJUSTING INSTRUMENTS DONE TO ORDER.

Orders promptly attended to.

LOCOMOTIVE LANTERNS.



I AM now manufacturing

LOCOMOTIVE LANTERNS

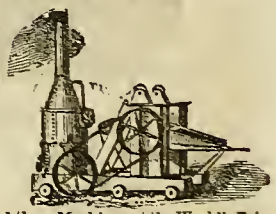
of the most approved form, with true Parabolic Silver-plated Reflectors, Copper Cases, and in every way equal to the best manufactured in the country.

Orders from Railroad Companies in the West are solicited.

A. S. WINSLOW,

†mr24† 9 and 11 West Second St. Cincinnati.

"GARDNER'S ROCK DRILL."



DESIGNED for Mining, Tunneling, Quarrying Use, and Rock Excavations of all descriptions, by the use of which a saving of 50 to 75 per cent. is made. This drill can be operated by hand, horse, or steam power, and works equally as well horizontally or at any angle, as perpendicularly.

A silver medal, the highest prize, was awarded these Machines at the World's Fair

Applications for Territorial Rights and Machines must be made to the Patentee.

G. ARTHUR GARDNER,

nov17† Trinity Building, N. York.

Railroad Record.

E. D. MANSFIELD, - - - - - - - Editor.
J. A. JAMES, W. WRIGHTSON, - - - Associate Editors.

CINCINNATI:
THURSDAY MORNING,.....JAN. 11, 1855.

E. D. MANSFIELD,
May be found at the office of the *Railroad Record*, 167 Walnut st., between the hours of 11 A. M. and 1 P. M.

Railroad Printing.

WE have now attached to this office an extensive Composition and Press Room and Bindery, under the personal supervision of the proprietors of the RECORD. With confidence, therefore, we call the attention of RAILROAD OFFICERS and others to our extensive establishment, containing every facility for turning out superior work in any and every department of the PRINTING BUSINESS.

We are fully prepared to furnish Railroad and other Reports, with or without Maps or other Illustrations, gotten up at short notice and in superior style. Also, Blanks of any description, adapted to the wants of the various departments of the Railroad service, and to the wishes and tastes of the parties.

Also, Railroad Tickets and Conductors' Checks. Our patent Card Press, enables us to supply any demand at Short Notice and in Unequalled Style.

Also, Blank Books, ruled to any pattern, with or without Printed Headings, and bound in the most substantial manner.

With the numerous facilities for doing the Best Work, we feel no hesitancy in promising full satisfaction to all who may favor us with their orders.

T. WRIGHTSON & CO.,
Railroad Record Office, 167 Walnut st Cin.

RAILROAD EARNINGS.—We would call the attention of Superintendents to the importance of regular returns of earnings. The regular publication of earnings would do much to keep up the confidence of Stockholders in the soundness and security of the roads which publish them.

LITTLE MIAMI R. R.

A day or two ago a splendid new passenger locomotive, the "John Kugler," was put upon this road. The locomotive is an outside connection machine, and is similar to the favorite NAT. WRIGHT, which has done good service; it is from the manufactory of Messrs. Moore & Richardson successors to Harkness & Co.

HUNT'S MERCHANTS' MAGAZINE for January is received. Also, DE BOW'S REVIEW for same month, filled with interesting commercial and statistical information.

THE BANKER'S ALMANAC FOR 1855. The Advertisement of this important publication will be among the new advertisements of the week.

For sale by J. Smith Homans, 70 Wall st. New York.

RAILWAYS OF THE SOUTH--INCLUDING THE STATES OF VIRGINIA, MARYLAND, THE CAROLINAS, AND GEORGIA.

The first successful Railway built in the United States was that out of Baltimore. The little road at Quincy was merely used for a stone quarry. The Baltimore road was commenced with the avowed design of crossing the mountains. It was, with great difficulty, pushed forward to Frederick; then after a long time got to Cumberland, and there stopped for several years. At last, it has reached the Ohio river, and there connecting with the Ohio Central Railroad,—Baltimore itself has now a Railway to the Mississippi.

In Virginia and North Carolina a Railway has long been in operation, from Fredericksburg, through Richmond and Petersburg, to Wilmington. In Georgia, the Empire State of the South, there is an extensive and ramified system of Railways. So also in South Carolina. Thus, the old Southern States have made good progress in Railways; and although it has been customary to speak of the South as backward in public improvements, yet, it will be seen by the following review, that they have performed nearly or quite as much railway work, in proportion to population, as others.

In this list, as in all the States, we put down to each State only the part of any line which lies in *that* State:

RAILWAYS OF VIRGINIA.

	Complete.	In Progress.
Baltimore and Ohio	290 miles	—
Richmond & Frederick	75 "	—
Richmond & Petersburg	22 "	—
Petersburg & Weldon	64 "	—
Winchester & Potomac	32 "	—
Appomattox	10 "	—
Virginia Central	138 "	60
Petersburg & Lynchburg	123 "	—
Richmond & Danville	95 "	40
Virginia & Tennessee	106 "	85
Seaboard & Roanoke	70 "	—
Manassa Gap	88 "	60
Orange & Alexandria	88 "	—
Covington & Ohio	— "	200
North Western	— "	120
Independence	— "	36
Aggregate	1,201	601

Of these, continuous lines are formed as follows:

1. *Frederick & Weldon*.....160 miles.
2. *Petersburg & Newbern* Tennessee Line. .....229 miles.
3. Richmond to the Ohio.....398 miles.

Of the last line, 240 miles, from Staunton to the Ohio, remains to be completed, and there is no public work in Virginia which demands more regard from her people. It should have been the first thing done in that State.

RAILWAYS IN NORTH CAROLINA.

	Complete.	In Progress.
Wilmington & Weldon	162 miles	—
Raleigh & Gaston	97 "	—
Seaboard & Roanoke	10 "	—
Wilm'ton & Manchester	60 "	—
Charlotte & S. Carolina	15 "	120
Salisb'y & French Broad	— "	130
Blue Ridge	-- "	35
N. Carolina & Tenn.	— "	75
Aggregate	344	360

The *Wilmington and Manchester* Railway, in connection with the Wilmington and Weldon, and the Virginia and South Carolina Railways, make a complete *interior line of Railway* from the Potomac to Richmond, Wilmington, Charleston, Augusta, and Savannah.

RAILWAYS OF SOUTH CAROLINA.

South Carolina was early and efficiently in the field in the construction of Railways. The South Carolina Railroad was one of the earliest, and has been one of the most profitable Railways. In the last twenty years, Charleston and South Carolina have been most earnest and zealous in a desire to connect Charleston and the Valley of the Ohio with Railways; and it is now hoped this grand plan will be successful, by means of the Blue Ridge Railroad, to which the South Carolina Legislature has just granted an aid of two millions of dollars. As South Carolina credit stands high, this will undoubtedly be sufficient to enable the company to carry on the work of construction. The following is a list of the Railroads of South Carolina, viz:

	Complete.	In Progress.
South Carolina R. R.	137 miles	—
Columbia Branch	66 "	—
Camden Branch	62 "	—
Wilmington & Manchester	111 "	—
Charlotte & S. Carolina	94 "	—
Greenville & Columbia	143 "	—
King's Mountain	22 "	—
Laurens	32 "	—
Abbeville Branch	12 "	—
Anderson Branch	10 "	—
Spartanburg & Union	— "	60
Charleston & Cheraw	— "	130
Blue Ridge (in Carolina)	— "	50
Aggregate	689	240

The *South Carolina* Railway to Augusta makes a connection with all the Georgia R. Roads, and with Tennessee at Chattanooga. It will be seen from the above that South Carolina has been a zealous promoter of Railways.

GEORGIA RAILWAYS.

The State of Georgia has been called the Empire State of the South, on account of its great enterprise and rapid growth, and in no small degree deserves the appellation. Since 1836, it has been most energetic and successful in the construction of Railways. The following is the list of her works:

	Complete.	In Progress.
Central Georgia	191 miles	—
Macon & Western	101 "	—
Western & Atlantic	138 "	—
Georgia	171 "	—
South Western	49 "	—
Atlanta & Lagrange	87 "	—
Milledgeville & Eatonton	38 "	—
Augusta & Waynesboro'.	51 "	—
Rome & Kingston	19 "	—
East Tenn. & Georgia	15 "	—
Muscogee	100 "	—
Ogletborpe Branch	22 "	—
Brunswick & Pensacola	— "	180
Savannah & Florida	— "	160
Macon & Fort Gaines	— "	120
Aggregate	982	460

Of the above roads, the following continuous lines are formed:

1. Savannah to Chattanooga. (Tenn.) via the first three,	430 miles.
2. Augusta to Chattanooga. via the Georgia & 2d & 3d lines	410 miles.
3. Savannah to Columbus, via Macon,	291 miles.

It will be seen that Georgia is the *first* Southern State which has touched the *Valley* of the Ohio, at Nashville, on the Cumberland, a branch of the Ohio. This is done *via* Chattanooga, which makes 581 miles of Railway from Savannah, and 561 miles from Augusta to Nashville. From Charleston (S. C.) there is a continuous line of Railway to Nashville, making 698 miles. The connection between Nashville and Cincinnati, on the one hand, and Cairo and Evansville on the other, should be urged forward in the South, when the whole southern border will be at once united with the north-west.

RAILWAYS OF FLORIDA.

Florida being a small State in population and resources has not yet accomplished much.

	Complete.	In Progress.
Florida & Alabama R. R.	—	40 miles.
Pensacola & Fort Gaines	—	80 "
Pensacola & Savannah	—	120 "
Pensacola & Jacksonville	—	320 "
Aggregate	—	560

These roads are not strictly *in progress*, except the first; but they are those which are necessary to Florida, and must sooner or later be accomplished. The Alabama and Florida Railroad is the one which, connecting with other roads in Alabama and Tennessee, will connect Pensacola with all the States north to Cincinnati, and even the Straits of Mackinaw, making one of the great *arial lines* of the United States.

RAILWAYS OF MARYLAND.

The only considerable Railway in Maryland is the Baltimore & Ohio R. R., which is the creation of the city of Baltimore; but that work is for the most part in Virginia, and has its termination at Wheeling. The following are the Maryland roads:

	Complete.	In Progress.
Philadelphia & Wilmington	55 miles	—
Baltimore & Susquehanna	35 "	—
Baltimore & Ohio	90 "	—
Washington Branch	36 "	—
Frederick Branch	3 "	—
Annapolis	21 "	—
Aggregate	240	—

The *Baltimore & Ohio* Railroad is a noble monument to Maryland enterprize, and except the Pennsylvania Central is the only Railroad which is *directly* between the Atlantic and the Ohio Valley. Baltimore and Maryland will reap a harvest of wealth and commerce from this great work.

We now give a Summary of Railways in the South proper, viz:

	Complete.	In Progress.
Maryland	240 miles	—
Virginia	1,201 "	581
North Carolina	344 "	360
South Carolina	689 "	240
Georgia	932 "	460
Florida	— "	560
Aggregate	3,456	2,201

There are in the Railways of the South *three* very important lines—viz: that of Baltimore with the Ohio Valley; that of Virginia and Tennessee—through the valley of the Mountains—and that of S. Carolina through the Blue Ridge Railroad (which is not completed), with the Valley of the Ohio. There is no reason why Virginia should not complete her Central Road to the Ohio. But she seems strangely oblivious to her greatest railway interest.

SKETCHES OF CITIES IN THE WEST, NO. 2. TOLEDO, ON THE MAUMEE.

The Lake cities are now becoming among the most interesting towns in the country. Of these, there will probably be in all about twenty. There will obviously be some half dozen cities whose existence has scarcely yet begun. Of these, one will probably be at the Straits of Mackinaw, and one at the head of Lake Superior. The principal ones now growing up are, Oswego, Buffalo, Cleveland, Sandusky, Toledo, Detroit, Chicago, and Milwaukee. At present, we will briefly sketch Toledo. This town was laid out sometime after the last war with Great Britain, by a company, of which Major Oliver, Martin Baum, and William Worthington were among the principal proprietors. It lies near the mouth of the Maumee river, and being at the connecting point of the Maumee and Wabash Vallies with Lake Erie, has most decided advantages as a commercial point. Its topographical situation has made it the outlet of the Miami Canal to Cincinnati, and of the Wabash Canal to Evansville. The former is 315 miles in length, including Branches, and the latter 470; so that Toledo has near 800 miles of Canal navigation. In addition, it is connected with Chicago, and through that with Galena and St. Louis, on the Mississippi river, by Railroad; and on the other hand, with Cleveland and Buffalo by the Lake Shore road. In commerce, therefore, it has great advantages, and is a great outlet for Western produce. The following are some of the Exports of Toledo for 1852, since which we have not the returns in full:

Flour	415,817 bbls.
Wheat	2,812,216 bush.
Corn	4,107,839 "
Pork	51,177 bbls.
Lard	134,155 kegs.
Beef	28,198 bbls.
Whisky	53,704 bbls.
Wool	748,600 lbs.

This is an immense amount of produce to be shipped from one Lake port. The crops of grain in the two last years have been so deficient, that it is probable there has been no increase of exports. It is evident, however, that Toledo is a very important commercial point.

Its growth, till within the last four or five years, has been much less than some other Lake towns, and much less than it seemed probable it would be with such advantages. Within a few years, however, it has sprung up, and has taken rank among those places on the Lakes, which must eventually be large cities. The following is the population at different periods:

In 1830	500
In 1840	1,222
In 1850	3,829
In 1854	8,700

In 1860, its population will probably reach 20,000. The time will come when it will equal probably any town on the Lakes, unless it be one yet to be founded on the head of Lake Superior.

REVELATIONS OF THE BAROMETER.

The following interesting communication was recently addressed to the French Minister of War, by M. Le Maout, a Chemist of St. Brienne:

St. Brienne, Oct. 27.

Monsieur Le Ministre.—I have occupied myself since the commencement of the Eastern War, with a series of observations on the modifications which the atmosphere experiences from the cannonades that take place. Those observations are made every three hours.

I have collected, on the effects of cannon, facts of the highest interest, which I render intelligible upon paper by the aid of figures, a specimen of which I send you, extracted hastily from the results of my observations, and which represent the comparative effects of the cannonades of Odessa, of the battle of Alma, of the day of the 6th of October, (cannon fired at the Invalids', of the opening of the bombardment of Sebastopol, and of the day of the 25th of October.

I hope to be able to establish that the barometer is not, as is commonly thought, an instrument merely intended to indicate rain and fine weather, but a mobile apparatus, excessively sensitive, which places us in communication with all great atmospherical phenomena.

What is remarkable in this instrument is, that at from 600 to 800 leagues of distance an impression is produced on it in a few hours by the discharge of cannon. Observed with care and intelligence it cannot fail, in certain circumstances, to become of the highest utility in the time of war.

The object to which I venture to direct your attention is this:

I have no occasion to apprize you of the commencement of the bombardment of Sebastopol, as you have already received the news of it officially, but I can announce to you with a certainty which will not be belied by the facts, that the day before yesterday a cannonade such as has not taken place during the year which is about to elapse, even comprising those of the siege of Silistria and of the bombardment of Odessa, commenced in the morning before Sebastopol.

Be good enough to cast your eye over the table that I send you. You will see there that in 48 hours the barometer rose 30 millimetres, and that the figure which represents this rise, comparatively to those produced by the other bombardments, is almost vertical, an index, with the other signs by which it is accompanied, of the intensity of the action of the cannonade.

In a few days you will receive from Sebas-

topol news of the 25th, which will give you full information of what occurred on that day, which has proved, I have no doubt, one of the most memorable of the whole campaign.

In the meanwhile I remain, etc, etc.,

CH. LE MAOUT.

It is scarcely necessary for us to add that the information contained in this letter was subsequently confirmed by the facts.

The above is an interesting fact, and one of the general class which was developed by Espy, and other experimenters on the theory of storms. Gunpowder in its solid state, is a mere mechanical mixture of nitre, charcoal, and sulphur. Now, the moment a spark reaches it, it is converted at once by chemical action, principally into three gases, carbonic oxyde, sulphurous acid and nitrogen, accompanied with a small amount of the vapor of water. These gases, at the temperature at which they are evolved, occupy more than 2000 times the volume of the gunpowder—that is, one cubic inch of gunpowder when exploded, forms more than 2000 cubic inches of these gases, at the temperature of chemical action, and hence the tremendous force of the explosion. Now, it is easy to perceive that the explosion of such a vast amount of gunpowder as is necessarily expended in a battle in which from 80,000 to 100,000 men are engaged, must evolve a vast amount of gaseous matter; and this forcing itself into the surrounding atmosphere, must give rise to greater density in the neighborhood of the fight. The atmosphere then being an elastic fluid, communicates pressure in every direction in its effort to restore an equilibrium of density; and hence this compresssed air and gas spreads in every direction, very much after the manner of the wave which succeeds the dropping of a pebble into calm water, and not, as erroneously supposed, by increasing the height of the atmosphere. Now, the barometer is an instrument which accurately determines the weight of the column of air above it; and this is, in general, affected chiefly as in the instance under consideration, by change of density, not height. It is true, we may safely suppose that the upper surface of the atmosphere is disturbed by waves and undulations like the surface of the ocean, but the increase of weight arising from the height of these waves would be seen to be very inconsiderable when we consider the extreme rarefaction of the air in its upper stratum; whereas the increase of density due to pressure can be shown by experiment to be considerable.

The barometer then tells the amount of this pressure, just in the same manner as it tells of the rarefaction of air preceding a storm.

There is another curious fact in connection with the atmospheric phenomena of cannonading. The sudden increase of density resulting from the explosion of the gunpowder, has a tendency to produce, for the moment, fair weather, clouds seeking the least dense portions of the atmosphere; and hence, such expressions as the "sun of Austerlitz," are but the common place acknowledgment of a great scientific truth, observed but not understood. But further, the gases, when exploded, are of a temperature of nearly 600 degrees Fahrenheit; whereas the atmosphere usually averages not more than 60 degrees; now, here again there is another principle involved: the gases gradually assume the temperature of the atmosphere, and when cool occupy only about one-third the space they filled when first evolved, and hence directly succeeding the cannonade, there is a great diminution in the volume occupied by the mixed air and gas; and in consequence a rush of air and clouds from the surrounding higher regions of the atmosphere and usually a storm.

These are curious facts attested by experience as well as theory, and owe their variations to fortuitous circumstances, such as the rapidity of the discharges, duration of the fight, etc., which produces various interesting modifications in the phenomena.

Now, it may be asked, of what use is this curious application of science? The prophecy of the observer at St. Brienne, shows, without further proof, that a careful observation of barometric phenomena will mark the time of such tremendous events as have lately happened in the Crimea, and affords another instance of the application of science to the practical business of life.

Communications.

INDIANA AND ILLINOIS CENTRAL RAILWAY COMPANY.

INDIANAPOLIS, Dec. 20th, 1854.

EDITORS RAILROAD RECORD:—The constant inquiries of persons feeling an interest in the construction of our road, has induced me to prepare a brief circular, embodying such information in regard to the progress of the work, since the annual meeting in May, and the prospects for the future, as the press of other engagements and the data within my reach, will permit.

The panic which has prevailed during the past season, and which has proved so disastrous to many of the infant enterprises of the country, has given rise to much apprehension and anxiety. Of course all would feel solicitous to know whether our position is such as to justify the apprehension that we must succumb for the present to the pressure, and await more prosperous times for the building of our great road. Being fully confident of our ability to progress with the work without any suspension, and being sustained by a unanimous concurrence of the Board of Directors, I lay before the stockholders the views entertained by them on that subject.

All will remember that when the project for building a railroad to connect the capitals of Indiana and Illinois, and thus fill up the last link wanting to connect the vast regions west of us with the Atlantic, by the most direct routes, the country was in a flood-tide of prosperity. Money was abundant, and was obtained with the utmost facility. Any railroad presenting fair prospects of remunerating its builders, was sure of raising the money for its construction by the sale of its bonds at reasonable rates. But by the time we had placed ourselves in a condition to commence active operations, and put our securities in the market, a reverse had taken place. Money became apparently scarce; the price of bonds and shares rapidly depreciated, and it became impossible to negotiate the bonds of new roads on a scale of sufficient magnitude for extensive operations, except at the most ruinous sacrifices. In this condition of things it became a question, what should we do? We had finished the location of our line; we had succeeded in closing a most favorable contract for the construction and equipment of the road; had secured the right of way, with trifling exceptions, on very favorable terms; and had laid a very substantial basis for our enterprise by a local subscription of near two millions of stock; and the work of construction was commenced under favorable conditions. It was manifestly our interest to avoid a suspension of the work, with all its accompanying disasters, if we were able. We must adapt our course to the altered state of things. If we could not prosecute the whole work at once, with rapidity, it was in our power to operate on a smaller and slower scale. We could move along cautiously, using our own means as far as they could be made available, avoiding the creation of embarrassing debts, and thus keep alive our existence and our credit, till the storm should blow over. This has been the policy in the prosecution of the work.

The force upon the road has been kept up uniformly, at such a point as it was supposed the current means of the Company would justify, and so far successfully. The principal reliance has been, of course, upon the cash subscription, and I am gratified in being able to state that the collections, considering the financial distress of the season, and the failure of the crops, have exceeded the most sanguine expectations.

The amount of construction also has exceeded what was anticipated. Since my annual report to the Board in May last, our able and efficient contractors, Messrs. M. C. Story and Co., have been steadily engaged in the prosecution of the work; and the amount actually done, though small for more prosperous times, is large when we consider that it has been accomplished in spite of a panic which has put a total stop to most of the new railroad enterprises of the country.

The total amount of construction (grading and bridging) done up to Dec. 1st, 1854	$239,800
Under the contract, this is accounted for and paid thus; 10 per cent reserved, (to be paid in bonds)	$ 23,980
Cash	129,492
Stock	86,328
	$239,800

The first division let, extending from the Wabash river at Montezuma, to the Chicago branch of the Illinois Central, 51 miles, is already in such a state of forwardness that it can, with a moderate increase of force, be made ready for the iron early in the ensuing season.

On the second division let, from Indianapolis to Bainbridge, at the intersection with the New Albany and Michigan City railroad, considerable progress has been made in all the heavy sections, as also on heavy work at the crossing of the Sangamon, near our western terminus.

Such is the present condition of the work. The question to be determined is, whether, having expended so much, we shall steadily pursue the policy hitherto acted on, and continue the prosecution of the work as speedily as in the severe financial depression our own means will enable us to do? I am confident every man along the line of the road, every man in any way interested in the enterprise, will at once answer, we must build the road; we *can* do it. Not so fast as would be desirable, not so fast as we would have done in other times, but yet with absolute certainty. We have the means, if we have the nerve to use them. We have still remaining uncollected about two hundred thousand dollars of sound, solvent, cash subscription. We have over one million and a half of dollars' worth of real estate, from which, with care and prudence, we shall with absolute certainty, realize that sum. It cannot be used as rapidly as a cash subscription, but can still, within some reasonable time, be made available in the construction of the road. By a steady pursuance of the same policy of working on our own means, as fast as they can be made available, increasing our subscriptions according to our ability, and the exigencies of the work, and expending our money at such points as can be made most immediately available, we make the ultimate completion of the work a certainty.

In order to do this advantageously, it will be indispensably necessary to increase our stock subscriptions. In the years of prosperity lately passed, the two millions of stock subscription would have constituted an ample basis for the construction of an ordinary road. A road possessing the indisputable merit of ours, could have been built with the utmost ease and facility on such a basis. The financial pressure will make it necessary to rely more than heretofore upon our local resources.

We have every inducement to strain every nerve to accomplish success. When built, no one can doubt the value of the investment. It is shown by the census, that no line possesses more of the elements of local business. The vast deposits of superior coal and iron; the abundant lumber on the eastern half of the line; the immense agricultural production, and the return of goods in exchange, will furnish all that could be asked in the way of local business.

Looking beyond the immediate local resources of the line, the prospect is equally flattering. Ours is only a link connecting the great system of roads centering at Indianapolis, with that having its focus in central Illinois. To all the vast regions westwardly, it furnishes the shortest outlet to the Atlantic seaboard, by all the direct routes radiating from our eastern terminus. A knowledge of the character of the country it traverses, and an inspection of the map, is sufficient to show that when in operation it will yield a handsome per cent. on its cost.

Success in such an enterprise is worth all the struggle to gain it. There is means enough along the line to steadily press the work forward to completion, nothwithstanding the troubles in Wall street. It only requires the will to do, and the energy to persevere. The Board of Directors at its last session, convinced, on the fullest examination of our resources and prospects, of the soundness of these views, determined to make another effort to increase our stock subs'n.

We must use our cash subscriptions and other means, in the grading and bridging, as rapidly as possible, and in the meantime by additional subscriptions of land, be able, when we shall be ready to purchase iron, to present securities which, considering the eminent merits of the road, and the sound basis of real estate, will command money on favorable terms. A moderate increase of cash subscriptions will enable us to place the work of construction during the ensuing summer in such a state of forwardness as will enable us to open negotiations for iron advantageously. We cannot in the present state of the times expect aid from strangers. We must rely on ourselves. We appeal to those who live along the line of the road, and have a local interest in its construction. Those who have not taken stock, are earnestly requested to consider, whether it is not their interest to aid us now, when it is demonstrated that their aid will insure the success of the enterprise in which they have so direct and vital an interest. Those who have already subscribed cash stock, will see the indispensable necessity of a prompt payment of the assessments: and as an inducement to a further subscription, have the additional motive of insuring the speedier completion of the road, and thus making productive at an earlier day, what has already been expended.

Very truly yours, A. L. ROACHE, Pres.

Railroads.

CINCINNATI AND CHICAGO R. R.

The annual meeting of this company was held at Newcastle, Ind., on Jan. 1st, and the following gentlemen elected directors for the ensuing year:

Hon. C. B. Smith, R. M. Corwine, R. M. Moore, J. S. Wayne, John Swasey, and S. J. Walker, Cincinnati; George P. Duell, Lawrenceburg; Sol. Meredith, Cambridge; M. L. Bundy, Newcastle; J.W. Ridgeway, Madison county, Ind.; Wm'son Wright and G.W. Blakemore, Logansport; T. J. Sample, Muncie.

The Board on the same evening organized by electing Hon. C. B. SMITH President, John W. Grubbs Secretary for the office at Newcastle.

On the evening of the same day, there was a large and enthusiastic meeting held to consider means of affording prompt assistance to the company in its present embarrassments. The Courier says "the room was densely crowded at an early hour. Dr. Joel Reed was appointed President and John W. Grubbs and Thomas Newby, Secretaries. Mr. Smith, President of the Cincinnati and Chicago R. R. Co., took the stand, and at once entered into a clear, free, honest, and faithful exposition of the affairs of the company, showing its means, liabilities, its dangers, its hopes and fears. His speech of two hours, which we shall not do him the injustice of attempting even a synopsis, was a most eloquent and masterly triumph, and at the close those present manifested their appreciation of the importance of the work and their faith in its management, by subscribing promptly, on the spot, over $15,000 to the proposed loan for extricating the Company from its embarrassment and pushing the work to Logansport. We learn that considerable amounts have since been added to the loan, and if other places equally interested will emulate the example of Newcastle, the loan can be fully made up, and the speedy completion of the work rendered certain."

The plan of this loan is the same as mentioned in the Record No. 95, and it is to be sincerely hoped that the whole loan will be taken up. As an enterprise of vital importance, it is to be much regretted that it has been allowed by the people residing along its line and at its termini to suffer for want of the small amount of means deemed necessary at the present moment. Passing, as it does, through a perfect garden along its whole line, and uniting Cincinnati with the most thriving city in the West, or even in the country, the Cincinnati and Chicago R. R. cannot fail to be a paying road; and the fact that the owners of its stock have been willing to sacrifice it to a groundless panic, is only another feature among the many strange extravagances of the past year.

N. E. AND S. W. ALABAMA R. R.

Our readers will remember that in our last notice of this road we announced that nearly a sufficient amount of stock had been taken to complete the entire grading from Chattanooga, in Tennessee, to the point where it intersects the Brandon and Mobile roads, and leave an independent balance of $600,000. The balance has been subscribed, and a formal commencement of the work been made at several points. The ceremony of breaking ground took place at Tuscaloosa on Dec. 7, at Eutaw on the 9th, and at Livingston on the 11th. The event was hailed as a jubilee by the people, and celebrated in a becoming manner.

This road, leaving the Brandon road at Livingston, crosses the Tombigbee and striking the Black Warrior at Eutaw, follows the valley of this river through Tuscaloosa; thence crossing diagonally the water shed between the Black Warrior and the Coosa, passes the coal fields of Alabama, and strikes the Coosa at Gadsden; thence follows the divide between the head waters of the Coosa and the Tennessee to Chattanooga, on the Tennessee. Here it forms an important connection on the east, by means of the Western and Atlantic R. R., with roads striking the seaboard at Charleston and Savannah; and by means of the East Tennessee and Georgia railroad with roads to Norfolk, Richmond, and Baltimore. On the west, it forms a direct connection with Memphis, by the Memphis and Charleston railroad, and with Nashville by the Nashville and Chattanooga railroad. Its southern connections extend to Vicksburg, New Orleans, and Mobile. Hence it will be seen that this road will open at once the region through which it passes, to the commercial intercourse of the whole country.

MISSISSIPPI AND TENNESSEE RAILROAD.

This road is one of the chain of railruads designed to connect Memphis and Mobile, and as such, is an interesting one, in a commercial point of view. Commencing at Memphis it runs nearly south to Hernando, and thence south by east to Grenada. At Grenada it connects with the line of the Grenada and Enterprise Railroad, through Greensboro' and Philadelphia to Enterprise, on the Line of the Mobile and Ohio Railroad, and thence by the last road to Mobile. On the north, crossing the Mississippi, it connects with the line of the Memphis and St. Louis and Iron Mountain railroads to St. Louis, thus forming a connecting link in the chain from St. Louis to Mobile.

The first 60 miles of the road from Memphis have been located, and the engineer reports favorably concerning the alignments and gradients; the maximum grade is 47½ feet per mile, and the minimum radius of curvature 1,910 feet.

There are now under contract 37 miles of grading, from Memphis out, to be finished by July 1st, 1855, and 12 miles more to be finished by Jan. 1st, 1856, making a total of 49 consecutive miles. Contracts have also been made for the bridging, trestle work, bridge timber, bridge masonry, cross ties and tracklaying from Memphis to the south bank of Tallahatchie river, a distance of 55 miles, to be finished by Jan. 1st, 1856; one-fourth of all the work, with the exception of part of the trestleing, to be paid for in stock.

The present means of the Company are as follows:

Individual cash subscription	$534 725
Memphis City bonds	250 000
Tennessee State bonds	97 500
Total	$882 225

In additiun to this, the stockholders have resolved to issue bonds to the amount specified in the charter ($100 000), and as soon as 60 miles are graded and 40 ironed and equipped, to increase the amount of bonds to $700,000. The estimated cost of the road is $2,000,000.

The directors for the ensuing year, are Henry C. Walker, J. M. Patrick of Memphis, Tenn.; Henry Dockery, J. C. N. Robertson of Desoto County, Miss.; F. M. White, David S. White, Thomas Bradford of Panola County, Miss.; Nathaniel Howard, and Sam. Garner of Yallabusha County, Miss.

The next annual meeting of the stockholders will be held in the town of Panola, on Oct. 12th, 1855.

Selected Railroad News.

RAILROAD GRANTS OF LAND — THE CAIRO AND FULTON RAILROAD AND OTHERS.

As this subject is now becoming painfully interesting, we shall endeavor to throw some light upon it, by referring to the action in similar cases in other states, where grants were obtained under provisions identically the same as those contained in the Cairo and Fulton grant.

Sept. 20th, 1850, Congress granted alternate sections of the public lands to the states of Illinois, Mississippi, and Alabama, in aid of the cunstruction of a road from Chicago to Mobile.

Illinois having about the year 1836 or '37 entered upon a system of internal improvement and created a large debt, became insolvent, and subsequently amended her constitution so as to prohibit the state authorities from pledging the faith of the State in such works. She had spent upon the Illinois Central Railroad, in right of way, deposits, grading, etc., upward of 2,000,000 of dollars. After obtaining the grant of land, above noticed, she abandoned the project as a state work, granted a charter to a new company and transferred to it, all the work she had done, the right of way she had purchased, and the grant of lands, only requiring the company to deposit in her Treasury, as a security that fifty miles of the road be completed, the sum of 2 or 300,000 dollars, which was to be returned when completed. Thus it will be seen that the grant of lands and two millions of dollars worth of actual property besides, were acquired at no other expense to the company than the loss of the interest on the deposit for a few years.

Alabama granted her lands to build the portion of the road through her limits with no other conditions than those contained in the act of Congress. Here is the law:

AN ACT accepting the donation of land, made by the Congress of the United States, to aid in the construction of a Railroad from the city of Mobile to the mouth of the Ohio river.

SECTION 1. *Be it enacted by the Senate and House of Representatives of the State of Alabama, in General Assembly convened*, That the lands within this State, which, under the said act of Congress, have been, or may be hereafter, entered in conformity with its provisions, shall vest in full and complete title in the "Mobile and Ohio Railroad Company," for the purposes set forth in said act of Congress, as soon as the said company shall execute and deliver to the Governor of the State, a sufficient bond faithfully to use the said lands for the purposes of its donation, and abide by and perform the provisions and conditions, in the said act contained.

Approved, Dec. 1st, 1851.

Under this act of the State, the road is now progressing rapidly through Alabama—under any other restrictions than those proposed in the act of Congress, the work would have been a failure — an utter failure for the want of inducements for capitalists to embark in it.

In Mississippi the grant was conferred upon the company in the same manner as in Alabama, only requiring the company to reimburse the State for the expense incurred by her in selecting the lands. Mississippi has also by law exempted all railroads from taxation.

Thus have been granted the lands given these States. The restrictions and burdens imposed by Congress have been considered sufficient to protect the interests of the general government and of the respective States. And the actions of these States have worked well — the result is, the rapid progress of the wurks in consequence of the willing aid rendered by men who possess capital and wish to invest it profitably.

Many here are anxious to tie up the Cairo and Fulton Railroad with restrictions that will render this, the most munificent grant ever made by Congress, utterly worthless, by deterring capital from seeking an investment in the roads projected by it. In the wilderness that Arkansas presents to the traveler as he passes through it, there are few inducements beside this grant of land and the natural products yet undeveloped, to invite monied men to expend their means in our midst. We must be liberal. If Mississippi, Alabama and Illinois were compelled to be liberal, how much more necessity is there for liberal action upon the part of Arkansas!

We hope no one will cherish the vain delusion that this grant of lands alone, and that, too, under the most exacting conditions, will build our roads. It will not — it is impossible.—*True Democrat, Little Rock.*

NEW ORLEANS AND GREAT WESTERN RAILROAD.—Col. Wm. S. Campbell, the President of this Company, has succeeded in selling the bonds of the Company, at good rates, to the amount of £65,000, or upwards of three hundred and fifteen thousand dollars. The sum realized will be sufficient to pay up the advances made by Messrs. Jas. Robb and Co., to the road, and also perfect the road sixty-five miles beyond the point it has now reached in the State of Mississippi. In addition to this negotiation, the President has succeeded in purchasing a large quantity of iron on very liberal terms.—*Chattanooga Adv. Dec. 23.*

CHICAGO AND MILWAUKEE RAILROAD----A CELEBRATION IN PROSPECT.

The iron on the Chicago and Milwaukee Railroad is now laid to within four miles of Waukegan, and the "last rail" between Chicago and that city will be put down on or before Monday next, when the cars will run regularly, and we shall be brought when once the road is ballasted, within an hour's ride of our beautiful sister city north of us. The road will be finished to the State line several miles north of Waukegan, in January.

We learn that arrangements are in progress to have the celebration of the opening of the road on the 8th of January, a week from next Monday. Extensive preparations are being made, and our citizens may expect a right hearty welcome from our neighbors down the lake.

The rapidity with which this road has been constructed, in spite of the financial embarrassments and the sickness of the past summer, is another striking example of what western energy can accomplish. It was commenced about the 15th of April. Within eight and a half months, forty miles will be put in operation, and what is specially worthy of remark, a man was sent to Europe in the meantime to purchase the iron, and it was imported and now forms a part of one of the most important roads in the State. The President of the road, Hon. Walter S. Gurnee, and the enterprising contractors, Messrs. Stone and Witt, deserve the thanks of the public for the energy which they have manifested in pushing forward this important work.

The prospect now is that the Wisconsin end of the line will be completed on or before the first of April. We learn that an eastern capitalist of large means has taken hold of the work with Messrs. Bishop and Co., and that ample funds have been secured to complete it as fast as possible. We hope our Milwaukee neighbors will make good their promises with all convenient dispatch.—*Chic. Press.*

NEWCASTLE AND DANVILLE RAILROAD.

We find in the Penysville (Ind.) *Register*, the following notice of a contemplated railway, which will run through the coal beds of Vermillion county, in which our friend Thos. Brown is so largely interested. The *Register* anticipates an extensive distribution of the products of the Vermillion beds, when the railway contemplaled shall have been completed. Mr. Brown has been supplying Lafayette and other towns on the Indiana Canal with large quantities of his coal, and with facilities for transportation, can greatly increase his supply for market.

We understand the Engineers engaged in running the line of this road, find the ground between the Wabash river and Coal Creek much more favorable for the construction of their road, than was anticipated. The line crosses the river at the coal depot of Thomas Brown & Co., and runs on or near their track to Coal Creek. That the road will be made, is a *fixed fact*. The Company will have a meeting so soon as the survey and estimate is made, to decide on the location and make immediate preparations to put the entire line under contract early in the spring. That portion of the road between here and Crawfordsville will be finished as speedily as possible, thereby giving us a connection with the N. A. & S. Railroad, at Crawfordsville. The superior quality of the coal beds of Coal Creek, together with the fact that the bluffs abound with beds of rich iron ore, are inducements for the Company to urge on to completion the enterprise.

Our State Geologist, Dr. Brown, visited the mines of Brown and Co., a few weeks since, and gives, as his opinion, that the coal in their mines is by far the best article he has seen in the West, and also says they have a fine quality of iron ore.

This road will pass through not only the inexhaustible beds of coal on Coal Creek, but will tap the coal field at Danville, Illinois. The Company may, therefore, safely calculate on doing a heavy freighting business, both east and west, of coal alone.

ILLINOIS CENTRAL RAILROAD.—This great work is finished, and regular daily trains commenced running between Chicago and Cairo on the 8th of January. By the 15th, the Galena Branch will be finished and opened, and a small section of the Chicago Branch is all that will then remain for completion of this gigantic undertaking.

Miscellaneous.

MANUFACTURE OF TURPENTINE.

The following report made to a convention of gentlemen interested in the manufacture and preparation of this article, assembled at Mobile on the 10th of December, may not be found uninteresting to our readers:—

The committee to whom was referred the resolutions of Col. James, upon the subject of the cultivation of Turpentime, &c., beg leave to make the following report: That the character of the soil best adapted to the production of the Turpentine Pine should be of light and porous nature, with a subsoil of clay, capable of retaining moisture. The pine should be of an extended low-growing top, with thick bark and sap-wood—the trees not to stand so thickly upon the land as to be too much shaded by the overgrowing foliage. The number of boxes to be cut in a tree should be governed by the size of the same. As a general rule for cutting boxes the committee recommend the following standard: the box to be thirteen inches in horizontal width, three and a half inches in horizontal depth, and seven inches in perpendicular depth, this will produce a box of the capacity of one and a quarter quarts, which, after a few years use, will be reduced to a box capable of containing a full quart only; which, from experience, your committee believe to be the most profitable size. Taking a tree capable of sustaining two boxes, they would recommend that the boxes be cut side by side, with a life-streak of bark of four inches, intervening between them, in preference to cutting them opposite to each other, and that one third or more of the bark should be left for the support of the tree, the boxes to be cut just at the bulge of the tree near the root of the same. The corners of the boxes should be cut out with the inclination of the face of the box, and to extend in a line perpendicular to the outer corners of the same, so as to show a line horizontal and the top of the box—the object of *chipping* being to expose a new surface of the pores for the exudation of the turpentine. The cut of the hacker should extend a half inch in depth into the tree, and one-fourth in altitude, and the chipping should be renewed once a week. The best instrument for the purpose is the hacker with a small bowl, to be kept exceedingly sharp, and the best instrument for sharpening the same is the stone known as the Siam hone or slip. Your committee have nothing new to suggest or recommend as to the best mode of dipping, or the best instrument for that purpose—but in reference to the scrape or hard turpentine, they would advise the use of cloths instead of the old fashioned box for receiving the same. The committee would recommend the light iron axle two horse wagon, as the most expeditious and economical for hauling turpentine. The frame for the barrels should be made of 4 X 6 inch. scantling, with segments of circles cut therein, one-half across the upper face of the same to receive the ends of the barrels, with two interior parallel rails, so that when either end of a barrel is removed from the concave which it occupies, it can be rolled from the wagon on a smooth surface. The committee would recommend that when the distiller can avail himself of a hill side, the simplest plan to elevate turpentine to the still, is to extend a railway from the top of the hill to the platform. If upon a level plain, the use of the machine employed by flour mills to elevate their sacks and barrels to the upper stories of the mill, the said machine being a platform, with four upright posts, with a roller in the head of each, two ropes from the roof of the still-house, passing beneath said rollers, (one on each side,) thence through sheave blocks and around a cylinder, turned by a crank from below. In regard to preparing the turpentine for distillation, we refer you to the explanation made by a member of this committee, as to the style best adapted to making the best article of rosin. The experience of your committee would lead them to decide in favor of a small size still, or with a flat and greatly extended surface. The committee would recommend that in distilling, the still should be charged to only two-thirds its capacity, to allow for the expansion of the material during ebullition. The amount of water to be supplied should be equivalent to the amount condensed in the still-worm, and kept in the same ratio so long as the spirit comes over, and should the still have a tendency to boil over, an increased amount of fuel is to be supplied until the excessive ebullition ceases; the heat is then to be diminished, and the still run regularly as before. Your committee deem it unnecessary to enlarge on this point, as they presume that in all cases of new beginners, a practical distiller will be employed. Your committee recommend that in addition to the usual mode of glueing the spirit casks, that the casks being partially drained after each glueing, be placed upon a horizontal plane, each head alternately placed upon said plane, and would further recommend the use of the Scotch glue, in all cases in which the distiller is unable to manufacture his own glue from good sound hides. The committee would recommend that in making barrels and casks, the staves and heading should be fully dressed, ready for the truss-hoop, and be permitted to remain sometime, previous to being made into barrels, for the purpose of allowing the staves, etc., to shrink. By adopting this course, the barrels are less liable to leakage. The staves for turpentine barrels should be thirty-two inches in length, the head to be worked in a twenty inch truss hoop. The spirit cask should contain forty-five gallons, and in case oak heading cannot be obtained, would recommend the substitution of poplar instead.

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

CORRECTED TO WEDNESDAY OF EACH WEEK.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'D.	ASK'D.
Alabama and Tennessee	1st mortgage, convertible till 1872	7	1872		
Baltimore and Ohio	Transferable. Taxed	6	1885		
Do do	Coupons. Not Taxed	6	1875		
Do do	" "	6	1880		
Do do	"	7	1860		
Do do		6	1885		
Bellefontaine and Indiana	1st mortgage, convertible	6	1866		
Buffalo and Penn. State Line	1st mortgage, not convertible	7	1866		
Chicago and Rock Island	1st mortgage, convertible	7	1870	87	88
Chicago and Mississippi	1st " "	7	1862		
Do do	2d " "	7	1874		
Chicago and Aurora	1st " "	7	1866		
Cincinnati and Fort Wayne			....		
Cleveland, Columbus, and Cincinnati	1st mortgage, convertible	7	1859		
Do do do	No mortgage, convertible	7	1855		
Cleveland and Mahoning			....		
Cleveland, Painesville and Ashtabula	1st mortgage	7	1861		
Do do	2d " oot convertible	7	1861		
Cleveland and Pittsburgh	1st " convertible	7	1860		
do do	1st " 2d sec. convertible	7	1873		
Cleveland and Toledo	1st mort. not conv. '73	7	1863	72¼	
Cleveland, Zanesville, and Cincinnati			....		
Cincinnati, Hamiltoo and Dayton	1st mortgago " till 1855	7	1867		
do do do	2d mortgage	7	1868		80
Cincinnati, New Castle and Michignn	1st mortgage, real estate, convertible	10	5 & 10 y's		
Cincinnati Western	1st " " " "	10	5 & 10 y's		
Cincinnati, Wilmington and Zanesville	1st "	7	1862		
Cincinnati, Indianapolis and Chicago			....		
Columbus and Lake Erie			....		
Columbus, Piqua and Indiana	1st mortgage, convertible	7	1862		
Do do do	2d "		1852		
Columbus and Xenia	1st mortgage, convertible	7	1859		80
Covington and Lexingtoo	2d " " till 1862	7	1883		75
Do do	1st " not "	6	1862		
Dayton and Michigan	1st " "	7	1867		
Dayton and Western	1st " "	7	1862		
Dayton, Xenia and Belpre	1st "	10	1864	50	50
Eaton and Hamilton	1st mortgage	7	1862		60
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.	7	1862		
Evansville and Illinois	1st Mortgage, convertible 1857	7	1862		
Fraukfort aad Loxingtoo	1st " "	6	....		
Franklio and Warren			....		
Galena and Chicago Union	Pledge of 2d section, convertible	10	1853-6	90¼	
Do do do	1st mort., 2d " not convertible	7	1862		
Illinois Ccotral	1st mortgage, not convertible	6	1875	66	67
Illinois and Wisconsin		10	....		
Iodiana Central	1st mortgage, convertible	7	1866	63⅜	75
Do do	" "	10	1857		80
Indianapolis and Bellefontaine	1st " "	7	1860-1		75
Indianapolis aod Lafayette	" "	7	1861		
Jeffersonville	1st " not "	7	1861		
Junction (Ohio)	1st " "	7	1867		
Do do	2d " "	7	....		
Lawrenceburg aod Upper Mississippi	1st mortgage, convertible	7	1866		75
La Crosse and Milwaukee		8	1864	82½	
Little Miami	1st mortgage, oot coovertible	6	1863		
Do	" " till 1855	7	1861		
Louisville and Nashville			....		
Lyons', Iowa, Central	1st mortgage, convertible	7	1873		
Mad River aod Lake Erie	1st mortgage, convertible till 1855	7	1865-6		75
Do do	2d " "	7	1866		75
Do do	Dividend	7	1860		75
Madison and Indianapolis	1st mortgage, coovertible after 1853	6	1861		
Marietta and Cincinnati }	1st "	7	1868		
Do Do. } united	2d "				
Hillsborough and Cincinnati }	1st "				
Maysville and Big Sandy			....		
Maysville and Lexington	1st mortgage, convertible	6	1873		
Memphis and Charleston			....		
Michigan Central	No mortgage, coovertible	8	1860		
Do do	" "	8	1855-6		
Do do	" not "	8	1857-8		
Michigan Southern	1st " " "	7	1860-90	92	
Milwaukie and Mississippi	1st " 1857	8	1862		
Mobile and Ohio	1st mortgage 6s. 1884		....		
Nashville and Chattanooga			....		
New Albany and Salem	mortgage oo 1st section	10	1858-62		
Do do	1st " ou other sectioos, convert.	8	1864-75		
New Castio and Richmond	1st " coovertible	6	1873		
New York Central			....	83½	85
New York and Erie	1st mortgage, not convertible	7	1867		
Do do	2d " convertible	7	1871	70¼	
Do do	Income, not convertible	7	1855	99¾	100
Northern Cross, Ill	1st mort. coov	8	1873		
Northern Indiana	1st mortgage, not convertible	7	1861	79	
Do do	1st mortgago Goshen line		1868		
Do do	Construction Bonds		....		
Ohio Central	1st mortgage, convertible	7	1861-69		
Ohio and Mississippi	2d " convertible	7	1880	62¼	75
Ohio and Indiana	1st " "	7	1867		
Ohio and Pennsylvania	" "	7	1865-6		
Do do	Income. No mortgage, convertible	7	1872		
Pacific, Mo			....		
Panama	1st mortgnge, convertible	7	1866	78	
Parkersburgh (or Northwestero Va.)	" Guar. City of Baltimore	7	1873		
Pennsylvania	1st mortgage, convertible till 1860	6	1880		
Peru and Indianapolis	1st " convertible	7	....		
Rock River Valley Union	1st " convertible	7	1872		
Sandusky and Mansfield	1st "	7	1800		
Do do	2d "	10	1853-7		
Scioto and Hocking Valley	1st " coov. coupons	7	1861		
Southwestern, Tennessee			....		
Springfield and Columbus			....		
Steubenville and Indiaoa	1st mortgago, convertible	7	1865		
Terre Haute and Alton	1st " couvertible		1862-72		
Do do	2d " do	8	1865		
Terre Haute and Richmond	1st mortgage, convertible	6	1866		
Toledo, Norwalk and Cleveland	1st "	7	1863	77¾	
Do do do	2d "		....		
Do do do	" Guar of C. C. & C		1883		

TABLES OF RAILROAD SHARES.

☞ The following quotations are not PER SHARE, but upon the HUNDRED DOLLARS.

	shares.	off'd.	ask'd.
Baltimore and Ohio	100	44	44
Bellefontaine and Delaware	50		
Bellefontaine and Indiana	50	40	41
Belleville and Illinoistown			
Buffalo and Pennsylvania State Line			
Central Military Tract			
Central Ohio	50	55	
Chicago and Rock Island		74	
Chicago & Miss., (Alton & Springf'd,)			
Cincinnati, Cambridge and Chicago			
Cincinnati and Fort Wayne		10	
Cincinnati Hamilton and Daytoo	100	67½	70
Cincinnati, Indianapolis and Chicago			
Cincinnati, Logansport and Chicago	50	6	10
Cincinnati Western	50	10	20
Cin. Wilmington and Zanesville	50	32½	35
Cleveland, Columbus and Cin	100	95½	94
Cleveland, Medina and Tuscarawas			
Cleveland, Painesville and Ashtabula	100		
Cleveland and Pittsburgh	50		40
Cloveland aod Mahoning			
Cleveland and Toledo	50	52½	53
Cleveland, Zanesville, and Cincinnati			
ClintonLine			
Columbus and Lake Erie			
Columbus, Piqua and Indiana			
Columbus and Xenia		85	
Covington and Lexington	50	30	40
Covington and Ohio, Va			
Dayton and Michigan	50		
Dayton and Western	50	15	
Dayton Short Line	50		
Dayton, Xenia and Belpre			
Detroit and Pontiac			
Eaton and Hamilton	25	25	
Eatou and Piqua			
Erie and Northeast			
Erie and Kalamazoo			
Evansville and Crawfordsville			
Fort Wayne and Mississippi	50		
Fort Wayno and Southern	25	10	
Franklin aod Warren			
Galena and Chicago Union	100	84	
Greenville and Miami	50	20	
Hannibal and St. Joseph			
Harlem,		28½	
Hudson River		32¼	35
Henderson and Nashville			
Hillsboro' and Cincinnati	50	25	
Illinois Central 10 per cent	100	90½	93
Illinois and Wisconsin			
Indiana Central	50		
Do do 10 per cent	50		
Indianapolis and Bellefontaine	25		
Indianapolis and Cincinnati	50	44	50
Indianapolis and Lafayette	50		
Jeffersonville and Indianapolis	50		
Junction (Ohio)	50	10	
La Crosse and Milwaukie	100		
Lake Erie, Wabash and St. Louis			
Lawrenceburg and Upper Mississippi	50		
Lexington and Frankfort			
Lexington and Danville			
Little Miami	50	90	95
Logansport and Pacific			
Logansport and Marion			
Louisville and Frankfort	50		
Louisville and Nashville	100		
Macon, Georgia	10		
Mad River and Lake Erie	50	32¼	40
Madisou and Indianapolis	50		—
Madison, Indianapolis and Peru	50	23	
Marietta and Cincinnati	50		
Marion and Mississinewa Valley			
Maysville and Loxington	50		
Maysville and Big Sandy			
Memphis and Charleston			
Michigan Ceotral		80	81
Michigan Southern		79½	82
Milwaukie and Mississippi			
Mobile and Ohio			
Nashville and Chattanooga			
New Albany and Salem	50		
New Orleans and Ohio			
New York Central		84	86
New York and Erie	100	38¼	40
Northern Indiana		80	81
Ohio and Indiana			
Onio aud Mississippi	50	35	40
Ohio and Peunsylvania	50		85
Ohio River and Wabash			
Pacific, Mo			
Panama		72	
Parkersburg, or Northwestern Va			
Pennsylvania	50	42	42¾
Peru and Indiaoapolis	25	27½	
Sandusky and Mansfield	50		
Sandusky, Mansfield, and Newark	50		
Reading		36	36½
Scioto aod Hocking Valley	50		
Southwestero Indiana			
Sonthwestorn, Teoo			
Springfilod Mt. Vernon aod Pittsb'gb.	50		
Springfield and Columbus			
Steubenville and Indiana			
Terre Haute and Alton			
Terre Haute and Richmoud			
Toledo aod Illinois			
Toledo, Norwalk and Cleveland	5		

STOCK TABLE.

CORRECTED WEEKLY.

Government Securities.

	INT.	DUE.	OFF'R.	ASK'D.
U. S. Loan	6	1856	102	105
Do	6	1862	112	114
Do	6	1867	115¼	116
Do	6	1868	115¼	116
Do (int. ceased July 1).	5	1853		102
Do Coupons		1862		118
Do "	6	1867		118
Do "		1853		101

State.

Alabama	5	....		
California	7	1870	82	82½
Arkansas	6	....		96
Georgia	0	....	90	95
Do	7	....		
Illinois Canal Bonds		1860		
Do do registered		1860		
Do do		1847		
Do do registered		1847		
Do do Internal Impt.	6	1847		82½
Do Interest do	6	....		60
Indiana	5	....	80	81
Do	2½	....	47	50
Do Canal Loan	6	....		
Do do preferred	5	....		
Do do deferred	5	....		
Do special preferred	5	....		
Do do deferred.	5	....		
Kentucky, 30 years	6	1871	95½	
Do 15 years	6	....		
Do large bonds	6	1869-72	97	
Do	5	....		
Missouri,	6	....	86⅞	100
Ohio	6	1856	93	
Do	6	1860	96¾	98
Do	6	1870		
Do	6	1875	97	
Do	5	1855		
Do	5	1864		
Pennsylvania	6	....		
Do	5	1870	83	84
Tennessee, new loan	6	1890		90
Do Coupons	5	....		
Virginia Coupons	6	1886	92¾	97

City Securities.

Albany	6	1871-81		97½
Allegheny	6	1875-7		77
Baltimore	6	1870-90	91½	92
Do	5	1865		
Boston Bonds	4½	1860		
Chicago	6	1873-7	92½	95
Cleveland	6	1879	101¾	102¼
Cincinnati	6	1860-92	89¾	90½
Do	6	1897		
Do	5	1884		
Do W. W	6	1865		
Jeffersonville, Indiana	7	1872-82		
Lawrenceburgh, Ia	7	....		
Louisville	6	1880	84	89
Memphis	6	1882		
New York	7	1857	100¾	
Do	5	1858-60	96	98
Do	5	1870-5	100	
Do	5	1890		
Philadelphia	6	1876-90	81½	85
Pittsburgh	6	1869-78	75¼	76½
Do coupons	6	1883		
Richmond	6	1882		
St. Louis	6	1870	79	80
Wheeling	6	1872		

County Bonds.

Bourbon, Ky	6	1881		
Darke, O	7	....		
Fairfield, O	7	1862		
Fayette, Ky	6	1881-3	70	72½
Hancock Co	7	....	60	
Mason, Ky	6	1881	67	66½
McCraken co. Ky., endorsed by New Orleans and Ohio R.R.				
St. Louis	6	1866	76	77
Do	7	1871		

Banks.

OHIO.

Ohio Life Insurance and Trust Co	75	78
Lafayette, Cincinnati, (closing)		
Franklin do		
Commercial do		
Ciucinnati Ins. Co	84	
State Branches		

KENTUCKY.

Bank of Kentucky and Branches		
Northern, and Branches		
Southern, and Branches		
Bank of Louisville		
Kentucky Trust Co		
Farmers' Bank of Kentucky	92½	
Newport Safety Fund Bank		
Commercial Bank of Kentucky		

INDIANA.

State Bank and Branches		

TENNESSEE.

State Bank and Branches		
Union		
Planters'		

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g.
On New York	Sight	½	1 prem.
Boston	Sight	½	1 prem.
Philadelphia	Sight		1 prem.
Baltimore	Sight		1 prem.
New Orleans	Sight		¾ prem.
England		106½	108¾.

SPECIE.

GOLD.

California clean, ℔ oz	$17 60	@	$17 65
Spanish Doubloons	16 00	@	16 00
Patriot Doubloons	15 60	@	15 80
Sovereigns	4 84	@	4 86
Guineas	5 00	@	5 00
American, new	1 00	@	1 01
American, old	1 06	@	1 06½
Portuguese	1 00	@	1 01

SILVER.

American Dollars	1 04	@	1 04
American, halves	1 04	@	1 04
Spanish Dollars	1 00	@	1 00
Spanish Quarters	1 00	@	1 00
Mexican Dollars	1 05	@	1 05
Five Franc pieces	97	@	

LAND WARRANTS.

	Off'd.	Ask'd
160 acre warrants	$178	
80 acre warrants	89	
40 acre warrants	44½	

CINCINNATI STOCK SALES.

AT THE STOCK BOARD,

MERCHANTS' EXCHANGE

And at Private Sale.

BY HEWSON & HOLMES.

For one week ending January 10th, 1855.

18	Shares	Bellefontaine & Indiana R. R.	$40 00
100	"	Central Ohio "	55 00
35	"	Cinciu. Ham. & Dayton "	67 50
200	"	Cincin. Wil. & Zanesville "	32 50
10	"	Col. & Xenia "	85 00
122	"	Covington & Lexington "	28@30
50	"	Dayton & Western "	15@16
30	"	Eaton & Hamilton "	25 00
40	"	Post Wayne & Southern "	10 00
140	"	Greenville & Miami "	18 50@20
50	"	Indiana Central "	42 50
56	"	Indianapolis & Cincinnati "	44 00
100	"	Junction (Indiana) "	10 00
90	"	Little Miami "	87 50@90
50	"	Mad River & Lake Erie "	32 50
164	"	Ohio & Mississippi "	29 50@35
42	"	Penn. & Indianapolis "	27 50
50	"	Farmer's Bk. of Ky., ex. div. "	92 50
156	"	Cin. Insurance Co.	84 00
$1,000		Hancock Co. 7 per cent. Bonds	60 00
5,000		Dayton, Xenia & Belpre	50 00

Monetary and Commercial.

During the past week, there has been a slight improvement in the general features of the commercial world. The opening of navigation is beginning to exert a favorable influence; but the work of building up must be gradual—it requires but a short time to destroy confidence, but years of patient toil to build it up again.

In the money market there is beginning to be felt a change for the better. The banks are cautiously extending their line of accommodations, and although there are large offerings of well secured papea at high rates, many houses are discounting for their customers at their former regular prices. We quote an increased regular business at 10 to 14 per cent.; outside rates from 1 to 2½ per cent. per month.

Exchange on New York is buying ½ per cent. and selling at 1 per cent. New Orleans exchange is ranging from ¾ to ¾ per cent. premium. Gold is selling at 1 per cent. Uncurrent funds continue as at former quotations, from 4 to 25 per cent. discount.

The stock market begins to exhibit signs of activity, and prices are, in general, well sustained.

The river continues in a fair condition, and when the Southern and Western branches shall have been fairly opened, a still further increase in business and receipts may be expected; we hear of one firm in town which has had, for some time, three locomotives ready for shipment to Nashville as soon as the navigation on the Cumberland shall be opened. We hear of some establishment here and in the country, resuming, or making active preparations to resume operations. On the whole we quote improvement as one of the general features of the week.

New York quotations are more encouraging; our advices notice money in greater supply than at previous dates, although rates of discount on business paper have not materially declined. Loans on stock securities, however, are negotiated with more ease and without paying extra rates.

The stock market shows signs of improvement, and sales are made at better rates. The redemption of U. S. Government stock is to be continued to the amount of $1,900,000.

Foreign exchange is heavy, and shipments of specie are discontinued. We quote bankers' checks at 107¾ for best names; transient bills with bank endorsements 107 to 107½, and produce bills 106 to 106½.

CINCINNATI, HAMILTON & DAYTON R. R.

EARNINGS FOR DECEMBER, 1854.

Freight	$23,470 35	
Passengers	19,226 64	
Express, &c	1,012 86	$43.709 85

EARNINGS FOR DECEMBER, 1843.

Freight	$18,683 17	
Passengers	21,327 01	
Express, &c	1,258 33	$41,268 51
Increase,		$2,441 34

RAILWAY TRAFFIC RETURNS.

GRAND TRUNK RAILWAY OF CANADA.

ACN'T. OFFICE,
Montreal, Dec. 21st, 1854.

Return of Traffic for the week ending Saturday, Dec. 8 1854.

2730	Passengers, First Class,	$3504,74 1-2
614 1-2	" Sec'd "	421,56
2133	Tons Merchandise,	5646,10
178728	Feet of Lumber,	959,20
368 1-4	Cords of Fire Wood,	423,78
	Mails, etc.,	813,88
	Total,	$11,769,62 1-2
	Currency,	£2942 6 9

COMPARATIVE TRATEMENT.

1854, week ending Dec. 9,	2942 6 9
1853, week ending Dec. 10,	2710 0 2
Increase,	£ 232 6 7
Miles open,	292
Total receipts for current half year commencing July 1st, up to week ending Dec. 2d, 1854,	£109,359 17 11 / $438,239 62

JAMES HARDMAN, *Auditor.*

ALABAMA AND FLORIDA RAILROAD.—We learn from the Montgomery papers that the Directors of this road have taken a step forward. They have put *fifty miles* under contract, to experienced and responsible parties. Mr. Jones, the worthy Chief Engineer, informs us, says the *Advertiser*, that the ground will be broken this week on a part of the road, and that vigorous, continued blows will be struck until the railroad connection with Pensacola is consumated.

The portion of the above road through this State, to the Alabama line, we are informed, has been put under contract, and the energetic Engineers are now on the road running the line, and surveying the most feasible route, in as direct an air line as is possible to put through.

Very fortunately there will not be any great amount of grading, of either excavating or filling in, piling or bridging anywhere along the route which we have to construct; and we have been credibly informed that the present engineering corps are decidedly of the opinion that former estimates for this road have been ranged at a much higher figure than will be called for, as the supposed cost has been over estimated very considerably, as far as they have proceeded; and they are now over the most difficult part of the road.—*Pensacola Dem., Fla.*

MAYSVILLE AND LEXINGTON R. R.

RAILROAD MATTERS.—The work of relaying the track of the Maysville and Lexington Railroad between Paris and Lexington, so as to make it correspond with the guage of the Covington road, is progressing satisfactorily, and the trains of the latter road are already running five or six miles beyond Paris. It is expected the work will be completed within two weeks.

We understand that Charles A. Withers, Esq., has been appointed superintendent of the Covington and Lexington Railroad. Mr. W. has been a zealous and efficient friend of the road from its inception to the present time, is thoroughly acquainted with its details, and is in all respects admirably adapted to the position. We agree with the Maysville *Eagle* in saying that his marked devotion to the interests of the road deserves, if possible, a greater compliment.—*Cov. Jour.*

MESSAGE OF GOV. WRIGHT, OF INDIANA.

The Message of Gov. Wright to the Legislature of Indiana was sent in on Jan. 5th, and is an able and interesting document. The Governor begins by reviewing the financial condition of the State, in which he says:

It affords me pleasure to be able to say that the fiscal affairs of the State are still improving. Economy has been observed in the public expenditures; and while the interest on the public debt has been promptly paid, the reduction of the principal has not been neglected.

The amount of the ordinary expenses of the state government, as audited and paid by the Treasurer, for the year ending October 31, 1854, is $64,261.44—which is $49,668.44 less than the amount paid for the year ending Oct. 31, 1853. This sum, as the ordinary expenses of a government composed of a million and a quarter of inhabitants, will compare very favorably with the ordinary annual expenditures of any State in the Union—it being, *per capita*, four and one-third cents for each individual.

The sum total of the ordinary expenses of the State during the past ten years, is $945,198.68, while the expenses of the past year, ending Oct. 31. 1854, are only $54,261.44.

The amount of taxable property in 1841 was	$116,237,965
In 1850	138,262,085
In 1854	290,418,148

Showing an increase during the past four years of 110 per cent.

The amount paid during the last ten years for principal and interest of Treasury scrip is	$2,274 705 90
Interest on State Debt	1,798.412 92
	$4,053.118 82

Indiana has spent for three benevolent institutions, during ten years, $693,503.31.

On the first of November, 1851, the State debt of Indiana amounted to $7,031,003.50. Of this sum the State has liquidated the amount of $227,864.50, leaving of the public debt the sum of $6,803,139, of which sum $1,763,139 is bearing two and a half per cent. interest, and the balance, to-wit. $5,040,000 is bearing five per cent. interest. The aforesaid sum of $227,864.50 having been paid by the State, under the act of the General Assembly creating the Sinking Fund, these stocks remain on the books of the Agency, the interest credited and applied annually to the reduction of the principal of the public debt. Hence, so far as the interest is concerned, the stock belonging to the State is still considered outstanding.

Satisfactory evidences of the strength of the financial resources of the State may be seen in what we have accomplished in the last ten years. During this period, without estimating what are called the ordinary expenses of the State, there have been, by taxation, levied, collected, and applied, the following sums, namely:—

For the redemption of principal and interest of scrip	$2,274,605.90
Interest on the public debt, including the payment of the interest for Jan., 1855	1,798,412.92
Payment upon the principal of the public debt	227,864.50
Payments to the three Benevolent Institutions	693,503.31
Expenditures on the State Prison, including expenses connected with the removal of prisoners	71,412.89
Making	$5,065,899.50

If to this we add the ordinary expenses of the State government for the same period, amounting to $945,198.68, we have the sum of $6,011,098.18, equal to about eight-ninths of the present State debt, raised from our people by taxation, at a rate exceeding $600,000 annually—five-sixths of which amount has been annually applied to the payment of interest and to other objects not included among the ordinary expenses of the State.

The exhibit here made of the amount already liquidated of the public debt, fully corroborates the estimates made in my annual communication of 1850, which looked to its final discharge in 1871.

No intricate machinery has been required for this purpose, but simply an application of the surplus means in the Treasury, to the purchase of the debt. And I deem it an imperative duty, while prosperity is all around us, and our other burdens are light, to urge upon you the continuance of this policy, and to make an annual levy of not less than five cents upon the hundred dollars, to be appropriated exclusively for this purpose. With the application of these means, and such others as may be at our command, the last dollar of our public debt will be discharged in 1868.

The message next notices the expiration of the charter of the State Bank, approves of the clause in the constitution which forbids the State hereafter from being a stockholder in any bank, or lending her credit to any corporation, and recommends the appointment of a Board of Commissioners with full authority to make a settlement of the affairs of the State and the Bank, on the expiration of the charter.

The Governer then condemns the general banking law in the following terms:

The law upon the subject of general banking, has failed to accomplish the purpose for which it was enacted. It has not furnished for the use of the people, a sound circulating medium. The experience of the two past years fully establishes the correctness of my remarks addressed to the last General Assembly on the subject of banking; and I may adopt, in its fullest meaning, the sentiment then expressed, "that past events have clearly shown that the restrictions provided by the law are insufficient to prevent abuses of the privileges granted."

It is a matter of regret that this subject did not engage the attention of the General Assembly at its last session. I again urge upon your consideration, the views expressed on this question at that time.

The Governor attributes the financial difficulties to over-trading, and thinks it fortunate that the demand on the banks for coin or exchange was begun early, and that this circumstance saved the people from chances of greater loss.

The great error in the law is, that the entire responsibility of the system is placed in the hands of a single individual, and he an officer of the State already charged with duties and trusts of the most important character. This single individual determines upon the validy of the organization, the character and value of the stocks, issues the circulation, holds the securities, passes upon the correctness of the reports, delivers powers of attorney for the collection of interest, and in short settles all questions connected with the Banks, according to his own unaided judgment. With a bond of only $10,000 he is the custodian of near $10,000,000 of the public securities.

If it be the design of the Legislature to continue this system, it will, in my judgment, be necessary, in order to secure the confidence of the people, and to protect their interests, to provide for the organization of a Bank Department, with a Board of Bank Commissioners, with full powers to determine upon the locality of the Bank, the necessity of its creation, the solvency of the securities offered, and who should, also, be charged with their custody.

I also recommend, that inasmuch as the term of the present incumbent is about to close, a committee of the two Houses be appointed to investigate fully the condition of all matters connected with the office of Auditor of State. A full report will doubtless do much to allay the apprehensions of the public, and establish confidence wherever merited.

The following is the statement of the circulation of the banks on Jan. 1st, 1855:

The circulation of the State Bank in Oct., 1853 was	$3,834,765 50
Circulation in October, 1854	2,803,647 50
Decrease	$1,031,117 50
The Stock Bank circulation July 1st, 1854.	8,299,575 00
Circulation January 1st, 1855	5,565,099 00
Estimated amount in hands of Bankers not in circulation	1,000,000 00
Decrease in six months	4,734.275 00
The precise amount surrendered at the Auditor's office up to 1st Jan., 1855, is	3,734,475 00

Here we have a withdrawal from circulation in twelve months, of $5,766,123 00, or more than one-half of all the circulation called money in the State.

The message then proceeds to the consideration of several interesting subjects in connection with the School Fund, the observance of the Sabbath, the sale of intoxicating liquors, the benevolent institutions, the State Board of Agriculture, African Colonization, a Geological Survey of the State, Railroads and Railroad accidents, Attorney Generalship, Lease of the State Prison, the Military of the State, the Canals, the Improvement of Swamp Lands, the number of Senators and Representatives in the Legislature, State Bonds and some of the political aspects of the times.

THE BANKERS' ALMANAC, FOR 1855,

WILL be published in a few days, containing—

I. Calendar and Chronology of Important Financial Events.

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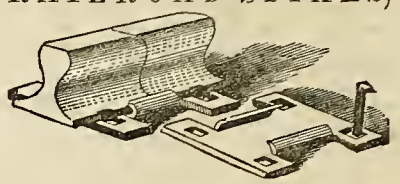
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Baltimore, August 31–†

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The Compensated Lever Watch I porchased of you, made by Charles Frodsham, London, No. 7300, has varied but thirty secouds from mean time in six months, by actual daily comparison with your regulator.

Yours, &c., ALVIN ADAMS.
Mr. Simon Willard.

Boston, Feb. 4, 1854.

Mr. S. Willard Dear Sir—The Frodsham watch, No. 7557, I purchased of you last October, has performed wonderfully well. I have compared it almost daily by your Astronomical clock, and its variations for ninety days is hut one second, ora loss of but ooe-hundredth of a secood per day. I consider it better than any Marine Chronometer I ever used.

Yours truly,
FISHER A. NEWELL,
Late master of Sch., Honolulu.

Sandusky, Ohio. Jan. 1, 1854.

Mr. S. Willard, Dear Sir—More than six months ago I purchased of you two of Frodsham's best watches—up to this time, one of them, No. 7571, has altered from mean time but twenty-seven seconds, and the other, No. 7517, but twenty-three seconds in the same period.

Yours, respectfully,
E. F. OSBORNE.
To Mr. Simon Willard.

Gentlemen—On the 1st of April last I procored from Mr Willard, of Boston, one of Frodsham's improved series of watches. It was regulated and set to Cincinnati time. It has not, in that period, been suffered to run dowu, nor have the hands been moved, and to day it is 20 seconds only slow. Respectfully yours,
HENRY O. AMES,
Sup,t Ciu. Ham. & Dayton Railroad.
August 18, 1854.

To Messrs. Beggs & Smith.

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Sept. 21-6*



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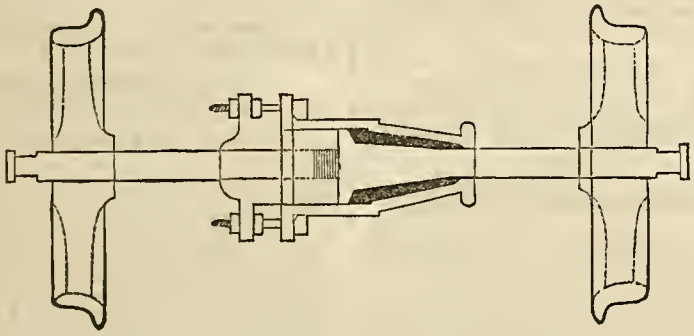
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The valuable features of this arrangement of axle are, a saving of full fifty per cent. in motive power on crooked roads: the rails are protected from being destroyed by the flanges of the wheels coming in contact with them on the curves, as is the case with the stiff or rigid axle, which not only destroys the rail but puts a constant strain upon the wheel and axle, causing the wheel on the inner rail to trip or revolve upon the rail under the weight of the car and its load, while the opposite wheel is traversing its greater distance; the tendency of which, is to wear the wheel flat, and cause it, or the axle, to break sooner or later. There is less danger of the car leaving the track from its having become spread.

Axles fitted in this way do not require to be near so large, and yet contain more strength than the common axle, for the reason that the liberty given to the wheels, which allows them to accommodate themselves to the curvatures of the road, removes wholly the strain thrown upon the ordinary axle; and therefore, it requires no more strength of iron at any point between the wheels, than is contained in the bearings, which in the ordinary axle, is not more than one-third of the strength of the other portions of the axle.

The elongated bearing which forms the connection is so proportioned as not to wedge or become tight in the alloy, the wear being almost imperceptible, requiring to be set up not oftener than once in twelve months, by a slight tightning of the screw nuts. If, from long service, the alloy becomes worn out, it can be refilled, making it as perfect as when first filled up, and the gauge of the wheels will never become changed so as to injure the running of the car.

It is after a series of the most careful experiments, conducted through a period of time sufficient to test in the most satisfactory manner, the real merits of divided car axles, and a thorough and practical test in real service of over two years, that we now offer to Railroad Companies one that we are assured will give universal satisfaction in its operations, and both simple and cheap in its construction.

We are now ready to dispose of rights to use the above axle on the following terms: We guarantee full and perfect satisfaction by giving ample time to thoroughly test its merits, and will require no payment to be made until such satisfaction has been given. All applications to be made to

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Pipe and Manhole Rings, all sizes;
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50,000 Feet Vulcanized India Rubber Machine Beltings, from 2 inch to 20 inches, 3 and 4 ply.

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Allen's Revolvers and Self-Cocking Pistols.—Now in store, a large assortment of the above, 3, 4, and 5 inch Revolvers; 3, 4, 5, and 6 inch Pocket Pistols. Also, Dueling Pistols.

Leland's Superior C. S. Car and Auger Bitts.—All sizes.

Brass Kettles, and Sheet Brass, &c.—Brass Kettles, assorted from 6 to 30; Sheet Brass assorted from No. 0 to 30; Brass Wire, do do do.

Star Breast Chains.—Four casks of those superior double-linked Chains, just received.

Walker's Trace Chains.—70 casks of those superior goods, warranted full length and sizes, 8 to 20 links, straight and twisted, now in store.

American Anvils.—Eagle brand, faced with with cast steel, and warranted by the manufacturers equal to Armitage's Mousehole.

Plated Spoons.—Plain, tipped, and threaded heavy plate, on best quality of Germau Silver.

Premium Gimlet Screws.—10,000 gross just received.

Mill Saws. Hoe & Co.'s C. S. Wm. Rowland's, and W. H. Rowland's 6, 6½, 7, 7½, and 8 ft

Cross Cut Saws.—Hoe & Co.'s C. S., John ockerell's C. S. and G. S., Wm. Rowland's and W. & H. Rowland's 5, 5½, 6, 6½, 7, 7½, and 8 feet Also, 4 and 4½ feet Tennon Saws.

Axes.—1000 doz. Axes, assorted Yankee and Kentucky patterns, first, second, and third quality

Nails.—4000 kegs Shoenberger's and Wheeling Nails, now in store.

For sale by TYLER DAVIDSON & CO.,
mr3 140 and 142 Main street

RAILROAD MAP.

WE have now ready A RAILROAD MAP OF THE WEST, containing ALL THE RAILROADS constructing, completed, or proposed in the States of Ohio, Indiana, Illinois, and Kentucky, and portions of Wisconsin, Michigan Pennsylvania, Virginia, Tennessee and Canada, showing the termini, points upon the lines, connections, &c. of each line, all laid down accurately, by a competent hand.

The size of the sheet is 24 by 38 inches, and can be sent by mail.

Price—plain..... 40 cents.
Colored in outlines..... 50 cents.
Full colored ..... 75 cents.

Liberal discounts will be paid to those wishing them in quantities.

Railroad companies desiring a map to illustrate their road cannot find one offering greater inducements as to correctness, &c., or on better terms; as any line can be made prominent, with its connections, &c.

All orders addressed to U. P. JAMES will secure prompt attention

ENGINEERING!!

The undersigned is prepared to furnish
SPECIFICATIONS, ESTIMATES, AND PLANS,
In general or detail of all kinds of
Steam Vessels, Engines, Boilers, Mill Work, &c
Particular attention given to the superintending of
LOCOMOTIVES, TENDERS, CARS,
And Railway Machinery of every Description,
While under construction.

AGENT FOR THE PURCHASE of, on commission, all articles required for Railroads, Steam Vessels, Locomotives. Engines, Boilers, Machinery, &c.
General Agent for
ASHCROFT'S STEAM GAUGE, ALLEN AND NOYES' METALIC SELF ADJUSTING CONICAL PACKING, DUDGEON'S HYDRAULIC JACK.

Also, for Water Gauges, Indicators, Steam Whistles, &c., &c.
CHAS. W. COPELAND,
Consulting Engineer,
×5-tf 64 Broadway, N. Y.

RAILROAD HOTEL.

CINCINNATI, O.

THE GIBSON HOUSE, Cincinnati, is situated on Walnut-street, between Fourth and Fifth, in the immediate neighborhood of all the Railroad Offices. For comfort and convenience it is believed that this hotel is unsurpassed. It is heated with steam from the first floor to the fifth, thus making it the most desirable winter house in the West. The proprietor hopes to enjoy a share of the patronage of Railroad men.
A. WETHERBEE, Proprietor.

New Works on Civil Engineering.

THE Field Practice of Laying out Circular Curves for Railroads. By John C. Trautwine, Civil Engineer.—4th Thousand, in pocket-book form with tucks.

—ALSO—

A New Method of Calculating the Cubic Contents of Excavations and Embankments, by the aid of Tables and 10 Engraved Plates of Diagrams. By John C. Trautwine, C. E.; 2d edition.

Price, one dollar each. Postage on the Curves, five cents; on the Excavations and Embankments, eight cents. For sale by WILLIAM HAMILTON.
Hall of the Franklin Institute.
Sept. 21-3* Philadelphia, Pa.

COLUMBUS PIQUA, AND INDIANA RAILROAD.

New route from Columbus, West and from Urbana, East.

On and after Monday September 19, 1853, two trains per day, (Sunday excepted) each way, will run on this Road, between COLUMBUS and URBANA. Will leave Columbus at 4.50 a.m., and 3.30 p.m.—arriving at Urbana at 8.12 a.m., and 6.14 p.m. Returning—will leave Urbana, for Columbus, at 9.15 a.m., and 3.00 p.m.—arriving at 12.05 and 6.55 p.m.

The 4.50 a.m. train, from Columbus, will connect with the night Express train from Cleveland and arrive at Urbana in time for the morning train north for Sandusky and intermediate points. Persons arriving by the morning Cleveland and Zanesville trains can have a few hours at Columbus and leave by the 3.30 p.m. train—arriving at Urbana in time to get supper and take the 5.35 p.m. train for Dayton and Cincinnati.

The 9.15 a.m. train from Urbana connects with the morning train from Cincinnati and Dayton that arrives at Urbana 8.40 a.m.—arriving at Columbus at 12.05 p.m in time for the 1 p.m. train for Cleveland, connecting with the Buffalo and Dunkirk boats. The 3.00 p.m. train will leave Urbana on the arrival of the Sandusky train—reaching Urbana at 2.45 p.m.—and arrive in Columbus in time for the various night trains.

A line of Omnibuses will connect with the trains at Urbana for the conveyence of passengers to and from Piqua and Greenville over a good Macadamized road.
A. G CONOVER, Sup
Piqua, Sept. 13, 1853. s29-tf.

Railroad Line.

The Shortest, Quickest and Best ROUTE TO LOUISVILLE.

MADISON, INDIANAPOLIS, PERU, TERRE HAUTE, MICHIGAN CITY, CHICAGO, GALENA, ST. LOUIS, AND NEW ORLEANS.

OHIO & MISSISSIPPI RAILROAD,

ON MONDAY, SEPTEMBER 18, AND UNTIL FURTHER notice, the Passenger Trains will run as follows:

For Louisville and New Albany.

Leave Cincinnati at 7.15 A. M. and 3.15 P. M., connecting with the Jeffersonville Railroad at Seymour, and arrive at Jeffersonville, opposite Louisville, at 1 o'clock P. M., and at 9 P. M.

Returning—Leave Jeffersoneille at 8.30 A. M., and 3.15 P. M., arrive in Cincinnati at 2.30 P. M., and 9.30 P. M. No delays in connecting with any other Railroad,

Fare $2 50.

For Indianapolis.

Leave Cincinnati at 7.15 A. M., and 3.15 P. M., connecting with the Indianapolis and Cincinnati Railroad at Lawrenceburg, for Indianapolis, and all the principal cities and towns of the North and West.

Returning—These trains arrive in Cincinnati at 4.05 P. M., and 9.30 P. M.

Fare $3 00.

For Lawrenceburg and Aurora.

Leave Cincinnati at 7.15 A. M., 10.45 A. M., 1.27 P. M., and 5 P. M., stopping at all the regular stations.

Returning—Leave Aurora at 6.50 A. M., 3.15 P. M., 2.55 P. M., and 8.23 P. M., stopping at all the regular stations, and arrive in Cincinnati at 8.10 A. M. 2.30 P. M., 4.05 P. M., and 9.30 P. M..

FREIGHT TRAINS for Jeffersonville and all intermediate stations, leave Cincinnati at 9.30 A. M.

For further information see handbills, or apply at the Ticket Office, on Fourth street, north side, four doors from Vine street, oposite new Custom-house.

S. S. POST.
Chf. Eng'r and Supt.

Passengers, by leaving their address at the Ticket Office, will be called for by St. Louis and Cincinnati Omnibus Line.

Omnibuses call at all the principal Hotels, for each train. W. S. BABCOCK, Agent,
Sept 5. St. Louis and Cincinnati Omnibus Line.

Cincinnati, Wilmington and Zanesville Railroad.

OPEN TO LANCASTER.—Two daily Trains, (Sundays excepted) between Lancaster and Cincinnati. On and after Monday, June 26th, 1854, until further notice, trains will run as follows:

The morning Train leaves Lancaster at 5.10 A. M., and arrives at Cincinnati at 11.15. Returning leaves Cincinnati at 3.05 P. M. and arrives at Lancaster at 9.30 P. M

The downward accommodation train leaves Lancas- at 10.05 A. M., and arrives at Cincinnati at 5.40 P. M.

The upward accommodation train leaves Cincinnati at 7.30 A. M., and arrives at Lancaster at 4.00 P. M.

Trains will stop for passengers as follows: At Amanda, Stout's, Circleville, Williamsport, Four Corners, New Holland, Washington, Rattle Snake, Sabina, Cross Roads. Wilmington, Sligo, Clarksville and Morrow; and on the Little Miami Road at Deerfield, Butterworth's, Water Station, Loveland, Miamiville, Milford and Plainville, and on proper signal by flag, or to the Conductor, at Branch Hill and Linwood, at Turupike.

The downward Trains connect at Morrow with the Trains on the Little Miami Road for Columbus.

Lines of Omnibusses and Packets will run between Circleville and Chillicothe, and Stages and Packets between Lancaster, Logan, Nelsonville, Athens and Pomery; and Stages between Lancaster, Somerset and Zanesville connecting with the morning train from, and evening train to, Cincinnati.

Fare from Cincinnati to Washington..... $2 50
" " " " Circleville..... 3 00
" " " " Lancaster..... 3 60
" " " " Chillicothe..... 4 00

For other information and Tickets, apply at Ticket office, corner of Broadway and Front sts, and at the Little Miami Depot, or to the Station Agents on the line.
E. W. WOODWARD,
Engineer and Superintendent.

☞ The Omnibus Line will call for and deliver passengers to and from the trains to any part of the City.
J. HOWELL, Conductor.

☞ The Company will not be responsible for baggage exceeding $50 in value, unless the same be returned to the Conductor or Agent, and freight paid at the rate of a passage for every $500 in value above that amount.
je. 29

Baltimore & Ohio Railroad.

380 MILES BETWEEN WHEELING AND BALTIMORE.

THIS Road was opened to the Ohio River in the spring of 1853, and has already established a high character with the business community of the West. Its facilities for the transportation of freights are already superior to those of any other great through line—while the attractions of the country through which it runs, and its many admirable provisions for the expedition, comfort and safety of travelers, it has received such favor as a passenger road, (with its present connections,) as to show that it will become the preferred route for all portions of the West and South-West as soon as its further connections are formed by the completion of the Central Ohio, North-Western Virginia and other Railroads now rapidly finishing.

FOR PASSENGERS BY THIS ROUTE,
Through Tickets from all Parts of the West,
ARE NOW SOLD IN
Cincinnati, Louisville, Madison, Indianapolis, St. Louis, Chicago, Toledo, Detroit, Cleveland, Columbus, Zanesville and other Cities.

AT ALL OF WHICH ARRANGEMENTS HAVE BEEN EFFECTED
For Sending Travelers Direct to
WASHINGTON, BALTIMORE, PHILADELPHIA, NEW YORK, and other ATLANTIC CITIES.

FOR FREIGHTS IN EITHER DIRECTION
The fullest accommodations are provided. In motive power and Cars, the company has abundant resources, which are being further extended to meet the demands of Western Trade. In the dispatch and regularity of transpart, and in the careful landing of property, this road challenges a comparison with its rivals. At Baltimore, the road connects directly in the streets and at the wharves with the

PHILADELPHIA AND NEW YORK RAILROADS,
The numerous Steamers of the Parker Vein Line to New York and Boston, the Ericsson Steamers by Canal to Philadelphia and New York.
And various other Lines of Steamers and Sailing Vessels to the Eastern Ports, and to Richmond, Norfolk, Charleston, Savannah, etc.

J. B. FORD is the Company's Receiving Agent at Wheeling.
WM. G. HARRISON, President. *JOHN H. DONE*, Mast. of Transportation, Baltimore.
je. 8† Baltimore.

Pittsburgh, Philadelphia, BALTIMORE AND NEW YORK.

NEW ROUTE OPENED TO NEW YORK, ALL THE WAY BY RAILROAD, VIA **CINCINNATI, HAMILTON & DAYTON RAILROAD.**

The quickest, cheapest and most pleasant route to Pittsburgh, Philadelphia, Baltimore and New York.—Depot in the West end of the city.

Only route via Pittsburgh by which through tickets can be obtained from Cincinnati to New York.

One less change of cars than any other route.

Passengers leaving Cincinnati, on 6 o'clock morning train of Cincinnati, Hamilton & Dayton Railroad, go through to Crestline without change of cars, and, after 30 minutes for dinner, proceed by Ohio & Pennsylvania Railroad, arriving at Pittsburgh at 8 o'clock P. M.: leave Pittsburgh via Pennsylvania Central Railroad, at 9 o'clock, P. M., and arrive in Baltimore and Philadelphia at 12 o'clock and 30 minutes (noon) next day; and from thence via Kensington and Jersey City, or Camden and Amboy Railroads, arriving in New York at 4 P. M.

Second Train:

Leaves Cincinnati, Hamilton and Dayton Railroad at 8 o'clock and 20 minutes every morning: arrives at Crestline at 4:20 P. M., and Pittsburgh at 12 o'clock and 30 minutes, midnight; and after a comfortable night's rest, resume by 7 o'clock A. M. Train, arriving in Philadelphia and Baltimore at 12 o'clock and 30 minutes, midnight.

The only offices in Cincinnati at which Through Tickets can be purchased from Cincinnati to New York, via Pittsburgh and Philadelphia, are under the Spencer House, and one door below the Gibson House on Walnut street.

FARE:

From Cincinnati to Pittsburgh, first class..... $7 00
" " " front car..... 5 00
" " Philadelphia..... 14 00
" " Baltimore..... 14 00
" " New York, via Pittburgh, and Philadelphia, all the way by railroad 16 00

For through tickets and information, please apply at Cincinnati, Hamilton and Dayton Railroad Office, north west corner of Broadway and Front streets, under the Spencer House, or to J. W. SHIPLEY, at Railroad office on Walnut street, between Fourth and Fifth streets, one door south of the Gibson House, or at Sixth street Depot.
H. O. AMES, Superintendent.
W. A. LATHAM, Agent.

The Omnibus Line will call for passengers by leaving their orders at the offices.
Sep. 7,-tf. WM. H. SMITH, Conductor.

Railroad Line.

Cincinnati, Hamilton & Dayton Railroad.

Fall Arrangement.

COMMENCING MONDAY, OCTOBER 9th, 1854.

PASSENGER Trains will leave the Sixth-street Depot as follows:

First Train

At 6.30 A. M., Lightning Express for Hamilton, Richmond, Indianapolis, Terre Haute, Lafayette and Chicago, direct.

Second Train

At 8 A. M., for Hamilton, Eaton, Richmond, Dayton, Troy, Piqua, Sandusky, Toledo, Chicago, Clyde, Cleveland, Buffalo, New York, Boston, Pittsburgh, Philadelphia, Baltimore, Washington, etc.

Third Train

At 2.15 P. M., for Dayton, and intermediate stations, Troy, Piqua, etc.

Fourth Train

At 4 P. M., for Hamilton, Richmond, Indianapolis, Terre Haute, Lafayette Chicago, Dayton, Springfield, Urbana, Kenton, Carey, Crestline, Pittsburgh, Philadelphia, Baltimore, Washington, etc.

Fifth Train

At 5.20 P. M., for Hamilton and intermediate stations.

The 1st Train, Express,

Will stop at Cumminsville, Lockland and Glendale.

2d, 3d, and 4th, Trains,

Will stop at all regular stations.

Fifth Train

Will stop at all regular stations and at flag stations on signal or notice to the Conductor.

The 1st Train

Will connect at Richmond at 9 A. M., with Train of Indiana Central Road for Indianapolis; arrive at that place at 11.30 A.M., thence to Terre Haute, Lafayette, and Chicago without detention. Time as short as by any other route.

2d Train

Will connect at Dayton at 10.30 A. M., with Mad River Train for Sandusky and intermediate points; also at Crestline at 4.20 P. M., with the Ohio & Pennsylvania Train for Pittsburgh, Philadelphia, Baltimore, Washington, etc. The same train will connect at Clyde with Toledo and Cleveland Train to Toledo, Chicago, and intermediate points. Also, with Dayton and Michigan Railroad to Troy and Piqua, and at Piqua with Doyle & Co's Canal Packet Line to all points on Wabash and Miami Canals, and at Dayton with Dayton and Greenville Railroad to Greenville, Union, and all points on Bellefontaine and Indianapolis Railroad at 2.30 P. M.

3d Train

Connects at Dayton with Train for Troy, Piqua, etc. Also, with train of Dayton and Western Road for Indianapolis

Fourth Train

Will connect at Richmond at 6.40 P. M., with Indiana Central Train for Indianapolis, Terre Haute, Lafayette, and at Dayton with Mad River and Lake Eric Railroad for Springfield, Urbana, Kenton, Carey, Crestline, Pittsburgh, Philadelphia, Baltimore and Washington.

FARE:

From Cincinnati to		Hamilton	$ 60
Do	do	Eaton	1 35
Do	do	Richmond	1 75
Do	do	Indianapolis	3 50
Do	do	Terre Haute	5 75
Do	do	Lafayette	5 50
Do	do	Chicago	9 00
Do	do	Dayton	1 50
Do	do	Troy	2 10
Do	do	Piqua	2 35
Do	do	Springfield	2 10
Do	do	Toledo	5 75
Do	do	Cleveland	6 00
Do	do	Pittsburgh, first class	7 00
Do	do	do front car	6 00
Do	do	Philadelphia	14 00
Do	do	Baltimore	11 00
Do	do	New York, via Pittsburgh and Philadelphia, (Railroad all the way)	16 00

For further information or tickets apply to W. A. LATHAM, General Agent, at the office, corner Broadway and Front streets, under Spencer House, or at the Office on Walnut street, next door to the Gibson House, or at the Sixth street Depot.

HENRY O. AMES,
Cincinnati, Oct. 19, 1854. Sup't.

Marietta & Cincinnati Railroad.

OPEN between CHILLICOTHE and GREENFIELD, Connected by Stage at Hillsborough, with Hillsborough and Cincinnati, and Little Miami Railroad Trains, forming a through daily line each way.

On and after Monday, the 8th of May, passenger trains will run as follows, viz:

Leave Chillicothe at 9 00 A. M.
Returning do Greenfield at 5 30 P. M.

Passengers from Cincinnati leave by Little Miami Railroad, at 7 40 A. M., dine at Hillsborough and reach Chillicothe the same Evening.

Fare from Cincinnati to Chillicothe, $3 45.

J. W. STOWELL,
Chillicothe, May 6th, '54— Sup't.

New Arrangement.

LITTLE MIAMI RAILROAD.

Passengers by 9 o'clock A. M., Train Little Miami Railroad, breakfast at Cincinnati, and dine the following day in New York, Philadelphia Baltimore or Washington City.

FROM CINCINNATI

To New York in	32½ hours.
To Philadelphia in	31½ "
To Baltimore in	28 "
To Buffalo in	16½ "
To Dunkirk in	15 "
To Cleveland in	9½ "
To Sandusky in	8½ "
To Pittsburgh in	14 "
To Wheeling, in	10½ "

FIVE DAILY TRAINS.

FIRST TRAIN.—Cleveland, Pittsburgh, and Wheeling Lightning Express at 6 o'clock A.M., for Columbus, Cleveland, Dunkirk, Buffalo, Albany, New York and Boston; Crestline, Pittsburgh, Baltimore, Philadelphia and New York; Zanesville, Wheeling Baltimore, Philadelphia, and New York; Washington City, etc. Connects to Sandusky, also at Xenia to Springfield,

SECOND TRAIN.—Cleveland and Pittsburgh accommodation Express, at 8 o'clock, A. M., for Columbus, Cleveland Dunkirk, Buffalo, Albany, New York and Boston; Crestline, Pittsburgh, Circleville and Lancaster; Connects to Sandusky.

THIRD TRAIN.—Wheeling Express, at 12.10 o'clock noon, for Columbus, Zanesville, Wheeling, Baltimore Washington City, Philadelphia and New York connects at Xenia to Springfield and Delaware:

FOURTH TRAIN.—Accommodation at 3 P. M., for Circleville and Lancastor; Blanchester and Chillicothe; Hillsborough.

FIFTH TRAIN.—Cleveland and Pittsburgh Night Express, at 5 P. M., for Columbus, Cleveland, Dunkirk, Buffalo, Albany, New York and Boston; Crestline, Pittsburgh, Philadelphia and New York; connects at Xenia to Springfield.

One Train on SUNDAY, for Columbus, at 2.30 P. M.

FARE AND THROUGH TICKETS.

For prices of fare, through tickets, and all information, please apply at the company's new office, No. 233 west side of Walnut street, six doors south of the United States Hotel, or at the old established General Railroad office, in the three-story yellow building, southeast corner of Broadway and Front street, directly opposite the Spencer House, Railroad Hotel and Mailboat Landing, or at the Eastern (Little Miami) Depot, East Front street.

P. W. STRADER, Gen'l Agent.

OMNIBUS LINE.

The Omnibus Line calls for passengers at all the principal hotels; and by leaving directions at the office, No. 233 Walnut street, between Fifth and Sixth streets, six doors south of the United States Hotel, or at the office southeast corner of Broadway and Front street, opposite the Spencer House, directly on river bank, they will call in any part of the city.

J. H. HOWELL,
Nov. 26 Conductor.

Change of Time on Cincinnati, Hamilton, Eaton & Richmond Railroad.

ON and after TUESDAY, April 4th, 1854, the Morning Train for Richmond and Indianapolis, will leave Depot, foot of Sixth street, at 6.10 o'clock, A. M.

Passengers by this Train connect at Indianapolis with the 1 o'clock, P. M. Train on Lafayette and Indianapolis Railroad for Lafayette and Chicago; arriving at Chicago by 9 o'clock, P. M., of same day, being 9 hours less time than by any other railroad route leaving Cincinnati.

Also, connect at Indianapolis with 1.15 P. M. Train for Terre Haute.

Trains for St. Louis leave Chicago at 11 o'clock P. M., after the arrival of 1 P. M. Train from Indianapolis in the morning, making this the quickest route by far between Cincinnati and St. Louis.

Evening Train will leave as usual, at 3.30 P. M. connecting at Richmond with 7 P. M. Train for Indianapolis; arriving at Indianapolis at 10.30 P. M.

FARE—Cincinnati to Richmond.....$1 75
Cincinnati to Indianapolis..... 3 00
Cincinnati to Chicago..... 9 00

ap. 6 D. M. MORROW, Sup't.

Shortest Route to Indianapolis, Chicago, and St. Louis by Indianapolis & Cincinnati Railroad,

VIA LAWRENCEBURG,

IN connection with the **OHIO & MISSISSIPPI RAILROAD.** Passenger Trains leave Cincinnati at 7:15 A. M., and 3:15 P. M. Arrive at Indianapolis at 11.30 A. M., and 8:30 P. M.

By morning train passengers arrive at Chicago in 14 hours, and at St. Louis in 28 hours.

Freight shipped to Indianapolis and all other points West and North without delay at cheapest rates.

Cars run from Lawrenceburgh to Terre Haute, Lafayette, Peru and Chicago, without unloading.

Office, foot of Main street corner of Water street.

SIDNEY RICE,
Cincinnati, Sept. 29, 1854. Agent.

Covington and Lexington Railroad.

1854. 1854.

OPEN to Paris.—Direct Railroad connection with Lexington, Frankfort and Louisville.

Two Daily Passenger Trains.

On and after MONDAY Oct. 9th, 1854, and until further notice, Trains will run as follows:

Express Train leaves Covington at 7 o'clock, A. M. stopping at Grant's Bend New Philadelphia, Canton, Benton, Clarkson, Demossville, Butler, Irving, Falmouth, Callenville, Boyd's, Berry's, Robinson's Garnett's Cynthiana, Laird's and Kiser's and arriving at Paris at 11.30 A. M.

Returning, leave Paris at 12 o'clock M., stopping as above, and arriving at Covington at 4.35 P. M.

Through passengers by this train connect directly at Paris with Maysville and Lexington road, and arrive at Lexington at 1 o'clock P. M., connecting at Lexington with the stage lines for Danville, Winchester, etc., and with the afternoon train of the Lexington and Frankfort road, for Frankfort and Louisville.

Returning, leave Lexington at 10 o'clock, A. M., and arrive at Covington at 4.35 P. M., in time for the Evening Express Trains North and East.

The Accommodation Train leaves Paris at 5.30 A. M., stopping at all regular and flag stations and arriving at Covington at 10 25 A. M.

Returning, leave Covington at 2.40 P. M., stopping as above, and arriving at Paris at 7.35 P. M.

Through passengers by this train lie over night at Paris and arrive at Lexington at 8.30 next morning.

Freight Trains leave Covington daily, Sundays excepted, at 2.40 P. M.; freight received up to 12 M., for the train of same day.

RATES OF FARE.

Covington to Lexington	$3 00
Covington to Paris	2 40
Covington to Cynthiana	2 00

FOR THROUGH TICKETS,

Apply at the Cincinnati, Hamilton and Dayton Rail road Ticket Office, W. A. Latham, Agent; Little Miami Railroad Ticket Office, P. W. Strader, Agent; or at the Depot, Covington.

J. M. DOUGHERTY,
Superintendent.

☞ The Omnibus Line will call for Passengers in any part of the city, by leaving directions at the above offices.

CLAYTON & GRANT.
oct. 17.

Cincinnati to Indianapolis.

TO CHICAGO IN 15 HOURS.
TO ROCK ISLAND IN 25 HOURS.
TO ST. LOUIS IN 31 HOURS.

ALL THE WAY BY RAILROAD.

FOR Terre Haute, La Fayetto, Michigan City, Chicago, Peru, Galena, Rock Island, and St. Louis.

Passengers will find this the most pleasant route of any to the West, as it passes through the richest and most thickly settled portion of the State of Indiana. In taking this route, passengers will reach Terre Haute, Lafayette, Peru, Michigan City, Chicago, Rock Island, Galena and St. Louis, as soon as by any other leaving Cincinnati, and with less fatigue, in consequence of several of the other roads not being fully ballasted.

TO TERRE HAUTE AND LAFAYETTE BY DAYLIGHT, by way of Hamilton, Eaton and Richmond.

CINCINNATI, LOGANSPORT AND CHICAGO RAILROAD.—Three daily trains, at 6.30 A. M., 8 A. M., and 4 P. M., from Cincinnati, Hamilton and Dayton Railroad Depot.

Passengers leaving Cincinnati on the 6.30 A. M. Lightning Express, reach Indianapolis at 11 A. M., resume at 1.15 P. M. for Terre Haute, and 12 M. for Lafayette, Michigan City, Chicago, Galena, Rock Island and St. Louis, reaching Chicago at 8.30 P. M., in time to connect with night trains for Galena, Rock Island and St. Louis.

Baggage checked to Indianapolis.

Passengers leaving Cincinnati at 8 A. M., Richmond Mail Passenger Train reach Richmond at 11.05 A. M., connecting with trains for Hagerstown and New Castle. Returning leave Richmond at 3.10 P. M., arriving in Cinninnati at 6 P. M. This train stops at all way and flag stations.

FARE:

From Cincinnati to		Richmond	$1 75
"	"	New Castle	2 50
"	"	Indianapolis	3 50
"	"	Terre Haute	5 75
"	"	La Fayette	5 50
"	"	Michigan City	7 75
"	"	Chicago	9 00
"	"	Rock Island	14 00
"	"	Galena	14 25
"	"	Saint Louis	15 50

Passengers leaving Cincinnati on 4 P. M. train, sleep at Indianapolis, resume at 6 A. M. for Lafayette, Chicago and Rock Island, and 1.15 P. M. for Terre Haute.

For information and through tickets, please apply at the General Railroad Ticket Office, No. 169 Walnut st., next door below the Gibson House, or to W. A. Latham, at the Cincinnati, Hamilton and Dayton Railroad office, corner of Broadway and Front Streets, under the Spencer House, or at the Sixth street Depot.

JOHN W. SHIPLEY, Agent.

The Omnibus Line will call for passengers in any part of the city, by leaving their orders at the offices.

oct. 19. W. H. SMITH Conductor.

WHEELBARROWS!



ON hand, Wheelbarrows, of my own manufacture suitable for Railroad, Turnpike, Canaling, etc., in ots to suit purchasers. Orders filled for any reasonablo amount.
HENRY RCCKEY,
jy. 20. No. 21 East Front st.

CAR MANUFACTORY,
Dayton, Ohio.

E. THRESHER & CO., having enlarged their shops, are prepared to contract on favorable terms, for building every variety of railroad Cars, in any quantity and on short notice, made of the best materials, and of the most approved workmanship.

They aro prepared also to furnish jaws and hoxes; the Washburn Wheel, 30 and 33 inch, adapted to insido or outside bearing; cast iron frogs, steel plated; and switches of the most approved patterns.

They also manufacture blacksmith tuyeres, Harris' Patent; portahlo bolt forges: holt hoading and holt cutting machines; upright drills, wheel presses; wood planers; tononing and mortising machines, etc.

Thcy respectfully invite the attention of railroad directors and superintendents to their establishuent.
Dayton, Jan. 24th, 1853. jan.25-†

S. C. THOMSON & Co.,
MANUFACTURERS OF
PATENT PAD LOCKS,
For Railroad Switches, Merchandise Cars, Stores, Cemeteries, Iron Safes, &c.,
Cor. Railroad Avenue and Market st.,
'an.12† NEWARK, N. J.

PROSSER'S PATENT
Lap-Welded Iron Boiler Tubes.

TUBES screwed together, flush on hoth sides, for Artesian wells, etc. Free-joint Tubes, for Core Bars, Awning Frames, Loadors, etc.

Brass Boiler Tuhes.

Patent Wrought Iron Blacksmiths' Water Tuyores, Water Backs, etc.

Agents for Krupp's celehrated Cast Steel for Shafts' Rsilway Axles, Tires, Platers' Rollers, etc.

P. S.—All Tools necessary for the construction or keepling in order of Tubuiar Boilers.
THOS. PROSSER & SON
au.17† 28 Platt street, New York.

Norris' Locomotive Works,
PHILADELPHIA.

ENGAGED for many years in manufacturing Locomotives, offer to Railroad Companies to construe of any plan or size,
LOCOMOTIVES OF SUPERIOR QUALITY.
Our facilities for doing work have heen largely increased this year, and orders can bo executed with dispatch.
jy. 27. RICHARD NORRIS & SON.

ASHCROFT'S METALLIC STEAM GAUGE.
(BOURDEN'S PATENT,

THE subscribers offer for salo this valuable Gauge. It is adapted to Locomotive and other steam hoilers, indicating with accuracy the continual variations of steam within the boiler, enabling the Engineer to maintain a uniform and safe pressure. Any of tho Eastern Railroads may be referred to for proof of its importance and value.
BRIDGES & BROTHER,
sep.15-tf 64 Courtlandt St., New York.

KENTUCKY LOCOMOTIVE WORKS.
CORNER OF KENTUCKY AND TENTH STS.
LOUISVILLE, KY.

THE Proprietors of the Kentucky Locomotive Works would respectfully inform Railroad Companies and the public generally that, having completed their establishment, they are now prepared to receive and execute orders with fidelity and dispatch.

They will contract for

Locomotives, Passenger, Baggage, Freight, Gravel and Hand Cars,

Of overy style and pattern, as well as all kinds of St and Machinery required for railroads.

Particular attention will he paid to repairing, which they have every facility.

They are also prepared to contract on favorable terms for huilding all kinds of Machine Tools, such as Turning Engines, Lathes, Planers, Drills, Slotting, Spliting, and Shaping Machines, of every variety of pattern.

Having also a large FOUNDRY connected with the establishment, orders for Castings are solicited, and will he filled with promptness.

Car Wheels of any pattern can he furnished on short notico. Double and single plate and Spoke Wheels of all sizes constantly on hand.

☞ Communications or orders must be addressed to
OLMSTED, TENNYS & PECK,
Jo.8-tf. Louisville, Ky.

Lightner's Patent Axle Boxes for Railroad Cars.

THE attention of Railroad Managers and others is called to.this valuable improvemcnt in

AXLE BOXES.

The first eost and "fitting up" of these hoxes is 20 to 25 per cent helow that of most hoxes in use. They will savo about 75 per cent in consumption of oil. The construction is simple; they are not liable to become loose, nor "heatod" by severe service. The Resevoir is held closo to the shaft, and the oil journals, are secure from dust yet easy of access; the brasses may be removed from tho journals, while under the car, in a few minutes. Cars furnished with these boxos run from 4 to 5 weeks without replenishing the oil, and are not detained from the road for repairs ONE TENTH part of the time which is necessary when other boxes are used.

The business of a railroad can be done with a much less number of cars, with theso boxes than if any other kind aro used.

Tho first railroad men in the country have certified that Lightner's improvements in AXLE BOXES are among the first of the times.

Models and Testimony of the above Boxes, may be examined, and arrangements may be made for the right to use the samo, with the subscriher.
WILLIAM SHERBURNE,
PRINCIPAL AGENT,
May 18.6* Office, No. 167 Broadway, New York.

GUNPOWDER,
MANUFACTURED BY
The Hazard Powder Company.
HAZARDVILLE, CONN.
H. G. HAZARD, President.
A. E. DOUGLASS, Secretary.

THE undersigned are always prepared to furnish Mining and Blasting Powder to any extent, delivered at any point on the lines of railroads, or any other places of public improvements in the West or South, at tho very lowest rates. Also, SAFETY FUSE of the hest Eastern manufacture.

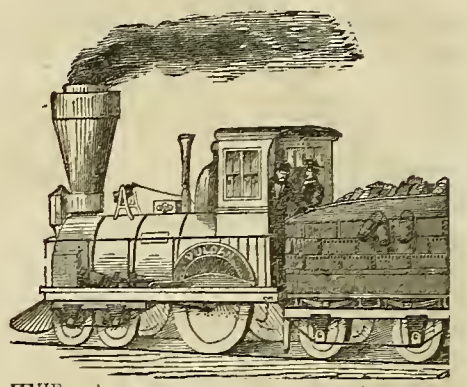
We would respectfully urge all contractors and consumers to call upon or correspond with either of us hefore arranging for their supplies elsewhere.

To the trade genorally we would offer all the brands of Sporting and Rifle Powder manufactured hy the ahove concern.
M. D. W. LOOMIS,
Southeastern Main and Second Sts.
Cinciunati, Ohio.
S. H. LOOMIS,
Nashville, Tenn.
August 16, 1854. [au.18†

Myers' Patent Cylindrical Car.

NOTICE.—The Suhscriber having become proprietor of MYERS' PATENT CYLINDER CAR, for a considerable portion of Western territory, including the State of Ohio, offers tho same to Rail Road Companies on favorable terms. The public will be furnished within a shorttime with complete explanations of its operation, together with tho results of actual experiments testing its applicahility to all the uses for which it s recommended.
W. CLOUGH,
South-western Car Works.
Madison, Indiana, May 11.

Cincinnati Locomotive Works!



THE undersigned are prepared to furnish Locomotives equal in efficiency and durability to the hest Eastern manufacture. Also, Shaping and Slotting Machines suitable for railroad shops. Also, all kinds of heavy forging and casting done atshort notice. Also, bolts for hridges cut with dispatch.
ap. 20 MOORE & RICHARDSON.

WASON'S
CAR MANUFACTORY,
Near the Pittsburgh R. R. Shops,
CLEVELAND, OHIO.
Passenger, Baggage, Freight, Dumpers, Hand Cars, &c.,

Of the best quality in all respects, style, workmanship, and material, made to order with promptness.

Orders respectfully solicited, with the assurance that no pains will be spared to give entire satisfaction in all cases.
CHARLES WASON,
Lato of the firm of T & E. Wason, Springfield,
†oc20 Massachusetts.

ENGINEERS' & SURVEYORS' INSTRUMENTS!
JAMES FOSTER, Jr.,
MATHEMATICAL AND PHILOSOPHICAL
INSTRUMENT MAKER!

HAVING removed from his old stand to south-west corner of Fifth and Race street, and increased his facilities for making instruments, is now ready to supply Levels, Transits, Theodolites, the Dompy or Gravatt Level, Circular Protractors of Troughton & Simms model, Surveyors Compasses, Pocket Compasses with and without sights, in great variety. All kinds of Land Chains; Ivory and Box wood Scales of all kinds and graduation; Drawing instruments of all kinds, brass and German silver. Measuring tapes of all kinds, Magnets, Magnifyers, Barometers, Spy Glasses, &c., &c. Repairing promptly attended to. ap.6-6*.

Railroad Car Findings.
BRIDGES & BROTHER,
64 Courtlandt Street, New York.
Wheels & Axles, Jaws, Boxes, and Castings Fitted
Wrought Nuts, Bolts, & Washers,
Engine and Car Screw Bolts, all sizes; Coach Lag and Telegraph Screws,
LOCOMOTIVE ENGINE LANTERNS,
From the best Manufacturers, and at their prices. Car Hand, and Signal Lanterns.
Cotton Duck for Car Covering,
Of any required width to 124 inches.
ENAMELLED HEAD LININGS, Plush and Curled Hair.

Hand Cars and Baggage Barrows. Passenger, Freight-Car, and Switch Locks, Door Knohs and Butts. Brass and Iron Wood Screws. Brass and Silver Plated Trimmings for Windows and Seats. Varnish, Coach Japan, and Glue; Paints, Varnish and Glue Brushes.

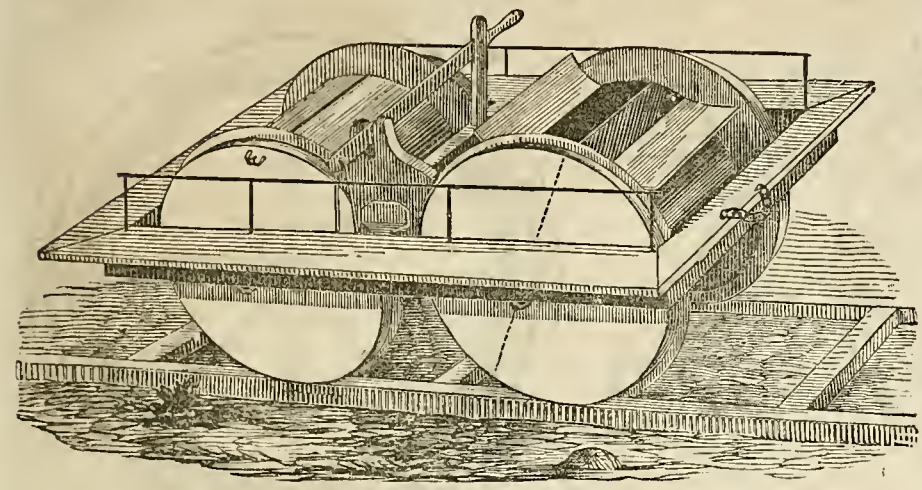
Silver Plated and White Metal Letters. Engine and Signal Bells, anti-friction or Babbitt Metal.

Portable Forges and Jack Screws.

Hemp Packing,, American, Russia, and Italian. Conductors' Badges and Baggage Checks. Iron, Bronzed and Brass Hat Hooks. Ventilators and White Metal Rings. And all other Articles pertaining to Cars.
ALBERT BRIDGES,
Late Davenport & Bridges, Car Manufacturers,
Cambridgeport, Mass.
ALFRED BRIDGES,
Late Davenport, Bridges & Co., Fitchburg, Mass.
†oe6

MYERS' PATENT CAR,

FOR COAL, GRAIN, &c., &c.



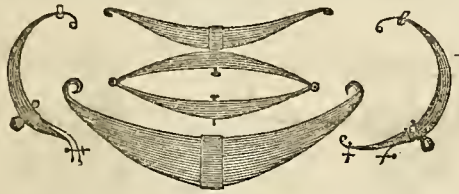
FOR PARTICULARS OF COST, RIGHT OF USE, &c., ADDRESS,

C TIERS MYERS,

No. 33 WALNUT ST EET,

dec15-3* **PHILADELPHIA.**

McDANEL & HORNER,

LOCO-  AND CAR

MOTIVE SPRING

MANUFACTURERS, WILMINGTON, DEL.

Locomotive and Car Springs of all descriptions manufactured on the most reasonable terms, made of the best STEEL, which we have manufactured to order from the BEST SWEDE IRON. Orders from any part of the United States will be thankfully received and promptly attended to

McDANEL & HORNER.

All Springs ordered from a distance will be delivered on shipboard at *Philadelphia* free of charge

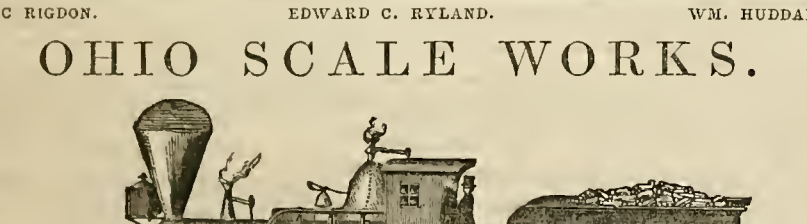
References.

NORRIS BROTHERS, Locomotive Builders, Philad.
A. C. GRAY, Pres't New Castle Manuf. Co.
U. WELLS, R. R. Car Manuf. Petersburg, Va.
I. R. TRIMBLE, Supt. Philad. R. R. Co.
†May 19.

M. B. MILLEN, Gen. Supt. C. R. R. Savannah, Ga.
EMERSON FOOTE, Supt. M. & W. R. R. Macon, Ga
THOMAS DOUGHERTY, Master Mach. do.
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Rigdon, Ryland & Co.,

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WE are now prepared to furnish **Railroad Track and Depot Scales** of all sizes, which we warrant in every respect equal to any manufactured in the United States.

Being practical workmen ourselves, we feel confident that we can furnish the West and South with as good an article and cheaper than can be bought East.

Cincinnati, June 29, 1854.

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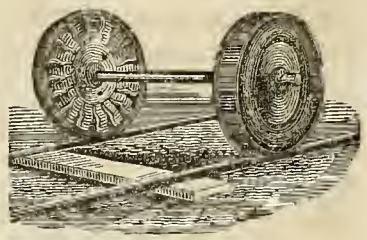
CINCINNATI, OHIO.

THE Proprietors of this establishment would respectfully call the attention of Railroad Companies in the West and South to their establishment at Cincinnati.—Their facilities for manufacturing are extensive, and the means of transportation to the different points speedy and economical, They are prepared to execute to order on short notice, eight-wheeled Passenger Cars of the most superior description. Four or eight-wheeled Baggage, Cattle, Freight and Gravel Cars. Also, Crank and Lever Hand Cars, Trucks, Wheels, and Axles fitted.



WASHBURN WHEEL

Having obtained the *exclusive right* to make this wheel



In Cincinnati, Covington and Newport, they are now prepared to furnish Railroad Companies with that Celebrated wheel, with or without Axles. Also, Journal Oil Boxes of any pattern, and Castings for cars fitted to order at the shortest notice.

Address KECK & HUBBARD,
Fulton Car Works Cincinnati, Ohio.
ap.12 Office 62 East Second Street.

MUSKINGUM WORKS,

ZANESVILLE, OHIO.



DOUGLASS, SMITH & CO.

WOULD respectfully call the attention of Railroad Companies to their establishment at Zanesville They are prepared to execute orders, on short notice, for

Passenger Cars of the most superior description,

Second Class Passenger, Mail Express, and Baggage Cars; Freight, Cattle, four or eight wheeled Gravel Cars.

We manufacture a superior

CAR WHEEL,

Over 2500 of which are now running on the Central Ohio Railroad, and many of these have been in use on the road over two years, having in that time only three to crack, and two to be renewed in consequence of the wearing of the Chill. We have also commenced the manufacture of the celebrated

WASHBURN WHEEL,

And are prepared to furnish this wheel, with or without axles. Also, castings for Cars fitted to order at the shortest notice.

BOLLMAN'S PATENT IRON & WOOD BRIDGE.

We are also agents and builders of the above celebrated Bridge. Are now placing upon the piers an iron bridge on this plan over the Muskingum river at Zanesville. We are ready to contract with companies for the construction of this Bridge. All orders addressed

DOUGLASS, SMITH & CO.,
au4tf. Muskingum Works, Zanesville, O.

J. DAVENPORT. . . . M. D. WELLMAN. . . . C. M. RUSSELL

DAVENPORT, RUSSEL & CO.,

Railway Car Manufacturers,

MASSILON, OHIO.

THE subscriber, late of the firm of Davenport, Bridges & Co., Fitchburgh, Mass., having associated himself with Messrs. Wellman and Russell, under the above name, would respectfully solicit calls for any kind of Passenger, Baggage, Post Office, Freight, Coal, Gravel or Hand Cars.

Having had fifteen years experience in the business and having secured the best of workmen from the Car Factory in Cambridge, Mass., I feel confident that perfect satisfaction can be given in all work entrusted to our care.

We have now on hand the best of dry White-Oak with which we think we can build Cars as cheap and as well as any other establishment in the States.

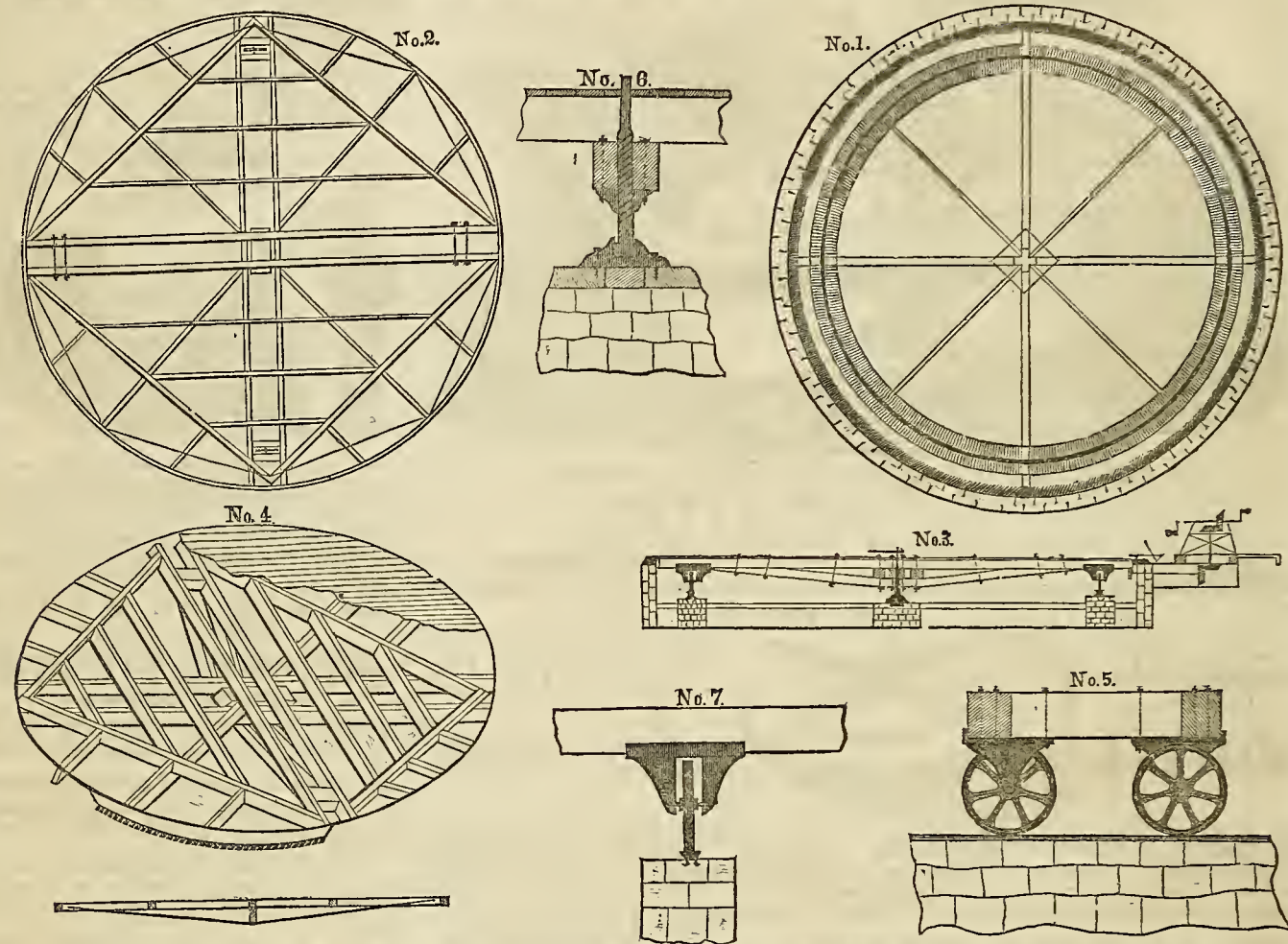
Feb. 16†* JOSEPH DAVENPORT.

RAILROAD IRON, LIGHT WEIGHT.

470 TONS, 47 lbs. per yard, good quality and pattern, now lying at New Orleans. For terms apply to VOSE, PERKINS & CO.,
ap27-tf New York

CARHART'S IMPROVED TURNTABLE.

Now building for 13 of the Principal Roads in Ohio, Indiana, New York, New Jersey, and North Carolina.



This Table, together with an Engine and Tender of 30 Tons Weight, can be Turned by One Man in 25 Seconds.

RAILROAD COMPANIES in want of *Turntables* of a permanent and durable character, at a low price, are respectfully referred to the annexed references. The undersigned being confident that the manner of turning engines by his Table is the most permanent, expeditious, and cheapest in the United States, solicits the attention of Engineers, and others, to his improvement. The undersigned being a practical mechanic, and having devoted his time, for the past five years, exclusively to the construction of Turn and Transfer Tables, Draw and other Bridges, is prepared with every facility for executing orders in that line with promptness and satisfaction.

The price, which is always based upon the use of the best materials and best workmanship which can be procured in the market where used, can be determined only by the locality.

REFERENCES:

New York & Erie Railroad Company.
Hudson River Railroad Co.
Ohio & Pennsylvania Railroad, J. Edgar Thomson, President, S. W. Roberts, Sup't and Engineer, Pittsburgh, Pa.
Pennsylvania Central Railroad, O. W. Barnes, Resident Engineer, Pittsburgh.
Toledo & Cleveland Railroad, Wm. Fergusou, Chief Engineer, Clevelaud Ohio.
Columbus, Piqua & Indiana Railroad, A. J. Conover, Chief Engineer, Piqua, Ohio.
Cleveland, Zanesville & Cincinnati Railroad, W. H. Grant, Chief Engineer, Akron, Ohio.
Cleveland, Columbus & Cincinnati, and Cleveland & Erie Railroads, L. Tilton, Sup't, Cleveland, Ohio.
Little Miami & Columbus & Xenia Railroads, William H. Clement, Sup't, Cincinnati, Ohio.
Cincinnati, Wilmington & Zanesville Railroad, E. W. Woodward, Engineer, Circleville, Ohio.
Central Ohio Railroad, G. W. Fulton, Sup't, and S. Medbury, Engineer, Zanesville, Ohio.
Camden & Atlantic Railroad, and Dauphin & Susquehanna Railroad, R. B. Osborne, Engineer, Philadelphia.
Bellefontaine & Indiana Railroad, W. M. Roberts, Engineer, Pittshurgh, J. Nottingham, Sup't, Marion, Ohio.
Cleveland & Pittsburgh Railroad, J. Durand, Sup't, Cleveland, Ohio.
Wilmington & Raleigh Railroad, North Carolina.
Central North Carolina Railroad.
Cincinnati & Indianapolis Railroad, Indiana.
New Albany & Salem Railroad, Indiana.
Michigan Central Railroad, Michigan.
Dayton, Xenia & Belpre Railroad, Ohio.
Pomeroy Railroad, Engineer at Cincinnati.
Springfield, Mount Vernon & Pittsburgh Railroad, Ohio, Charles Anthony, President.

DESCRIPTION OF PLAN.

Fig. 1, of the above cut, represents the foundations, consisting of *Bank* and *Track Walls*, the latter made of cut, the former of hammer-dressed stone, with cut stone coping. The Track is bent of the ordinary T rail, spiked and leaded to the stone track walls. The Center Pier is made of cut stone, with a step for screw and pivot bolted to the same.

Fig. 2, shows the framing.

Fig. 3, is a side view of Main Truss, with the mode of gearing, including the mitre-wheels, iron crank frame, rack and pinion, foundations, pivot wheels and pedestals.

Fig. 4, gives a perspective view of rim, segments, decking, etc.

Fig. 5, is an end view of the main trucks, with pedestals and wheels.

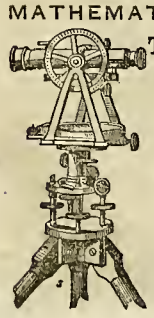
Fig. 6, is a screw for pivot, 6 inches in diameter, working in a steel step through a nut for adjustment.

Fig. 7, shows a cross section of track wall, well, and pedestal.

For further particulars please address,

D. M. CARHART, Cleveland, Ohio.

MATHEMATICAL INSTRUMENTS.



T. F. RANDOLPH & BRO.,

N. W. Corner Fifth and Walnut sts.

No. 1, 2d Story, Apollo Building,

CINCINNATI, O.,

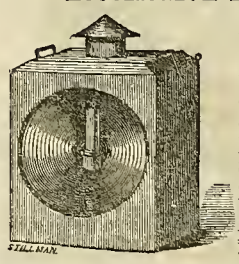
MANUFACTURERS OF

Surveyors' and Engineers' Instruments, Theodolites, Transits, Levels, &c., &c.,

REPAIRING AND ADJUSTING INSTRUMENTS DONE TO ORDER.

Orders promptly attended to.

LOCOMOTIVE LANTERNS.



I AM now manufacturing

LOCOMOTIVE LANTERNS

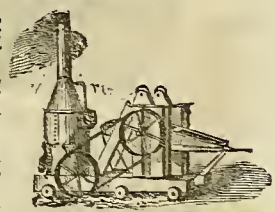
of the most approved form, with true Parabolic Silver-plated Reflectors, Copper Cases, and in every way equal to the best manufactured in the country.

Orders from Railroad Companies in the West are solicited.

A. S. WINSLOW,

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"GARDNER'S ROCK DRILL."



DESIGNED for Mining, Tunneling, Quarrying Use, and Rock Excavations of all descriptions, by the use of which a saving of 50 to 75 per cent. is made. This drill can be operated by hand, horse, or steam power, and works equally as well horizontally or at any angle, as perpendicularly.

A silver medal, the highest prize, was awarded these Machines at the World's Fair

Applications for Territorial Rights and Machines must be made to the Patentee.

G. ARTHUR GARDNER,
Trinity Building, N. York.

nov17†

Railroad Record.

E. D. MANSFIELD, - - - - - - Editor.
J. A. JAMES, }
W. WRIGHTSON, } - - - Associate Editors.

CINCINNATI:

THURSDAY MORNING,.....JAN. 18, 1855.

E. D. MANSFIELD,

May be found at the office of the *Railroad Record*, 167 Walnut st., between the hours of 11 A. M. and 1 P. M.

Railroad Printing.

WE have now attached to this office an extensive **Composition** and **Press Room** and **Bindery**, under the personal supervision of the proprietors of the RECORD. With confidence, therefore, we call the attention of RAILROAD OFFICERS and others to our extensive establishment, containing every facility for turning out superior work in any and every department of the PRINTING BUSINESS.

We are fully prepared to furnish **Railroad** and other **Reports**, with or without **Maps** or other **Illustrations**, gotten up at short notice and in superior style. Also, **Blanks of any description**, adapted to the wants of the various departments of the **Railroad service**, and to the wishes and tastes of the parties.

Also, **Railroad Tickets** and **Conductors' Checks**. Our patent Card Press, enables us to supply any demand at **Short Notice** and in **Unequalled Style**.

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With the numerous facilities for doing the **Best Work**, we feel no hesitancy in promising full satisfaction to all who may favor us with their orders.

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Railroad Record Office, 167 Walnut st Cin.

GUM MEZQUITE.

The discovery of Dr. Shumard, in the Gum Mezquite of New Mexico, is likely to prove valuable. This gum exudes from a tree of the Acacia family, and although not precisely the same with Gum Arabic, it will prove of equal utility and value. It is easily soluble, and in some particulars is better than the Arabic. We have seen and tried it, and know its properties. The War Department has directed Dr. Shumard to procure all he can.

The tree is found in New Mexico, about three hundred miles south-west of Fort Smith, and is found covering the country for hundreds of miles. The gum exudes in limpid sap, when the bark of the tree is injured or broken.

Dr. Shumard states that it may be found in any quantity. We have, no doubt, it will soon become an article of commerce, and will doubtless reward commercial enterprise.

BANKING — THE TEXT OF THE TIMES — ERRONEOUS POPULAR IDEAS.

When a man is in trouble, he instantly looks round to find some other mortal upon whom to lay the blame! It seldom occurs to him (or if it does, he keeps very dark on that point), that *he* is the mortal, upon whom the blame really rests. For example, when he is in debt to others, and cannot collect the debts due him, he seldom remembers the great fact, that he was, in all this, the *maker of his own condition*. It is as clear as the sun at noon, that if he had not *taken credit*, he could not owe others, and that if he had not *given credit*, they could not owe him. It is perfectly clear, that if there be any blame in the case, *he and those whom he dealt with*, are the only persons to blame, and there is no other being, whether an individual, a bank, or a government, can be justly complained of.

But, the man in trouble, acts on the human impulse of blaming somebody. Now, it is a lucky thing, when he can find this somebody, in the shape of a bank, a state, a war, or some other distant personage; for, the farther off the object of blame is, the better! The farther off it is, the less easy it will be for others to detect the fallacy of the complaint.

The illustration of this principle may be found in almost any period of American history, and, especially, in its period of commercial revulsions. For a large part of our history, we had a National Bank, and while that lasted, it was an all sufficient *butt* for the complaints, assaults, and jeers of suffering debtors. The bank expanded on purpose to entice the people, and then remorselessly contracted to destroy them! The monster! It had no heart, no feeling, and only opened its jaws to devour!

At length the great monster fell, under a thousand blows. But, trouble did not cease. There came another great revulsion; an awful tumbling down of airy castles, and cloud-built palaces. Who now is to be blamed! Why, of course, the corporate banks. Who else could do such a prodigious wrong! The great monster is dead, to be sure; but here are a thousand little monsters! Corporations have no soul! Banks are frauds, cashiers knaves, and directors no better than they should be. Down with the banks! Well, the banks suspended payments, and they were denounced as dishonest creatures, unwilling to pay their debts; although the act of suspension was a positive relief to the community. The assault upon them continued, and half the number of banks ceased to exist, either by bankruptcy or voluntary withdrawal. There was still a number in existence; but, they were utterly insufficient for commercial purposes.

Then came, in this country, a new class of men, under the name of *Private Bankers*; some of them were men of real capital, lending their own means; a larger number were mere brokers, or exchangers, dealing almost exclusively on borrowed capital. As credit extended, and the country really became richer, and money was abundant, large amounts of capital were deposited, (individually in small sums), with these bankers under the temptation of *interest paid on deposits*. The corporate banks could not do this, because they could charge only six or seven per cent. on their discounts. The paying this interest necessarily led to *Usurious Interest;* and this forced the entire community into paying a higher rate of interest, than *either business could afford*, or *morals defend*. But, even this accumulation of banks of deposits, leaning on the individual means of society, was not enough to satisfy the rapacity of speculation. A new invention was made by the new race of bankers, for the benefit of society, and to prolong, if possible, the day of inevitable reckoning. This was the invention of the Stock Banks, by which a State Bond, payable in twenty years, was to be convertible, at once, into gold! In other words, into bank notes, redeemable in gold. This experiment lasted about a year, when a large part of the Stock Banks failed, and the public lost confidence, in that mode of banking.

In the meanwhile, the mines of California have supplied the country with an enormous amount of gold, the largest part of which has been exported to pay for the home extravagance of the people. Still there remains a great quantity of gold in the country. The government is financially prosperous, beyond all example. The banks have *not* suspended. Who is there to be blamed? An attempt was made to put the blame on railroads; but even *that* has to be given up; for, it is proved, beyond cavil, that the railways *in actual operation* have paid more on their cost, than is paid on any other investment of capital. Who then, is left to complain of! Absolutely nobody, and no system. We have, at last, after half a century's experience come down to the real and ultimate truth, that it is the *general indebtedness of the people themselves*, which produces a financial revolution. It is not banks, especially, Corporate, State, or National Banks, which brings on financial troubles. They share in a general calamity, and being larger dealers, are more conspicuous.

The present crisis is not without its moral, and its value. The country has learned some great truths, and especially, in regard to the different modes of banking. For fifteen years National and Corporate Banks have been assailed, as the great sources of commercial evils, with all the malignity of personal hostility, and political malice. The people have been educated into the belief, that State and Corporate Banks were great criminals, only reprieved from public justice, by the mercy of the people. The whole of this theory is

swept away, in a day. There is not a fact left on which to base it. It is pinioned, as a libel, to the history of the times; and, appears, as a mere figment of the brain. While the real banks of the country have not suspended, and their notes are looked upon as gold, the storm has swept down the private banks in columns, and proved, what sensible men knew before, that debts for *deposits* were just as much debts, and as dangerous to the people, as debts for *circulation*. A bank note is a *debt* due the holder. A deposit, a *debt* due the holder; and if these deposits are in small sums, payable on demand, the banker is just as likely to fail for one as the other. In other words, it is the *debt*, and not the fact that that debt is made by a Corporate Bank, which is the danger or the difficulty.

BANKS and BANK NOTES are a great commercial invention; an evidence of improved civilization, and necessary to the convenience and facilities of business. That they are any more an evil than steam, or types, or cotton machinery, is an idea, generated only by stupidity or ignorance; and that the world will not do without them, is as clear, as that it will not do without railways, however assailed. What, then, is to be done? Clearly to make them as safe and convenient as possible. And how can that be done? Simply by taking counsel of experience. Thousands of banks have proved safe to the public, and profitable to their owners; but, not one ever proved safe or profitable, which was not based on two principles; *first*, that it had a real, and solid capital; and *secondly*, that its discounts were based on commercial business—actual transactions. With these principles, any bank is safe, and without them, none can be.

WHAT SHOULD THE FARMER DO WITH HIS SURPLUS FUNDS?

The idea has prevailed, to a great extent, that the farmer has but little interest in the internal improvement of the country where his land is situated. That it is enough for him to cultivate his fields, to keep in repair his fences, and to spend a day or two a year in working the country roads, without which he would be enclosed with an ocean of mud during a great portion of the year, and shut out even from the sight of his nearest neighbor; and that if he do these things well, he is absolved from every duty he owes to himself or the neighborhood in which he resides. He believes that his surplus earnings are only safe when invested in land *somewhere*, and imagines that when he has *land*, he has something which can never depreciate in value. That it is the business of wealthy capitalists to build railroads to improve his farm, and that when they locate the road, it is a good chance for him to get heavy damages from a company that will benefit his property far more than the cost of the pittance which they take. That these have been the ruling thoughts of far too many who should have known better, has been proved by the history of almost every railroad in the country.

Now we beg leave most respectfully to differ in opinion. We believe that every consideration of public spirit and enterprise, and even a due sense of the honesty of the transaction, should lead the farmer to cheerfully lend his aid and countenance to the furtherance of an undertaking which, from its very nature, must chiefly benefit him. But apart from considerations of patriotism, we imagine that it is no difficult thing to prove that the farmer who invests his money in wild lands, and allows a railroad which should pass his door to suffer for want of the aid in his power to give, is exceedingly unwise. Suppose that in the course of the year, by toil and industry, he has gathered together out of the products of a farm of 100 acres, from $200 to $300, and this he invests in wild lands at the average price of $1,25 per acre, giving him 200 acres of land located somewhere in the unsettled portion of the country. Now he cannot safely expect to realize anything from this land, unless improved by settlement and railroad enterprise in less than 10 years. Two hundred acres of land then at the expiration of ten years will have cost:—

200 acres at $1,25	$250
Interest 10 years at 6 per cent	150
Cost at the expiration of 10 years	$400
Estimated value at $10 per acre	$2,000
Increase in 10 years	$1,600

Now were this same money invested in the stock of a railroad judiciously located and managed, the following might be reasonably estimated as the result to be attained:—

$250 railroad stock	$250
Interest three years at 6 per cent	45
Total	$295
Increase of value of farm of 100 acres, $15 per acre	$1,500
Increase in saleable value in 3 years	1,205

Here, then, we have a certainty of an increase in 3 years in the value of the original farm nearly equal to the highest rate of increase that could possibly be attained under the most favorable circumstances in land speculation in ten years. And if the interest of the increase were added to itself for the remaining 7 years, there would result:—

Increase in three years	$1,205
Interest on same for 7 years at 6 per cent.	506
Total	$1,711

A sum greater than the greatest possible advantage to be gained from speculation. Now add to this the annual increase in the value of crops and market facilities, and the balance will be found greatly in favor of the home enterprise.

But the question will arise, would the aid proposed insure the building of a railroad in the time specified, we answer, most assuredly it would, and to prove our position, examine carefully the following figures. According to the "Exhibit of the Pittsburg, Maysville, and Cincinnati Railroad," the average density of population in the counties of Harrison, Guernsey, Muskingum, Noble, Morgan, Athens, Perry, Hocking and Vinton, is 46,7 per mile. Now assume that one in five is a householder, and we have an average of 9,4 householders per mile of railroad through these counties; now we have shown that the influence of a railroad extends to 10 miles on each side of the line, or a belt 20 miles wide; we have then for one mile of a railway 188 families, whose property will be materially increased by the road:

188 families each investing $250, is for one mile of road	$45,000
Cost of road per mile	30,000
Surplus	$15,000

or one-half more than is sufficient to build the road, and equip it with all its working apparatus and rolling stock, and that too out of the surplus earnings of a single year of ordinary prosperity.

Railroads.

OHIO RAILROADS—RAILWAY TIMES AND JOURNAL.

The *Railway Times*, the *Journal* and *Hunts' Merchants Magazine* have all of them made statements of the amount of Railways in the U. States, in each of which are great errors, and which ought to be corrected, that we may start fair for next year. The statements for the *Railway Times* and the *Merchants Magazine* are, we believe the same, and contain the following errors for the roads in Ohio.

The *Central Railroad* which is 141 miles complete, is first put down as 59 miles only complete, and 82 incomplete; then, as Columbus and Newark 36 miles; then as Newark and Zanesville 30. These parts are all parts of the same road, and make 141 miles complete. Then we have the "Columbus and Springfield" 65 miles, when it is but 19.

Then we have the "Dayton and Springfield" 24 miles, when it is a part of the "Mad river and Lake Erie" also given.

Then we have the "Hamilton, Eaton and Richmond" put down 115, when it is only 45 miles.

Then we have the "Dayton and Richmond" put down at 52 miles, which does not exist, and the Dayton and Western (which is meant) put down at 20 miles, and it is 34.

The "Dayton and Michigan" is put down at "5," which is 28.

The "Greenville and Miami" is put down at 37, and the "Dayton and Miami" at 46, are the same road, and 46 miles in length.

The "Ohio and Pennsylvania," is 147 miles only in Ohio, the other 40 being in Pennsylvania.

The "Scioto and Hocking Valley" is 45, instead of 20.

The "Springfield and Xenia" 20 miles, is part of the Little Miami. The Mansfield and Newark is the *same*, with the "Columbus and Lake Erie."

There are other errors, which in the aggregate, represent about 300 miles of railway in Ohio to have been completed, more than there really have been.

The errors in Indiana Railways are equally great; but, we shall not notice them here.

The *Railroad Journal* has also made some errors. It sets down the "Ohio and Pennsylvania" (in Ohio), as 187, which is but 147, the residue being in Pennsylvania.

The "Mad River and Lake Erie" is set down at 193 miles, which is but 156. The "Carrollton Branch" 20, does not exist.

The "Cincinnati and Marietta" is put down finished 94 miles, which is but 54.

We are aware that it is extremely difficult to get these distances all correct, and equally difficult not to confound names, when there are such a multiplicity of them. Still, a reference to some of the common guide books, would have corrected some of these mistakes.

We expect, in a short time, to finish our review, and make it as complete as possible.

CINCINNATI, UNION AND FORT WAYNE RAILROAD.

At the Annual Meeting of the stockholders, on the 3rd of January, 1855, George Carlisle, Jer. Smith, B. W. Hawkins, Jacob M. Haynes, Robert Huey, Theophilus Wilson, Samuel L. Rugg, Samuel S. Mickle, and John Hough, jr., were elected Directors for the ensuing year.

The old officers were re-elected as follows: Jer. Smith, President, Wm. P. Debolt, Secretary, Jonas Votaw, Treasurer, and R. M. Patterson, Engineer.

We make the following extracts from the Annual Report of the Directors to the stockholders:—

GENTLEMEN:—We have the pleasure of announcing to you that, nothwithstanding the extraordinary depression in the monetary affairs of the country generally, your work has moved forward steadily during the past year, without any cessation or retrograde movement. And though we have not got all done that we could have desired, yet, as many railroads, banks, bankers, and monied men have had to yield to the pressure of the times during the past year and suspend operations, or entirely fail, it is matter of congratulation that our Company has not been compelled to do either.

The first section of the road, from Union to Portland, nineteen miles in length, has been graded during the past year. There is some light work and trimming up yet to do, but the grade on that section is in such a forward state, that it can easily be finished in time for the tracklaying during the present year. The amount of grading done up to the time of the estimate made on the first of November last, was $24,047; and the estimates were all promptly paid as made during the year, the Company never having failed to meet their engagements. There has been about $6,000 worth of work done on the grading since the first of November, making in all about $30,000 worth of grading done during the past year.

The estimated cost of bridging the first section is $10,423, and of the ties and tracklaying is $20,870. These sums will have to be raised along the line to secure the putting down of the iron on the first section during the present season; and it is to be hoped that the friends of the enterprize will, by a united effort, secure the means and put it in the power of the Directory to lay the iron upon that section, and put it to use.

The stringency in the money market has prevented us from negotiating our real estate lands. We have, however, sold $16,000 of them in small amounts, through the country. Of those sold, $9,000 have been redeemed, or taken in payment for lands sold, leaving $7,000 outstanding.

It has been and will continue to be the policy of the Company to push the work as fast as the means of the Company will justify without involving it, and to finish and put to use the sections consecutively. This policy steadily adhered to, will eventually make the road. The times may retard or accelerate its completion, but with such a policy they cannot prevent it. Every friend of the work, however, must do his duty, or by his remissness he will so far retard it. Its ultimate completion, however, is "a fixed fact."

Respectfully submitted, by order of the Board, JER. SMITH, Pres.

January 3d, 1855.

THE OHIO AND MISSISSIPPI R. R.

We understand this Company will lose nothing by the failure of Page, Bacon & Co., of St. Louis, whose failure had caused reports unfavorable to them. On the contrary arrangements are making to carry on the work, with energy, and in expectation of a speedy completion.

It is supposed that a very small sum will finish the road between St. Louis and Vincennes. On the division between Vincennes and the Jeffersonville Road, it is said that *eighty per cent.* of the work is complete, and, therefore, but a comparatively small sum will finish the work.

It is greatly to be desired, that this great and magnificent enterprise should be completed, and thus the public and the stockholders begin to realize its beneficial effects. When completed, the work will, beyond question, do all, as to business or profits, which has ever been expected from it.

ANNUAL REPORT, AND CONDITION OF THE LITTLE MIAMI RAILROAD.

We have before us the Twelfth Annual Report of the Directors of the L. M. Railroad Company, for the year 1854. No company can better afford to make a full return of its affairs, than this; for certainly none can make a better showing. We shall extract a few facts from this Report, by way of illustrating the progress of a *good* Railway on the one hand, and on the other, some of the changes which are continually going on in commerce.

1. INCREASE OF BUSINESS.—Mr. Clement, the Superintendent, gives the following increase for the past year:—

Passengers	31,047
Freight, tons	21,115

The entire increase of passengers, is in the *local movement*, which indicates what is now pretty well understood, that the prosperity of a railway really depends on its *local traffic*. The exceptions to this rule are very few. In the whole business of this road, the increase in passengers is probably greater than that in freight. But, in the last year or two, the increase in freight is very rapid, proving the extension of Cincinnati Commerce. That we may see clearly the rapid increase of passengers on Western Railways, we give the following table of passengers carried on tho L. M. Railway, In the last ten yesrs:—

In 1845	44,760
" 1846	54,265
" 1847	78,342
" 1848	87,555
" 1849	100,970
" 1850	144,439
" 1851	174,089
" 1852	212,687
" 1853	291,375
" 1854	322,422

Leaving out fractions, the number has been *actually doubled in each three years!* And in the last three years passengers have increased as rapidly as ever. In looking into the tabular details, we find the following number to have arrived or departed at the following stations:

Xenia	23,235
Morrow	20,390
Loveland	19,251
Springfield	12,919
Milford	12,449
Yellow Springs	8,834
Deerfield (Lebanon)	9,250
Corwin (Waynesville)	5,322
Plainville	4,063

The above shows how large a number of way passengers are gathered in from the surrounding country.

2. INCREASE AND CHANGE OF COMMERCE.—The increase of certain articles carried on the Little Miami Railway, shows a great extension of Cincinnati commerce, and likewise a change in some important particulars. The following table will show this:—

	Cattle.	Merchandize.	Lumber.
In 1851	431	25,836 Tons	540.000 Feet.
In 1852	2,738	35,137 "	1,096,000 "
In 1853	4,755	51,000 "	1,600,000 "
In 1854	17,139	54,855 "	2,448,500 "

It will be seen that the cattle trade (by railway), has sprung up recently, and has become a great business. In addition to this, we may add that 127,000 live hogs were carried on the railroad. The merchandize, iron, lumber, and groceries transported, have also immensely increased. This is the extension of Cincinnati commerce.

3. Accidents.—The Report says *no accident or injury* has occurred on the road to any one, by act of the railway managers, or employees. In fact, there has scarcely been an accident (of that kind) in ten years.

4. Profits.—The Company has made in the past year, rather more than *ten per cent. nett profits*; but the last semi-annual dividend was passed, in order to pay (without borrowing), for the *second track*, which is now complete to Milford, and in a few days will be complete to Loveland.

This Company have good reason to congratulate themselves on a complete success, and ample profits, in their business.

WATAUGA RAILROAD IN TENNESSEE AND NORTH CAROLINA.

This is designed to be a short tributary to the East Tennessee and Virginia Railroad, and takes its name from the Watauga river, a small stream rising at the foot of the Blue Ridge, in the north-western part of North Carolina, and flowing in a north-west direction into the Holston river in Tennessee. This river is of importance as affording water power for iron manufacture, there being an abundance of iron ore in the range of mountains through which it flows. The soil is fertile, and the staple product is Indian corn.

We learn from the Jonesboro *Journal* that "the stockholders in this road held a meeting at that place on Monday, the 1st inst., at which they elected fifteen directors for the present year. This is their first election. Jas. W. Deaderick, Esq., of Jonesboro presided. The following is a list of the directors: S. W. Williams, Jas. T. Carter, Wm. W. Rockhold, Green P. Magee, Jacob Cameron, Jas. Carriger, and A. M. C. Taylor, of Carter County; John S. Gaines, and Jas. D. Rhea, of Sullivan County, and A. E. Jackson, Lawson Gifford, Thos. T. Young, John Lyle, Jos. S. Rhea, and Geo. W. Telford, of Washington. This, as will be seen at a glance, is a very good board of directors. At a subsequent meeting of the board, they elected A. E. Jackson President, and A. Jobe, of Elizabethton, Secretary and Treasurer. The office of the Company will, therefore, be located at Elizabethton.

"We trust that this beginning of the company will presage a happy termination. The success of the enterprize now depends on a co-operation by the State of North Carolina. Tennessee, so far, has done what she could for the enterprize. She has granted a charter; made an appropriation; surveyed a route; taken stock; formed a company, and organized with a complete board of directors, a President, and Secretary and Treasurer. We confidently look now for North Carolina to make a movement."

EAST TENNESSEE AND GEORGIA R. R.---REPORT OF THE PRESIDENT.

The annual meeting of the stockholders of this road was held at Athens, Tenn., on Monday January 1. The reports of the president Maj. Wallace, of the superintendent Maj. Jackson, and of the chief engineer Col. Prichard, were received and accepted. From the report of the president we learn that 82 miles are now in operation from Dalton in Ga., to Loudon Tenn., and the grading and masonry on the work North of the Tennessee is nearly all finished—the track laying has commenced; that the masonry of the bridge is completed, and all but one span of the wood work is up, and that will be put on in a short time; that the structure will be ready for the passage of trains by the first of February, and that in a few months—say by the first of June—the road will be finished and working to Knoxville.

The earnings of the road for the last three years have been as follows to

November 30, 1852	$22,004 72
November 30, 1853	52,613 22
November 30, 1854	79,301 74

The president strongly recommends the appropriation of a portion of the earnings to the purpose of a sinking fund for the payment of the state loan and the redemption of the company's bonds.

The whole amount of bonds sold is 294, of one thousand dollars each. Fifteen others have been hypothecated. The state loan amounts to $870,000 including $40,000 *to be* received soon on bridge account.

During the past year the treasurer has paid out in cash the sum of $601,050 67.

The sources from which this money has been obtained, are the following:

Bonds of the State,	$210.000 00
Bonds of the Company,	18,400 00
Rec'd for freight, passenger and mail pay,	125,028 37
Rec'd for freights on account other roads,	119,641 80
Rec'd from Stockholders	28,026 00
Making,	$501,095,17

The residue, say one hundred thousand dollars, and which has been expended North of the Tennessee, has been financiered for to the best advantage, and at a cost not exceeding, in the aggregate, 7 1-8 per cent. interest per annum, and it is believed that with judicious management, the officers for the coming year may, with the income of the Road—the $40,000 back money on bridge account—collections from stockholders and the sale of no very large amount of Company bonds, not only finish the Road to Knoxville, but wipe out its present floating debt.

The company have purchased during the year rolling stock to the amount of $42,000 besides tools and machinery necessary to do the work of repairs.

The company have also secured a charter for a short and important branch from Cleveland to Chattanooga and expect soon to put this part under contract.

NORTHERN PACIFIC RAILROAD.

An application has been recently made to the Parliament of Canada for a charter for a Company bearing the above title. The petition is signed by some of the most prominent and influential citizens of Canada and Maine, and goes before the Legislative Assembly, under the auspices of Hon. John Young, M. P. P. The name of Mr. Young will be remembered in connection with the Montreal and Portland Railroad. The petitioners ask for a "Charter under the name of the *Northern Pacific Railway Company*, with authority to consolidate under one charter and into a single Company, all charters previously granted over or along any portion of the route hereinafter described, with full authority to construct and maintain a continuous line of railway from the city of Montreal, by the way of Bytown and the Valley of the Ottawa, to the western boundary of Canada, with the further right to construct and maintain for the use of such railway, a bridge across the St. Mary's River at some practicable and convenient point, between the outlet of Lake Superior and Lake Huron, with the further right to enter into engagements with any other railway company or companies in Canada or the United States, for connecting their respective lines, in such manner, and on such terms, as may be found most advantageous, and best calculated to accomodate the business of such railway and the public travel."

They then proceeded to state that the subject of a communication between the Atlantic and Pacific, has already engaged the attention of the people of the United States, and that according to the report of Gov. Stevens, a route for a railway may here be obtained, extending from the waters of the Missouri to those of the Columbia river, whose gradients shall not exceed sixty feet per mile, from the head of Lake Superior to Puget's Sound. The petitioners moreover express their belief "that this is by far the best, if not the only possible route for a railway to the Pacific, north of El Paso, near the 32d parallel of north latitude. It is also believed that, after crossing the Rocky Mountain summit, a favorable and direct route may be found to San Francisco. Assuming the correctness of the foregoing propositions, it will be perceived, at a glance, that at some point or place in the valley of the Missouri River, not far from the great bend of that river, there will be

found a focal point to which all the railways of the continent, east of the Rocky Mountains, reaching westward tuward the Pacific will naturally converge, as to a common point of junction and intersection.

"Regarding this point as a leading or governing one, in all plans for a Northern Railway to the Pacific, the purpose of the undersigned will at once become obvious.

"We desire to secure a line of railway in the shortest possible distance, between the great bend of the Missouri and the Atlantic Ocean.

"From this point eastward, along the south shore of Lake Snperior, to the Sault St. Mary, crossing the river at that point, and continuing along the northern shore of Lake Huron, till the valley of the Ottawa is reached, it is believed that an uninterrupted, practicable and favorable route for a railway may be found, from the bend of the Missouri to Montreal, which is already connected by railway with the Atlantic Ocean at Portland."

From these extracts our readers will perceive the hopes and designs of the projectors of this Pacific railway scheme. We have already expressed our opinion in regard to the probable completion of the other enterprises.

Texas and Arkansas, with their munificent liberality in land, are already inviting the capital of their sister states to undertake the completion of their great schemes; and Missouri is lending her aid and credit to give vitality to her enterprise. While this Canadian project will undoubtedly recommend itself to a favorable hearing among the capitalists of Europe, who entertain, perhaps, a sympathy of feeling for our provincial neighbors, which they do not toward us.

A railroad to the Pacific then, may be regarded as a fixed fact, as one which must and will happen soon, and we imagine that it rests with the home euterprise of the people at the beginning of the various routes to say how soon.

BALTIMORE AND OHIO RAILROAD.

The regular monthly meeting of the Board of Directors of this road took place in Baltimore on the 10th. The official report of the business of the road for December, shows the following aggregate :—

	Main stem.	Wash. Br.	Totals.
For Passengers ...	$ 42,635 33	$22,124 37	$ 64,759 70
For Freight.....	221,871 14	7,792 24	229,663 38
	$264,506 47	$29,916 61	$294,423 08

As compared with the corresponding month of 1853, we have the following result:

Passengers.	Main stem.	Wash. branch.
December, 1854.....	$42,635 33	$22,124 37
December, 1853.....	38,531 31	20,140 35
Increase.....	$4,104 02	$1,984 02
Freight.		
December, 1853.....	$255,535 45	$7,957 26
December, 1854.....	221,871 14	7,792 24
Decrease.....	$33,664 31	$165 02

It will be observed by comparing this statement of the business for December, with that of the preceding month, that there has been a decrease in the receipts for freight.

	Main stem.	Wash branch.
November, 1854.....	$316,770.86	$31,101.41
December, 1854.....	264,506.47	29,916.61
Decrease.....	$52,164.39	$ 1,184.80

The principal falling off in freight was on coal, the amount transported being 22,475 tons less than in November. There was also a pretty heavy falling off in flour, the decrease being 13,838 bbls.

This is owing in a great measure to the strike among the operatives of the road on the second division, which almost stopped the freighting for two weeks. The matter has been arranged, however, and the business of the road is proceeding.

We cannot too severely condemn the practice of strikes, not only for the injury they inflict on innocent parties, but also for the loss and suffering which they cause to the families of those engaged in them. We have never known one which did not result prejudicially to the interests of the working class.

Some apprehension had been expressed that the company would not be able to meet its obligations, which matured on the 4th inst. It is stated, however, that they not only meet promptly their engagements, but had $100,000 surplus.

HAS A STATE THE RIGHT TO BUILD A BRIDGE ACROSS A NAVIGABLE STREAM?

The right to obstruct the navigation of a river by huilding a bridge over it, has been denied, and, in the Wheeling bridge case, the Supreme Court of tha United States cstablished the law on this subject. The right of navigation is decided to be the prior vested right, but as we understand that case the *right* to erect the bridge is conceded, provided it is so built as not to impede navigation.

It is not our purpose to enter into an argument in reference to the rights of bridge companies, bnt simply to draw attention to a proceeding that has recently been instituted in the Circuit Court of the United States for the Eastern District of Pennsylvania, that is of much importance, as in this case, the right of States to authorize bridges to be built across navigable rivers is directly denied. The Constitutional question involved in this case will find an application in every State in the Union and more especially in the West, where projects for building bridges over the navigable rivers are frequently started.

Through the machinery of this case, certain theories with regard to the general government, which have acquired of late years conspicuous prominence and development, are at last concentrated and brought to a focus. They are now set face to face in what is perhaps a final struggle with the sovereignty of the States in their internal affairs.

The case is this: A citizen of New Hampshire, alleging that he is engaged in a trade with the city of Philadelphia, carried on in vessels which receive their cargoes in the Schuykill river at some distance from its mouth, has brought a bill in equity against the Penrose Ferry Bridge Co., a corporation chartered hy the State of Pennsylvania for the purpose of building a bridge over that river, which bill asks for the removal of the bridge, now nearly completed, on the ground that it is an obstruction to navigation; and in the meantime prays an injunction to restrain its further progress. The Schuylkill is a stream of considerable size flowing entirely within the State of Pennsylvania. For its last ten miles it passes through the corporate limits of the city of Philadelphia, which it then leaves to empty itself into the Delaware, upon which the city is built. It separates the most important portion of the town from the western and southern parts of the State, and the internal trade from those quarters, and much from the north, passes over it; while on the other hand the main roads of Pennsylvania concentrate upon its western banks. To accommodate this traffic there are now in use five bridges, four of which are railroad bridges, and are also below the point to which the river is navigable.

Such, however, is the increase of trade and the growth of the city that this number has become quite insufficient, and to remedy the evil the Legislature has been obliged to provide for the erection of several new bridges, one of which is that now sought to be restrained.

The principle and almost the sole commerce of the river itself is in the coal trade. The coal is brought down from the interior in the barges of the Schuylkill Navigation Company, is unloaded below the permanent bridge, and then reshipped into coasting vessels. The Penrose bridge is ahout two miles below this point. It is provided with a draw, and is some eight feet above high-water mark. It would furnish no obstruction to the passage of boats or barges, but would delay or prevent the passage of coasting vessels with masts. On account of the alleged injury to him in this respect, the complainant, who is affected in the last category, has asked the interference of the court. It seems to be understood that the Schuylkill Navigation Co. is the real complainant.

The complainant applied to the court for a preliminary injunction upon affidavits, while an answer was put in denying the equities of the bill. No direct legislation on the part of Congress over the Schuylkill was shown, but it was insisted that Philadelphia, lying on the Schuylkill, had always been a port of entry, and that the revenue officers exercised their duties on that river, which, it was argued, was equivalent to a direct regulation. But the main stress of the argument turned upon a general denial of the right of the State to authorize, in any manner, the obstruction of a navigable stream. And this was the view of the circuit judge, under authority of the Wheeling Bridge case (13th Howd,) recently decided in the Supreme Court; and he accordingly expressed his opinion at once in favor of granting the injunction. The district judge, however, reserving his opinion as to the main question, dissented on the ground that the point was too important a one, and that too many valuable improvements by the State depended for their validity upon its determination to justify the court in settling the question upon preliminary injunction. The court being thus divided, the matter rests for the present an open one.

In a case decided at the November term, 1853, by the Circuit Court of the United States for the District of Indiana, *Jolly et al vs. the Terre Haute Draw-bridge Company*, it was decided that —

1. In relation to the States carved out of the N. W. Territory, the guaranty in the ordinance of '87, as to navigable streams, is still in force.

2. The Courts of the Union, having jurisdiction of the parties in a civil suit, are competent to administer the common law remedy for an injury sustained by reason of an unlawful obstruction in a navigable stream, without any express legislation by Congress, giving the remedy, and prescribing the mode of its enforcement

3. The national jurisdiction over navigable streams does not deprive the States of the exercise of such rights over them, as they may deem expedient, subordinate to the power granted by the Constitution of the United States.

4. A bridge of sufficient elevation, or with a proper draw, is not necessarily an impediment to navigation; neither is any structure or fixture such impediment, which facilitates commerce instead of being a hindrance.

5. The inquiry in this case is, whether the bridge with the draw erected by the defendant at Terre Haute is a material obstruction to the navigation of the Wabash river.

6. If it occasions merely slight stoppages and loss of time, unattended with danger of accident to life or property, it is not such obstruction.

7. The Terre Haute bridge was built under a charter from the State of Indiana, which required a "convenient draw" in the bridge. This imports a draw which can be passed without vexatious delay, or risk; and, if not such a one, the charter is violated; but if it meets the requirement of the act of incorporation, and is yet a material obstruction, it is a nullity for the want of power in the Legislature to pass such an act.

We apprehend that these points settle the law in reference to navigable streams of the West. In a more recent case of the railroad company, who are building a bridge across the Mississippi river at Rock Island, a motion to enjoin the company from proceeding with its construction was denied, as it was to be provided with a draw, which the court regarded as sufficient to rebut the allegation that it would, when built, be an obstruction to navigation.—*Louisville Journal.*

Miscellaneous.

ON SCIENCE IN THE MINES.

BY HERBERT MACKWORTH, M. INST. C. E., INSPECTOR OF COAL MINES.

Within the province of mechanics, numberless instances will occur to every experienced miner of the errors which sacrifice power, or its equivalent, money: and of the fallacy of entrusting any contrivance to an ill-informed man, who must necessarily, make a number of costly experiments, and if he should stumble in the dark over a solution to the difficulty, ends at last with a patchwork, defective alike in convenience and economy. The commonest defects are, employing manual labor instead of horses, or horses in lieu of engine-power, expending labor and work, and turning over the minerals several times during their transit, thereby injuring their value, especially in the case of coal. Although all seams of coal, up to 3 feet in thickness, are worked by longwork, in which the pressure of the roof aids in detaching the coal, and the whole of the coal is brought out of the mine, yet, singular to say, seams which exceed this in thickness are generally worked on a different system, by which these advantages are lost. The systems of working coal are numerous, and every seam differs from the rest, either in inclination, thickness, quality, fracture, or the natures of the roof and floor, requiring in each instance some modification in the working; yet the same systems of work have become established for all seams, of every kind, over certain acres of country. This shows that they are determined much more by accident, and geographical position, than by experience of the different systems in use elsewhere, and skill in selecting the most suitable. The consequences of such deficiencies are serious—not only is much more coal reduced to the state of small coal, and either left in the mine or lessened in value, but a large proportion of many of the best seams of coal is left under ground, and the resources of fuel, with which England has been so munificently blessed, are reduced by at least one-third.

Surely the question of mining education is one of national importance. Is it to be doubted that, if the captains of our metallic mines were better acquainted with mineralogy, the works would be more judiciously carried on for the discovery of ore, and that valuable ores would seldom be overlooked and irrecoverably lost, as is the case in even the best conducted mines, and to a greater extent, we may reasonably infer, than in the coal mines? Is it not a reflection on their mechanical skill that the washing and cleaning of mineral ores should be carried on by manual labor in lieu of machinery? At many mines where a single unbalanced rope is used for winding the produce, the fact is altogether overlooked, that for every ton of mineral raised since the commencement of the works an equal amount of power has been thrown away in raising a ton of rope. It is rather a nice calculation to determine all the conditions for balancing one rope or two ropes in a shaft at every point of their course, and to determine the economical value of wire ropes, which, for the same strength, are only half the weight of hempen ropes, and are now being much introduced. With the exception of the Cornish pumping engines and the first motion engines, required for fast winding, little attention is paid to the proportion and condition of their working aprts. It sufficiently shows how little care is given to the steam-passages, expansion, condenser, or pumps (by small errors in which one-half the power may be lost,) to mention that the name of Watts' indicator is almost unknown.

It can do no harm to refer to the still more opinion of one of the Juries of the Great Exhibition—which states, "In reporting on the hydraulic machines exhibited, it is impossible to refrain from adverting to the general neglect of those elementary principles of scientific knowledge, on which the perfection of such machines always depends, and in some cases their whole usefulness in an economical point of view. The exhibition affords positive evidence of the sacrifice of a large amount of capital, and of much mechanical ingenuity, due simply to the ignorance of certain acknowledged principles of hydraulic science."

That important operation, the surveying of underground works, as usually conducted, is little indebted either to trigonometry or to the modern improvements in instruments. The compass is almost exclusively used, although its want of accuracy and its daily and periodical variations, are notorious. In approaching old workings filled with water it is dangerous to trust to a plan thus made, and the more so if, as is usually the case, the variation of the compass has not been carefully registered and allowed for. A divided limb similar to that of a theodolite, added to a compass, makes it 30 times more accurate.

Out of all these illustrations which I have given of the sacrifices entailed by the want of scientific knowledge in mining, none are so striking as the lamentable sacrifice of life and health in an occupation which presents many dangers for science and care to overcome. In the coal mines of Great Britain there occur annally 1000 fatal accidents, one out of every eight colliers meets with a violent death, and the proportion of accidents, in other mines does not fall far short of this. An evil of still greater magnitude arises from the heated and noxious atmosphere in which the miners work, and which is surely due to the neglect or ignorance of the first principles of pneumatics and ventilation. As far as has been hitherto ascertained, the sacrifice thus entailed amounts to no less than cutting off the miner's life 12 years before his time; shortening his years of productive labor by one-third; keeping down the amount of this kind of labor in the same proportion, and aggravating unecessarily, the toil and suffering of those who gain their living underground. According to the experiments of Coulomb, the difference of a man's labor in a temperate and in a hot climate is nearly one-half. How much, then, must be sacrificed in mines where the temperature is commonly between 70 and 80 degrees, and has been known to exceed 105 degrees? Add to this, that in the majority of mines the abstraction of oxygen, by the breathing of men and horses, by the lights, and by the decomposition of animal, vegntable, and mineral substances, is so great that candles burn with difficulty, and it will be readily admitted, that under a good ventilatoin, the miners could do one-quarter more work—a fact, indeed, which they have frequently admitted. In Cornwall it is commonly asserted that the cost of the deep mines is so great, in consequence of the heat and the "poor air," that they cannot be carried deeper: whereas science, abundantly confirmed by practice, shows that the deeper the shaft the greater is the amount of natural ventilation produced by it.

(Concluded next week.)

WHEELING EXTENSION PITTSBURGH AND CLEVELAND RAILROAD.—We learn that an election was held at the city of Cleveland, on Wednesday, the 3d inst., for directors of the Wheeling extension of the Cleveland and Pittsburgh Railroad. It resulted in the selection of the following gentlemen: Joshua Hanna, Pittsburg; Hiram Stow, Beaver; S. Brady, Wheeling; Alex. Doyle, Steubenville; John S. McIntosh, Wellsville; Cyrus Prentiss, Ravenna; W. A. Otis, Zalmon Fitch, Moses Kelly and Jno. A. Foote, Cleveland; and H. C. Kingsley, Connecticut. Mr. Rockwell was elected President, and Mr. Prentiss, Vice President.—*Wheeling Intelligencer.*

☞ The bridge over the Cahaba river is so far completed, that the cars on the Alabama and Mississippi Rivers Railroad can now cross it.

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

CORRECTED TO WEDNESDAY OF EACH WEEK.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'D.	ASK'D.
Alabama and Tennessee	1st mortgage, convertible till 1872	7	1872		
Baltimora and Ohio	Transferable. Taxed	6	1885		
Do do	Coupons. Not Taxed	6	1875		
Do do	" "	6	1880		
Do do	"	7	1860		
Do do		6	1885		
Bellefontaine and Indiana	1st mortgage, convertible	6	1866		
Buffalo and Penn. State Line	1st mortgage, not convertible	7	1866		
Chicago and Rock Island	1st mortgage, convertible	7	1870	87	88
Chicago and Mississippi	1st " "	7	1862		
Do do	2d " "	7	1874	55	
Chicago and Aurora	1st " "	7	1866		
Cincinnati and Fort Wayne					
Cleveland, Columbus, and Cincinnati	1st mortgage, convertible	7	1859		
Do do do	No mortgage, convertible	7	1855		
Cleveland and Mahoning					
Cleveland, Painesville and Ashtabula	1st mortgage	7	1861		
Do do	2d " not convertible	7	1861		
Cleveland and Pittsburgh	1st " convertible	7	1860		
do do	1st " 2d sec. convertible	7	1873		
Cleveland and Toledo,	1st mort. not conv. '73	7	1863	72¼	
Cleveland, Zanesville, and Cincinnati					
Cincinnati, Hamilton and Dayton	1st mortgage " till 1855	7	1867		
do do do	2d mortgage	7	1868		80
Cincinnati, New Castle and Michigan	1st mortgage, real estate, convertible	10	5 & 10 y's		
Cincinnati Western	1st " " " "	10	5 & 10 y's		
Cincinnati, Wilmington and Zanesville	1st "	7	1862		
Cincinnati, Indianapolis and Chicago					
Columbus and Lake Erie					
Columbus, Piqua and Indiana	1st mortgage, convertible	7	1862	72	
Do do do	2d "		1852		
Columbus and Xenia	1st mortgage, convertible	7	1859		80
Covington and Lexington	2d " " till 1862	7	1883		75
Do do	1st " not "	6	1862		
Dayton and Michigan	1st " "	7	1867		
Dayton and Western	1st " "	7	1862		
Dayton, Xenia and Belpre	1st "	10	1864	50	50
Eaton and Hamilton	1st mortgage	7	1862		60
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.	7	1862		
Evansville and Illinois	1st Mortgage, convertible 1857	7	1862		
Frankfort and Lexington	1st " "	6			
Franklin and Warren					
Galena and Chicago Union	Pledge of 2d section, convertible	10	1853-6	90¼	
Do do do	1st mort., 2d " not convertible	7	1862		
Illinois Central	1st mortgage, not convertible	6	1875	72½	75
Illinois and Wisconsin		10			
Indiana Central	1st mortgage, convertible	7	1866	63⅝	75
Do do	" "	10	1857		80
Indianapolis and Bellefontaine	1st " "	7	1860-1		75
Indianapolis and Lafayette	" "	7	1861		
Jeffersouville	1st " not "	7	1861		
Junction (Ohio)	1st " "	7	1867		
Do do	2d " "	7			
Lawranceburg and Upper Mississippi	1st mortgago, convertible	7	1866		75
La Crosse and Milwaukee		8	1864	81¼	82
Little Miami	1st mortgage, not convertible	6	1863		
Do	" " till 1855	7	1861		
Louisville and Nashville					
Lyons', Iowa, Central	1st mortgage, convertible	7	1873		
Mad River and Lake Erie	1st mortgage, convertible till 1855	7	1855-6		75
Do do	2d " "	7	1866		75
Do do	Dividend	7	1860		75
Madison and Indianapolis	1st mortgage, convertible after 1853	6	1861		
Marietta and Cincinnati } united	1st "	7	1868		
Do Do. }	2d "				
Hillsborough and Cincinnati }	1st "				
Maysville and Big Sandy					
Maysville and Lexington	1st mortgage, convertible	6	1873		
Memphis and Charleston					
Michigan Central	No mortgage, convertible	8	1860		
Do do	" "	8	1855-6		
Do do	" not "	8	1857-8		
Michigan Southern	1st " " "	7	1860-90	92	
Milwaukia and Mississippi	1st " " 1857	8	1862		
Mobile and Ohio	1st mortgage 6s. 1884				
Nashville and Chattanooga					
New Albany and Salem	mortgage on 1st section	10	1858-62		
Do do	1st " on other sections, convert.	8	1864-75		
New Castle and Richmond	1st " convertible	6	1873		
New York Central				87½	88
New York and Erie	1st mortgage, not convertible	7	1867		
Do do	2d " convertible	7	1875	79	
Do do	Income, not convertible	7	1855	99¾	100
Northern Cross, Ill.	1st mort. conv	8	1873		
Northern Indiana	1st mortgage, not convertible	7	1861	79	
Do do	1st mortgage Goshen line		1868		
Do do	Construction Bonds				
Ohio Central	1st mortgage, convertible	7	1861 69		
Ohio and Mississippi	2d " convertible	7	1880	5.	55
Ohio and Indiana	1st " "	7	1867		
Ohio and Pennsylvania	" "	7	1865-		
Do do	Income. No mortgage, convertibla	7	1872		
Pacific, Mo					
Panama	1st mortgage, convertible	7	1866	91	
Parkersburgh (or Northwestern Va.)	" Guar. City of Baltimore	7	1873		
Pennsylvania	1st mortgage, convertible till 1860	6	1880		
Peru and Indianapolis	1st " convertible	7			
Rock River Valley Union	1st " convertible	7	1872		
Sandusky and Mansfield	1st "	7	1860		
Do do	2d "	10	1853-7		
Scioto and Hocking Valley	1st " conv. coupons	7	1861		
Southwestern, Tennessee					
Springfield and Columbus					
Steubenville and Indiana	1st mortgage, convertible	7	1865		
Terra Haute and Alton	1st " convertible		1862-72		
Do do	2d " do	8	1865		
Terre Haute and Richmond	1st mortgage, convertible	6	1866		
Toledo, Norwalk and Cleveland	1st "	7	1863	77¼	
Do do do	2d "				
Do do do	" Guar of C. C. & C.		1883		

TABLES OF RAILROAD SHARES.

☞ The following quotations are DOT PER SHARE, but upon the HUNDRED DOLLARS.

	shares.	off'd.	ask'd.
Baltimore and Ohio	100	44	44
Bellefontaine and Delaware	50		
Bellefontaine and Indiana	50	40	41
Belleville and Illinoistown			
Buffalo and Pennsylvania State Line			
Central Military Tract			
Central Ohio	50	50	
Chicago and Rock Island		74	
Chicago & Miss., (Alton & Springf'd,)			
Cincinnati, Cambridge and Chicago			
Cincinnati and Fort Wayne		10	
Cincinnati Hamilton and Dayton	100	67½	70
Cincinnati, Indianapolis and Chicago			
Cincinnati, Logansport and Chicago	50	6	10
Cincinnati Western	50	10	20
Cin. Wilmington and Zanesville	50	32½	35
Cleveland, Columbus and Cin	100	95	96
Cleveland, Medina and Tuscarawas			
Cleveland, Painesville and Ashtabula	100		
Cleveland and Pittsburgh	50		40
Cleveland and Mahoning			
Cleveland and Toledo	50	58	53
Cleveland, Zanesville, and Cincinnati			
Clinton Line			
Columbus and Lake Erie			
Columbus, Piqua and Indiana			
Columbus and Xenia		85	
Covington and Lexington	50	25	35
Covington and Ohio, Va			
Dayton and Michigan	50		
Dayton and Western	50	15	
Dayton Short Line	50		
Dayton, Xenia and Belpre			
Detroit and Pontiac			
Eaton and Hamilton	25	2	
Eaton and Piqua			
Erie and Northeast			
Erie and Kalamazoo			
Evansville and Crawfordsville			
Fort Wayne and Mississippi	50		
Fort Wayne and Southern	25	10	
Franklin and Warren			
Galena and Chicago Union	100	88¼	90
Greenville and Miami	50	20	
Hannibal and St. Joseph			
Harlem,		28½	
Hudson River		39½	40
Henderson and Nashville			
Hillsboro' and Cincinnati	50	25	
Illinois Central 10 per cent	100	91	93
Illinois and Wisconsin			
Indiana Central	50	45	
Do do 10 per cent	50		
Indianapolis and Bellefontaine	25		
Indianapolis and Cincinnati	50	45	50
Indianapolis and Lafayette	50		
Jeffersonville and Indianapolis	50		
Junction (Ohio)	50	10	
La Crosse and Milwaukie	100		
Lake Erie, Wabash and St. Louis			
Lawrenceburg and Upper Mississippi	50		
Lexington and Frankfort			
Lexington and Danville			
Little Miami	50	90	95
Logansport and Pacific			
Logansport and Marion			
Louisville and Frankfort	50		
Louisville and Nashville	100		
Macon, Georgia	10		
Mad River and Lake Erie	50	35	40
Madison and Indianapolis	50		—
Madison, Indianapolis and Peru	50	23	
Marietta and Cincinnati	50		
Marion and Mississinewa Valley			
Maysville and Lexington	50		
Maysville and Big Sandy			
Memphis and Charleston			
Michigan Central		77	81
Michigan Southern		79	82
Milwaukie and Mississippi			
Mobile and Ohio			
Nashville and Chattanooga			
New Albany and Salem	50		
New Orleans and Ohio			
New York Central		88	86
New York and Erie	100	46	48
Northern Indiana		85½	87
Ohio and Indiana			
Ohio and Mississippi	50	25	38
Ohio and Pennsylvania	50		85
Ohio River and Wabash			
Pacific, Mo			
Panama		72	
Parkersburg, or Northwestern Va.			
Pennsylvania	50	42	42¾
Peru and Indianapolis	25	27½	
Sandusky and Mansfield	50		
Sandusky, Mansfield, and Nowark	50		
Reading		36	36½
Scioto and Hocking Valley	50		
Southwestern Indiana			
Southwestern, Tenn.			
Springfiled Mt. Vernon and Pittsb'gh.	50		
Springfield and Columbus			
Steubenville and Indiana			
Terre Haute and Alton			
Terre Haute and Richmond			
Toledo and Illinois			
Toledo, Norwalk and Cleveland	5		

STOCK TABLE.

CORRECTED WEEKLY.

Government Securities.

	INT.	DUE.	OFF'D.	ASK'D.
U. S. Loan	6	1856	102	105
Do	6	1862	112	114
Do	6	1867	115¼	116
Do	6	1868	115¼	116
Do (int. ceased July 1).	5	1853		102
Do Coupons		1862		118
Do "	6	1867		118
Do "		1853		101

State.

Alabama	5	....		
California	7	1870	82	82½
Arkansas	6	....		96
Georgia	6	....	95	95
Do	7	....		
Illinois Canal Bonds		1860		
Do do registered		1860		
Do do		1847		
Do do registered		1847		
Do do Internal Impt.	6	1847		82½
Do Interest do	6	....		60
Indiana	5	....	81	82
Do	2½	....	47	50
Do Canal Loan	6	....		
Do do preferred	5	....		
Do do deferred	5	....		
Do special preferred	5	....		
Do do deferred.	5	....		
Kentucky, 30 years	6	1871	95½	
Do 15 years	6	....		
Do large bonds	6	1869-72	97	
Do	5	....		
Missouri,	6	....	86½	100
Ohio	6	1856	93	
Do	6	1860	100	98
Do	6	1870		
Do	6	1875	97	
Do	5	1855		
Do	5	1864		
Pennsylvania	6	....		
Do	5	1870	83	84
Tennessee, new loan	6	1890		90
Do Coupons	5	....		
Virginia Coupons	6	1886	93¼	97

City Securities.

Albany	6	1871-81		97½
Allegheny	6	1875-7		77
Baltimore	6	1870-90	91½	92
Do	5	1865		
Boston Bonds	4½	1860		
Chicago	6	1873-7	92½	95
Cleveland	6	1879	101¾	102¼
Cincinnati	6	1860-92	89¾	90½
Do	6	1897		
Do	5	1884		
Do W. W	6	1865		
Joffersonville, Indiana	7	1872-82		
Lawrenceburgh, Ia	7	....		
Louisville	6	1880	84	89
Memphis	6	1882		
New York	7	1857	100¾	
Do	5	1858-60	96	98
Do	5	1870-5	100	
Do	5	1890		
Philadelphia	6	1876-90	81½	85
Pittsburgh	6	1869-78	75¼	76½
Do coupons	6	1883		
Richmond	6	1882		
St. Louis	6	1870	79	80
Wheeling	6	1872		

County Bonds.

Bourbon, Ky	6	1881		
Darke, O	7	....		
Fairfield, O	7	1862		
Fayette, Ky	6	1881-3	70	72½
Hancock Co	7	....	60	
Mason, Ky	6	1881	67	66½
McCraken co. Ky., endorsed by New Orleans and Ohio R.R.				
St. Louis	6	1866	76	77
Do	7	1871		

Banks.

OHIO.

Ohio Life Insurance and Trust Co	75	78
Lafayette, Cincinnati, (closing)		
Franklin do		
Commercial do		
Cincinnati Ins. Co	84	
State Branches		

KENTUCKY.

Bank of Kentucky and Branches		
Northern, and Branches		
Southern, and Branches		
Bank of Louisville		
Kentucky Trust Co		
Farmers' Bank of Kentucky	93	
Newport Safety Fund Bank		
Commercial Bank of Kentucky		

INDIANA.

State Bank and Branches		

TENNESSEE.

State Bank and Branches		
Union		
Planters'		

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g.
On New York	Sight	½	1 prem.
Boston	Sight	½	1 prem.
Philadelphia	Sight		1 prem.
Baltimore	Sight		1 prem.
New Orleans	Sight		¾ prem.
England		106½	106¾.

SPECIE.

GOLD.

California clean, ℔ oz	$17 60	@	$17 65
Spanish Doubloons	16 00	@	16 00
Patriot Doubloons	15 60	@	15 80
Sovereigns	4 84	@	4 86
Guineas	5 00	@	5 00
American, new	1 00	@	1 01
American, old	1 06	@	1 06½
Portuguese	1 00	@	1 01

SILVER.

American Dollars	1 04	@	1 04
American, halves	1 04	@	1 04
Spanish Dollars	1 00	@	1 00
Spanish Quarters	1 00	@	1 00
Mexican Dollars	1 05	@	1 05
Five Franc pieces	97	@	

LAND WARRANTS.

	Off'd.	Ask'd
160 acre warrants	$178	
80 acre warrants	89	
40 acre warrants	44½	

CINCINNATI STOCK SALES.

AT THE STOCK BOARD,

MERCHANTS' EXCHANGE

And at Private Sale.

BY HEWSON & HOLMES.

For one week ending January 17th, 1855.

100	Shares	Central Ohio Railroad	Stock	50	00
35	"	Cincin. Ham. & Dayton	"	67	50
45	"	" " "	"	65	00
30	"	" " "	"	65	00
290	"	Cincinnati and Chicago	"	6	00
134	"	" "	"	5	50
50	"	Cincin. Wil. & Zanesville	"	32	50
36	"	Col. & Xenia	"	85	00
60	"	Covington & Lexington	"	25	00
50	"	Dayton, Xenia & Bell'e	"	20	00
30	"	Indiana Central	"	45	00
28	"	Indianapolis & Cincinnati	"	45	00
150	"	Junction (Indiana)	"	10	00
29	"	Little Miami	"	87	50
50	"	Mad River & Lake Erie	"	35	00
160	"	Ohio & Mississippi	"	22	00
52	"	" "	"	24	50
481	"	" "	"	25	00
200	"	" "	"	25	00
25	"	Farmers B'k of Ky	"	93	00

Monetary and Commercial.

The past week has been without any material change in the commercial aspect of our city. Circumstances at home have somewhat favored a re-action for the better, but the news of disasters west and south of us have checked, to a great extent, operations in those directions. There is a fair amount of produce waiting shipment, but merchants do not know to whom it would be safe to consign, and hence prefer to wait. It is hoped however that a few weeks will clear up the wreck and give confidence in those who have weathered the storm. Fears have been expressed about the effect on the Ohio and Mississippi Railroad of the failure of Messrs. Page & Bacon, of St. Louis, but it is confidently believed by those interested that it will not seriously impede the progress of the road. Such is the confidence in Messrs. Page & Bacon that it is believed that if their necessities had been known, the means would have been furnished to prevent their disaster.

We hear of a few regular transactions in the discount line at the safest banks, and may look hereafter for an extension of accomodation to depositors.

We quote first class paper at 12 to 15 per cent.. second class difficult of negotiation at any price, but when secured, from 18 to 36 per annum.

Exchange which had gone up to 1½, is now again selling by most houses at 1 per cent., on New York and Boston. New Orleans is scarce, and commands about ¾ premium. Gold is selling at 1 to 1½ premium, and buying at ¾ to 1 per cent.

The Price Current gives the following summary of the Pork business, of the present and past year up to January 16:

Receipts for week,	14 708
" previous,	311 870
	326 668
Up to date last year,	379 056
Deficit,	52 388

Advices from the East are of an encouraging nature. Money in New York is said to be much easier than for several months. The Banks are extending their discounts, and affording in the regular way, the relief which has been sought in outside borrowing at exorbitant rates.

The bank statement shows nearly $14,000 000 in gold, in the city banks of New York; while the receipts from California are on the increase, and no specie is shipping to England.

There is more doing in foreign exchange than at last advices, and rates in consequence a shade higher. Sterling ranges from 106 to 108¼.

The stock market already begins to feel the effect of returning confidence in higher rates, and there is a decided improvement. There is a demand for State Stocks and other classes which pay dividends for investment.

Sales at New York Stock Board, Jan. 13.

1800 Indiana State Fives	84
10000 Erie Bonds 75	79
1000 Ill. Cent R. R. Bonds	72½
150 Shares New York Central R. R.	88
450 " Erie R. R.	46

Sales by A. H. NICOLAY, January 13th.

$24000 Le Crosse & Milwaukie R.R. B'ds, (& int.)	81½
10000 Col., Piqua & Ind., " " "	72
2000 Chic. & Miss. 2d mort. " " "	55
8 Shares Third Avenue R. R.,	25½
22 " Am. Express Co.,	100

Sales by A. H. MULLER, January 13th.

$10000 Ohio & Miss. 2d Mort. Bonds	41 @ 42
19 Shares Galena & Chicago Union R. R.	88½
50 " United States Trust Co's stock	95
$2100 Illinois Imp. stock 6 per cent.	84
4400 " do. do. $2512.40 redeemed	91½
24000 Ill. Cent. R. R. Construction Bonds	67½ to 69
26000 New Jersey R. R. & Transport'n Bonds	84 to 87
10000 Cuyuga and Susquehanna R. R.	70 to 71
10000 Philadelphia & Sunbury R. R.	70
13000 Ohio & Mississippi 2nd Mort.	55 to 55½

GREAT WESTERN RAILWAY.

AUD T. OFFICE,
Hamilton, 23rd Dec., 1854.

Amount of Traffic on the Great Western Railway for the week ending December 22d, 1854:

Passengers	£3,894	I	3
Freight	2,303	7	10
Sundries	359	2	11
Total for the week	£ 6,556	12	0
Amount of previous receipts	146,399	4	10½
Total receipts since the 1st Aug	£152,955	16	10½

No. of Passengers for week	7,437
No. of Passengers previously	214,590
Total No. of Passengers since the 1st August	222,027
Number of miles open	241

GEORGE DARTNELL.

GRAND TRUNK RAILWAY OF CANADA.

MONTREAL, December 28th, 1854.

Return of Traffic for the week ending Saturday, the 16th Dec., 1854:

No. 3200½	Passengers, First Class,	$3121	35
514	" Sec'd "	362	26½
3242	Tons Merchandise,	7234	61
113442	Feet of Lumber,	1189	84
664½	Cords of Fire Wood,	996	13
	Mails, etc.,	813	88
Total,	$13718 07½		
Currency,	£3428 10s 4½d		

COMPARATIVE STATEMENT.

	Currency.
1854—Week ending Dec. 16	£3429 10 4½
1853—Week ending Dec. 17	2430 5 8
Increase	£999 4 8½
Miles open	222
Total receipts for current half year commencing July 1st, up to week ending Dec. 16, 1854,	£112,989 8 3½ Cy.

JAMES HARDMAN, *Auditor.*

SUGGESTION FOR REDUCING THE SHOCK IN RAILWAY COLLISIONS.

The greater part of the mischief which is done in cases of collision on railways seems to be caused by the overturning and piling up of the carriages. If the blow which stops each carriage is not delivered exactly in the centre of gravity,—and it certainly will not be—there will be a tendency to motion about that centre, either laterally or vertically, and the force being enormously great, either the carriages will turn over on their sides, or will break the coupling chains and be piled up endwise, just as would happen with the links of a chain in motion which should suddenly meet with an obstacle in front; but it will be seen that if the motion of the same chain were destroyed, by stopping the last link instead of the first, there would be no such lateral or vertical forces. So, also, if the opposing force could be made to strike the last carriage in a train instead of the first, and the coupling-chains were sufficiently strong, the passengers would be thrown forwards violently, but the carriages would remain on the rail, and no injury to the passengers more serious than a severe contusion would be possible.

This I think could be easily effected by having a bar of iron as long as the carriage hung under each of them, capable of sliding freely in the direction of motion. Have one corresponding thereto under the engine, and projecting in front of it as a common buffer, so that these rods may form a continuous shaft, and communicate the force from one end to the other without affecting the carriages. When the train is made up, fix a cross-bar to the axis of the last carriage, and let the end of the proposed bar but against it. In the event of a collision the coupling chains may break, but the greatest part of the momentum would have been destroyed before the ordinary blow is given. If there is no great objection to having this bar projecting for several feet beyond the front of the engine, each of the rods in question might be furnished with a common spring-buffer end, so that the force would be received by as many springs as there are carriages in the train, instead of by the single engine buffer, as is now the case. Perhaps, Sir, some of your practical correspondents may see a means of carrying this notion into effect, or will otherwise be good enough to point out the difficulty in doing so.—*Mechanics' Magazine, London.*

SWEEPING STREETS BY MACHINERY.

New York City, enterprising though it may be in business, is "old fogy" enough in its municipal management. Thus Cincinnati has surpassed it in enterprise for Steam Fire Engines, Boston for a Fire Alarm Telegraph, and Philadelphia has left it behind in machinery for sweeping streets. Philadelphia is celebrated for cleanliness, and New York for dirt, and this may account, in a measure, for the introduction of two new machines for cleaning the streets of our Quaker sister city. These machines were first tried on the 16th inst., and are thus described by the *Ledger:*

"The apparatus consists of a series of brooms on a cylinder, about two feet six inches wide, attached to two endless chains, running over an upper and lower set of pulleys, which are suspended on a light frame of wrought iron behind a cart, the body of which is near the ground. As the cart wheels revolve, a rotary motion is given to the pulleys conveying the endless chains, and series of brooms attached to them, which being made to bear on the ground successively, sweep the surface and carry the soil up an incline or carrier plate, over the top of which it is dropped into the cart."

One of the machines was made in Philadelphia, and the other imported from England. The latter appears to have done its work well; the other, from some small defect in the construction, which can be easily repaired, gave out. Our Philadelphia cotemporaries do not speak in a very decided tone respecting these machines, but we hope they will prove eminently successful for the purpose intended.—*Scientific American.*

BRANCH ROAD FROM CLINTON TO AMITE STATION.

The Feliciana Whig has a glowing article in favor of a branch railroad from Clinton, East Feliciana, to Amite station on the Great Northern Road, a distance of thirty-two miles, making a round hundred miles from the city, which is about forty miles less than the distance from New Orleans to Clinton by the Mississippi river. The Whig argues that if the poor lands of the Piney Woods have been so enhanced in value by the Great Northern Road, how much greater would be the advance in the beautiful Magnolia lands of East Feliciana. Our friend's argument ought to carry conviction to the mind of every landholder in that section of country. It has been clearly demonstrated that the advance in the prices of the lands along the route of the Great Northern Road have far exceeded in amount the cost of the road. We should think that the rich parish of East Feliciana ought to be able to make thirty-two miles of railroad. One thing it is well for them to calculate on, and that is, that they will have to depend on themselves for the means of building the road. There is no hope of the city giving another cent for railroads for the next ten years. The country must now go to work and do its duty. We can assure them that every dollar expended on this object will be returned to them tenfold in the increased value of their lands.

THE NEW ORLEANS AND JACKSON RAILROAD.—A correspondent enquires whether it be true as stated some weeks since in our columns, that Col. W. S. Campbell succeeded in selling half a million of the bonds of this road in the month of November. Such we presume, was not the statement to which our correspondent alludes. Our statement was, that Col. Campbell, much to the surprise of every body, in the then depressed state of American securities, had succeeded in negotiating a sale of Louisiana bonds for the benefit of the New Orleans and Jackson Railroad, at prices which were exceedingly favorable to the Company. It was the only sale of American securities which had been made in London for months: and the very favorable terms secured, are solely attributable to the address and judgment of Col. Campbell and his peculiar fitness for the negotiation which had been entrusted to him. It will probably be the last sale of American securities made in London at high prices, pending the existing war in Europe.

At present, there is in London a want of money, but no want of confidence in the Government,—and hence the high price of consols. Should the war be protracted beyond our present expectations, a gradual want of confidence in European securities, must ensue; and then, we shall perceive the price of consols rapidly falling, and sellers will naturally be again looking to investments in American securities. *Free Trade* is the real cause of money being scarce in the United States and England, while it is abundant on the cotinent. But for the fact that the United States and England have raised three hundred millions of gold in California and Australia since 1849, the bubble of *Free Trade* would long since have exploded; and even as it is, with this enormous amount of gold to sustain it, there can be little doubt that demise is close at hand. All sane men, feel that our existing difficulties are the legitimate fruit of the tariff of 1846; and the English people in like manner, are getting heartily sick of free trade. The continent has reaped the benefit of our folly; but we think the remedy is not far distant.—*New York Courier.*

INTERESTING DECISION.—We think we are serving the public in calling attention to the Court of Common Pleas, in Baltimore, October, 1854. The case was one of more than usual importance, especially to all who use platform scales, as the decision of the Court established the fact, that in all matters of dispute as to weight, the scales manufactured by the Messrs. Fairbanks & Co., of Vermont, are the standard.

The dispute arose from a discrepancy of weight between one of Fairbanks' Scales in use by the Baltimore and Ohio Railroad Co., and one of another manufacture.

The case occupied the Court two days Judge Marshall, in delivering his dicision. stated as the result of the evidence, that the accuracy of Fairbanks' Scales was establishe beyond all question.

ATLANTIC AND PACIFIC RAILROAD.—A few days since, it was stated that SPRIGMAN & BROWN were shipping one hundred construction cars for this road, by the way of Red River; these cars being necessary, as the first fifty miles of the road is nearly all graded at this time, and the work is progressing rapidly. Mr. Samuel A. Sargent, the Agent of the Company, is still in the city, making purchases for working material, which will be shipped during the coming week. The supposed difficulty existing between Gov. Pease and this Company, does not affect its operations, as the old charter which they are working under gives them 16 sections to the mile. The whole length of this road from Red River to El Paso, is about 800 miles.—*Cin. Com.*

THE BANKERS' ALMANAC, FOR 1855,

WILL be published in a few days, containing—

I. Calendar and Chronology of Important Financial Events.

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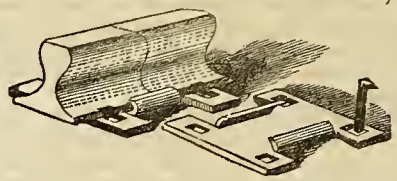
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Yours, &c., ALVIN ADAMS.
Mr. Simon Willard.

Boston, Feb. 4, 1854.

Mr. S. Willard Dear Sir—The Frodsham watch, No. 7557, I purchased of you last October, has performed wonderfully well. I have compared it almost daily by your Astronomical clock, and its variations for ninety days is but one second, or a loss of but one-hundredth of a second per day. I consider it better than any Marine Chronometer I ever used.

Yours truly,
FISHER A. NEWELL,
Late master of Sch., Honolulu.

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Mr. S. Willard, Dear Sir—More than six months ago I purchased of you two of Frodsham's best watches—up to this time, one of them, No. 7571, has altered from mean time but twenty-seven seconds, and the other, No. 7517, but twenty-three seconds in the same period.

Yours, respectfully.
E. F. OSBORNE.
To Mr. Simon Willard.

Gentlemen—On the 1st of April last I procured from Mr Willard, of Boston, one of Frodsham's improved series of watches. It was regulated and set to Cincinnati time. It has not, in that period, been suffered to run down, nor have the hands been moved, and to day it is 20 seconds only slow. Respectfully yours,
HENRY O. AMES,
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August 18, 1854.

To Messrs. Beggs & Smith.

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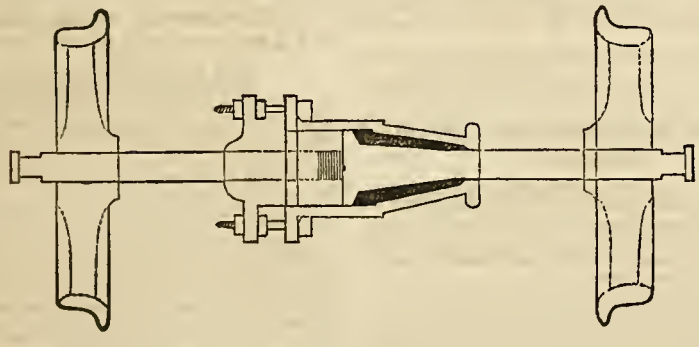
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The valuable features of this arrangement of axle are, a saving of full fifty per cent. in motive power on crooked roads: the rails are protected from being destroyed by the flanges of the wheels coming in contact with them on the curves, as is the case with the stiff or rigid axle, which not only destroys the rail but puts a constant strain upon the wheel and axle, causing the wheel on the inner rail to trip or revolve upon the rail under the weight of the car and its load, while the opposite wheel is traversing its greater distance; the tendency of which, is to wear the wheel flat, and cause it, or the axle, to break sooner or later. There is less danger of the car leaving the track from its having become spread.

Axles fitted in this way do not require to be near so large, and yet contain more strength than the common axle, for the reason that the liberty given to the wheels, which allows them to accommodate themselves to the curvatures of the road, removes wholly the strain thrown upon the ordinary axle; and therefore, it requires no more strength of iron at any point between the wheels, than is contained in the bearings, which in the ordinary axle, is not more than one-third of the strength of the other portions of the axle.

The elongated bearing which forms the connection is so proportioned as not to wedge or become tight in the alloy, the wear being almost imperceptible, requiring to be set up not oftener than once in twelve months, by a slight tightning of the screw nuts. If, from long service, the alloy becomes worn out, it can be refilled, making it as perfect as when first filled up, and the gauge of the wheels will never become changed so as to injure the running of the car.

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SPECIFICATIONS, ESTIMATES, AND PLANS,
In general or detail of all kinds of
Steam Vessels, Engines, Boilers, Mill Work, &c
Particular attention given to the superintending of
LOCOMOTIVES, TENDERS, CARS,
And Railway Machinery of every Description,
While under construction.

AGENT FOR THE PURCHASE of, on commission, all articles required for Railroads, Steam Vessels, Locomotives. Engines, Boilers, Machinery, &c.
General Agent for
ASHCROFT'S STEAM GAUGE, ALLEN AND NOYES' METALIC SELF ADJUSTING CONICAL PACKING, DUDGEON'S HYDRAULIC JACK.

Also, for Water Gauges, Indicators, Steam Whistles, &c., &c.
CHAS. W. COPELAND,
Consulting Engineer,
5-tf 64 Broadway, N. Y.

RAILROAD HOTEL.

CINCINNATI, O.

THE GIBSON HOUSE, Cincinnati, is situated on Walnut-street, between Fourth and Fifth, in the immediate neighborhood of all the Railroad Offices. For comfort and convenience it is believed that this hotel is unsurpassed. It is heated with steam from the first floor to the fifth, thus making it the most desirable winter house in the West. The proprietor hopes to enjoy a share of the patronage of Railroad men.
A. WETHERBEE, Proprietor.

New Works on Civil Engineering.

THE Field Practice of Laying out Circular Curves for Railroads. By John C. Trautwine, Civil Engineer.—4th Thousand, in pocket-book form with tucks.

—ALSO—

A New Method of Calculating the Cubic Contents of Excavations and Embankments, by the aid of Tables and 10 Engraved Plates of Diagrams. By John C. Trautwine, C. E.; 2d edition.

Price, one dollar each. Postage on the Curves, five cents; on the Excavations and Embankments, eight cents. For sale by WILLIAM HAMILTON,
Hall of the Franklin Institute.
Sept. 21-3* Philadelphia, Pa.

COLUMBUS PIQUA, AND INDIANA RAILROAD.

New route from Columbus, West and from Urbana, East.

On and after Monday September 19, 1853, two trains per day, (Sunday excepted) each way, will run on this Road, between COLUMBUS and URBANA. Will leave Columbus at 4.50 a.m., and 3.30 p.m.—arriving at Urbana at 8.12 a.m., and 6.14 p.m. Returning—will leave Urbana, for Columbus, at 9.15 a.m., and 3.00 p.m.—arriving at 12.05 and 6.55 p.m.

The 4.50 a.m. train, from Columbus, will connect with the night Express train from Cleveland and arrive at Urbana in time for the morning train north for Sandusky and intermediate points. Persons arriving by the morning Cleveland and Zanesville trains can have a few hours at Columbus and leave by the 3.30 p.m. train—arriving at Urbana in time to get supper and take the 5.35 p.m. train for Dayton and Cincinnati.

The 9.15 a.m. train from Urbana connects with the morning train from Cincinnati and Dayton that arrives at Urbana 8.40 a.m.—arriving at Columbus at 12.05 p.m in time for the 1 p.m. train for Cleveland, connecting with the Buffalo and Dunkirk boats. The 3.00 p.m. train will leave Urbana on the arrival of the Sandusky train—reaching Urbana at 2.45 p.m.—and arrive in Columbus in time for the various night trains.

A line of Omnibuses will connect with the trains at Urbana for the conveyence of passengers to and from Piqua and Groenville over a good Macadamized road.
A. G CONOVER, Sup
Piqua, Sept. 13, 1853. s29-tf.

Railroad Line.

The Shortest, Quickest and Best
ROUTE TO LOUISVILLE.

MADISON, INDIANAPOLIS, PERU, TERRE HAUTE, MICHIGAN CITY, CHICAGO, GALENA, ST. LOUIS, AND NEW ORLEANS.

OHIO & MISSISSIPPI RAILROAD,

ON MONDAY, SEPTEMBER 18, AND UNTIL FURther notice, the Passenger Trains will run as follows:

For Louisville and New Albany.

Leave Cincinnati at 7.15 A. M. and 3.15 P. M., connecting with the Jeffersonville Railroad at Seymour, and arrive at Jeffersonville, opposite Louisville, at 1 o'clock P. M., and at 9 P. M.

Returning—Leave Jeffersonville at 8.30 A. M., and 3.15 P. M., arrive in Cincinnati at 2.30 P. M., and 9.30 P. M. No delays in connecting with any other Railroad,

Fare $2 50.

For Indianapolis.

Leave Cincinnati at 7.15 A. M., and 3.15 P. M., connecting with the Indianapolis and Cincinnati Railroad at Lawrenceburg, for Indianapolis, and all the principal cities and towns of the North and West.

Returning—These trains arrive in Cincinnati at 4.05 P. M., and 9.30 P. M.

Fare $3 00.

For Lawrenceburg and Aurora.

Leave Cincinnati at 7.15 A. M., 10 45 A. M., 1.27 P. M., and 5 P. M., stopping at all the regular stations.

Returning—Leave Aurora at 6.50 A. M., 3.15 P. M., 2.55 P. M., and 8.23 P M., stopping at all the regular stations, and arrive in Cincinnati at 8.10 A. M. 2.30 P. M., 4.05 P. M., and 9.30 P. M..

FREIGHT TRAINS for Jeffersonville and all intermediate stations, leave Cincinnati at 9.30 A. M.

For further information see handbills, or apply at the Ticket Office, on Fourth street, north side, four doors from Vine street, oposite new Custom-house.
S. S. POST.
Chf. Eng'r and Supt.

Passengers, by leaving their address at the Ticket Office, will be called for by St. Louis and Cincinnati Omnibus Line.

Omnibuses call at all the principal Hotels, for each train. W. S. BABCOCK, Agent,
Sept 5. St. Louis and Cincinnati Omnibus Line.

Cincinnati, Wilmington and Zanesville Railroad.

OPEN TO LANCASTER.—Two daily Trains, (Sundays excepted) between Lancaster and Cincinnati. On and after Monday, June 26th, 1854, until further notice, trains will run as follows:

The morning Train leaves Lancaster at 5.10 A. M., and arrives at Cincinnati at 11.15. Returning leaves Cincinnati at 3.05 P. M. and arrives at Lancaster at 9.30 P. M

The downward accommodation train leaves Lancas- at 10.05 A. M., and arrives at Cincinnati at 5.40 P. M.

The upward accommodation train leaves Cincinnati at 7.30 A. M., and arrives at Lancaster at 4.00 P. M.

Trains will stop for passengers as follows: At Amanda, Stout's, Circleville, Williamsport, Four Corners, New Holland, Washington, Rattle Snake, Sabina, Cross Roads, Wilmington, Sligo, Clarksville and Morrow; and on the Little Miami Road at Deerfield, Butterworth's, Water Station, Loveland, Miamiville, Milford and Plainville, and on proper signal by flag, or to the Conductor, at Branch Hill and Linwood, at Turnpike.

The downward Trains connect at Morrow with the Trains on the Little Miami Road for Columbus.

Lines of Omnibusses and Packets will run between Circleville and Chillicothe, and Stages and Packets between Lancaster, Logan, Nelsonville, Athens and Pomery; and Stages between Lancaster, Somerset and Zanesville connecting with the morning train from, and evening train to, Cincinnati.

Fare from Cincinnati to			Washington.....	$2 50
"	"	"	Circleville.....	3 00
"	"	"	Lancaster.....	3 60
"	"	"	Chillicothe.....	4 00

For other information and Tickets, apply at Ticket office, corner of Broadway and Front sts, and at the Little Miami Depot, or to the Station Agents on the line.
E. W. WOODWARD,
Engineer and Superintendent.

☞ The Omnibus Line will call for and deliver passengers to and from the trains to any part of the City.
J. HOWELL, Conductor.

☞ The Company will not be responsible for baggage exceeding $50 in value, unless the same be returned to the Conductor or Agent, and freight paid at the rate of a passage for every $500 in value above that amount.
je. 29

Baltimore & Ohio Railroad.

380 MILES BETWEEN WHEELING AND BALTIMORE.

THIS Road was opened to the Ohio River in the spring of 1853, and has already established a high character with the business community of the West. Its facilities for the transportation of freights are already superior to those of any other great through line—while the attractions of the country through which it runs, and its many admirable provisions for the expedition, comfort and safety of travelers, it has received such favor as a passenger road, (with its present connections,) as to show that it will become the preferred route for all portions of the West and South-West as soon as its further connections are formed by the completion of the Central Ohio, North-Western Virginia and other Railroads now rapidly finishing.

FOR PASSENGERS BY THIS ROUTE,
Through Tickets from all Parts of the West,
ARE NOW SOLD IN
Cincinnati, Louisville, Madison, Indianapolis, St. Louis, Chicago, Toledo, Detroit, Cleveland, Columbus, Zanesville and other Cities.

AT ALL OF WHICH ARRANGEMENTS HAVE BEEN EFFECTED
For Sending Travelers Direct to
WASHINGTON, BALTIMORE, PHILADELPHIA, NEW YORK, and other ATLANTIC CITIES.

FOR FREIGHTS IN EITHER DIRECTION
The fullest accommodations are provided. In motive power and Cars, the company has abundant resources, which are being further extended to meet the demands of Western Trade. In the dispatch and regularity of transpart, and in the careful landing of property, this road challenges a comparison with its rivals. At Baltimore, the road connects directly in the streets and at the wharves with the

PHILADELPHIA AND NEW YORK RAILROADS,
The numerous Steamers of the Parker Vein Line to New York and Boston, the Ericsson Steamers by Canal to Philadelphia and New York,
And various other Lines of Steamers and Sailing Vessels to the Eastern Ports, and to Richmond, Norfolk, Charleston, Savannah, etc.

J. B. FORD is the Company's Receiving Agent at Wheeling.

WM. G. HARRISON, President. *JOHN H. DONE,* Mast. of Transportation,
je. 8† Baltimore.

Pittsburgh, Philadelphia, BALTIMORE AND NEW YORK

NEW ROUTE OPENED TO NEW YORK, ALL THE WAY BY RAILROAD, VIA **CINCINNATI, HAMILTON & DAYTON RAILROAD.**

The quickest, cheapest and most pleasant route to Pittsburgh, Philadelphia, Baltimore and New York.—Depot in the West end of the city.

Only route via Pittsburgh by which through tickets can be obtained from Cincinnati to New York.

One less change of cars than any other route.

Passengers leaving Cincinnati, on 6 o'clock morning train of Cincinnati, Hamilton & Dayton Railroad, go through to Crestline without change of cars, and, after 30 minutes for dinner, proceed by Ohio & Pennsylvania Railroad, arriving at Pittsburgh at 8 o'clock P. M.: leave Pittsburgh via Pennsylvania Central Railroad, at 9 o'clock, P. M., and arrive in Baltimore and Philadelphia at 12 o'clock and 30 minutes (noon) next day; and from thence via Kensington and Jersey City, or Camden and Amboy Railroads, arriving in New York at 4 P. M.

Second Train:

Leaves Cincinnati, Hamilton and Dayton Railroad at 8 o'clock and 20 minutes every morning; arrives at Crestline at 4:20 P. M., and Pittsburgh at 12 o'clock and 30 minutes, midnight; and after a comfortable night's rest, resume by 7 o'clock A. M. Train, arriving in Philadelphia and Baltimore at 12 o'clock and 30 minutes, midnight.

The only offices in Cincinnati at which Through Tickets can be purchased from Cincinnati to New York, via Pittsburgh and Philadelphia, are under the Spencer House, and one door below the Gibson House on Walnut street.

FARE:

From Cincinnati to Pittsburgh, first class.....			$7 00
"	"	" front car.....	5 00
"	"	Philadelphia.....	14 00
"	"	Baltimore.....	14 00
"	"	New York, via Pittburgh, and Philadelphia, all the way by railroad	16 00

For through tickets and information, please apply at Cincinnati, Hamilton and Dayton Railroad Office, north west corner of Broadway and Front streets, under the Spencer House, or to J. W. SHIPLEY, at Railroad office on Walnut street, between Fourth and Fifth streets, one door south of the Gibson House, or at Sixth street Depot.
H. O. AMES, Superintendent.
W. A. LATHAM, Agen.

The Omnibus Line will call for passengers by leaving their orders at the offices.
Sep. 7,-tf. WM. H. SMITH, Conductor.

Railroad Line.

Cincinnati, Hamilton & Dayton Railroad.
Fall Arrangement.

COMMENCING MONDAY, OCTOBER 9th, 1854.

PASSENGER Trains will leave the Sixth street Depot as follows:

First Train

At 6.30 A. M., Lightning Express for Hamilton, Richmond, Indianapolis, Terre Haute, Lafayette and Chicago, direct.

Second Train

At 8 A. M., for Hamilton, Eaton, Richmond, Dayton, Troy, Piqua, Sandusky, Toledo, Chicago, Clyde, Cleveland, Buffalo, New York, Boston, Pittsburgh, Philadelphia, Baltimore, Washington, etc.

Third Train

At 2.15 P. M., for Dayton, and intermediate stations, Troy, Piqua, etc.

Fourth Train

At 4 P. M., for Hamilton, Richmond, Indianapolis, Terre Haute, Lafayette Chicago, Dayton, Springfield, Urbana, Kenton, Carey, Crestline, Pittsburgh, Philadelphia, Baltimore, Washington, etc.

Fifth Train

At 5.20 P. M., for Hamilton and intermodiato stations.

The 1st Train, Express,

Will stop at Cumminsville, Lockland and Glendale.

2d, 3d, and 4th, Trains,

Will stop at all regular stations.

Fifth Train

Will stop at all regular stations and at flag stations on signal or notice to the Conductor.

The 1st Train

Will connect at Richmond at 9 A. M., with Train of Indiana Central Road for Indianapolis; arrive at that place at 11.30 A.M., thence to Terre Haute, Lafayette, and Chicago without detention. Time as short as by any other route.

2d Train

Will connect at Dayton at 10.30 A. M., with Mad River Train for Sandusky and intermediate points; also at Crestline at 4.20 P. M., with the Ohio & Pennsylvania Train for Pittsburgh, Philadelphia, Baltimore, Washington, etc. The same train will connect at Clyde with Toledo and Cleveland Train to Toledo, Chicago, and intermodiate points. Also, with Dayton and Michigan Railroad to Troy and Piqua, and at Piqua with Doyle & Co's Canal Packet Line to all points on Wabash and Miami Canals, and at Dayton with Dayton and Greenville Railroad to Greenville, Union, and all points on Bellefontaine and Indianapolis Railroad at 2.30 P. M.

3d Train

Connects at Dayton with Train for Troy, Piqua, etc. Also, with train of Dayton and Western Road for Indianapolis

Fourth Train

Will connect at Richmond at 6.40 P. M., with Indiana Central Train for Indianapolis, Terre Haute, Lafayette, and at Dayton with Mad River and Lake Erie Railroad for Springfield, Urbana, Kenton, Carey, Crestline, Pittsburgh, Philadelphia, Baltimore and Washington.

FARE:

From Cincinnati	to	Hamilton	$ 60
Do	do	Eaton	1 35
Do	do	Richmond	1 75
Do	do	Indianapolis	3 50
Do	do	Terre Haute	5 75
Do	do	Lafayette	5 50
Do	do	Chicago	9 00
Do	do	Dayton	1 50
Do	do	Troy	2 10
Do	do	Piqua	2 35
Do	do	Springfield	2 10
Do	do	Toledo	5 75
Do	do	Cleveland	6 00
Do	do	Pittsburgh, 1st class	7 00
Do	do	do front car	5 00
Do	do	Philadelphia	14 00
Do	do	Baltimore	14 00
Do	do	New York, via Pittsburgh and Philadelphia, (Railroad all the way)	16 00

For further information or tickets apply to W. A. LATHAM, General Agent, at the office, corner Broadway and Front streets, under Spencer House, or at the Office on Walnut street, next door to the Gibson House, or at the Sixth street Depot.

HENRY D. AMES,
Cincinnati, Oct. 19, 1854. Sup't.

RAILROAD IRON.

I WOULD respectfully call the attention of Railroad Companies and Contractors to my facilities for

NOTCHING RAILROAD IRON

Suitable to be spiked in the Chairs. My Patent Punching Machines, for which I received Letters Patent, enable me to make contracts for punching iron at a less price than can be done with any other Punching Machine now in use.

Orders solicited, and work executed in any part of the United States. Address,

S. M'KENNA,
jan11.-tf. Box 705, Cincinnati P. O., Ohio.

New Arrangement.
LITTLE MIAMI RAILROAD.

Passengers by 8 o'clock A. M., Train Little Miami Railroad, breakfast at Cincinnati, and dine the following day in New York, Philadelphia Baltimore or Washington City.

FROM CINCINNATI

To New York in	32½ hours.
To Philadelphia in	31½ "
To Baltimore in	28 "
To Buffalo in	16½ "
To Dunkirk in	15 "
To Cleveland in	9½ "
To Sandusky in	8¼ "
To Pittsburgh in	14 "
To Wheeling, in	10½ "

FIVE DAILY TRAINS.

FIRST TRAIN.—Cleveland, Pittsburgh, and Wheeling Lightning Express at 6 o'clock A.M., for Columbus, Cleveland, Dunkirk, Buffalo, Albany, New York and Boston; Crestline, Pittsburgh, Baltimore, Philadelphia and New York; Zanesville, Wheeling Baltimore, Philadelphia, and New York; Washington City, etc. Connects to Sandusky, also at Xenia to Springfield.

SECOND TRAIN.—Cleveland and Pittsburgh accommodation Express, at 8 o'clock, A. M., for Columbus, Cleveland Dunkirk, Buffalo, Albany, New York and Boston; Crestline, Pittsburgh, Circleville and Lancaster; Connects to Sandusky.

THIRD TRAIN.—Wheeling Express, at 12.10 o'clock noon,) for Columbus, Zanesville, Wheeling, Baltimore Washington City, Philadelphia and New York connects at Xenia to Springfield and Delaware;

FOURTH TRAIN.—Accommodation at 3 P. M., for Circleville and Lancaster; Blanchester and Chillicothe; Hillsborough.

FIFTH TRAIN.—Cleveland and Pittsburgh Night Express, at 5 P. M., for Columbus, Cleveland, Dunkirk, Buffalo, Albany, New York and Boston; Crestline, Pittsburgh, Philadelphia and New York; connects at Xenia to Springfield.

One Train on SUNDAY, for Columbus, at 2.30 P. M.

FARE AND THROUGH TICKETS.

For prices of fare, through tickets, and all information, please apply at the company's new office, No. 233 west side of Walnut street, six doors south of the United States Hotel, or at the old established General Railroad office, in the three-story yellow building, southeast corner of Broadway and Front street, directly opposite the Spencer House, Railroad Hotel and Mailboat Landing, or at the Eastern (Little Miami) Depot, East Front-street.

P. W. STRADER, Gen'l Agent.

OMNIBUS LINE.

The Omnibus Line calls for passengers at all the principal hotels; and by leaving directions at the office, No. 233 Walnut street, between Fifth and Sixth streets, six doors south of the United States Hotel, or at the office southeast corner of Broadway and Front street, opposite the Spencer House, directly on river bank, they will call in any part of the city.

J. H. HOWELL,
Nov. 26 Conductor.

Change of Time on Cincinnati, Hamilton, Eaton & Richmond Railroad.

ON and after TUESDAY, April 4th, 1854, the Morning Train for Richmond and Indianapolis, will leave Depot, foot of Sixth street, at 6.10 o'clock, A. M.

Passengers by this Train connect at Indianapolis with the 1 o'clock, P. M. Train on Lafayette and Indianapolis Railroad for Lafayette and Chicago; arriving at Chicago by 9 o'clock, P. M., of same day, being 9 hours less time than by any other railroad route leaving Cincinnati.

Also, connect at Indianapolis with 1.15 P. M. Train for Terre Haute.

Trains for St. Louis leave Chicago at 11 o'clock P. M., after the arrival of 1 P. M. Train from Indianapolis in the morning, making this the quickest route by far between Cincinnati and St. Louis.

Evening Train will leave as usual, at 3.30 P. M. connecting at Richmond with 7 P. M. Train for Indianapolis; arriving at Indianapolis at 10.30 P. M.

FARE—Cincinnati to Richmond	$1 75
Cincinnati to Indianapolis	3 00
Cincinnati to Chicago	9 00

ap. 6 D. M. MORROW, Sup't.

Shortest Route to Indianapolis, Chicago, and St. Louis by Indianapolis & Cincinnati Railroad,

VIA LAWRENCEBURG,

IN connection with the **OHIO & MISSISSIPPI RAILROAD**, Passenger Trains leave Cincinnati at 7:15 A. M., and 3:15 P. M. Arrive at Indianapolis at 11.30 A. M., and 8:30 P. M.

By morning train passengers arrive at Chicago in 14 hours, and at St. Louis in 28 hours.

Freight shipped to Indianapolis and all other points West and North without delay at cheapest rates.

Cars run from Lawrenceburgh to Terre Haute, Lafayette, Peru and Chicago, without unloading.

Office, foot of Main street corner of Water street.

SIDNEY RICE,
Cincinnati, Sept. 28, 1854. Agent.

Covington and Lexington Railroad.

1854. 1854.

OPEN to Paris.—Direct Railroad connection with Lexington, Frankfort and Louisville.

Two Daily Passenger Trains.

On and after MONDAY Oct. 9th, 1854, and until further notice, Trains will run as follows:

Express Train leaves Covington at 7 o'clock, A. M. stopping at Grant's Bend New Philadelphia, Canton Benton, Clarkson, Demossville, Butler, Irving, Falmouth, Callenville, Boyd's, Berry's, Robinson's Garnett's Cynthiana, Laird's and Kiser's and arriving at Paris at 11.30 A. M.

Returning, leave Paris at 12 o'clock M., stopping as above, and arriving at Covington at 4.35 P. M.

Through passengers by this train connect directly at Paris with Maysville and Lexington road, and arrive at Lexington at 1 o'clock P. M., connecting at Lexington with the stage lines for Danville, Winchester, etc., and with the afternoon train of the Lexington and Frankfort road, for Frankfort and Louisville.

Returning, leave Lexington at 10 o'clock, A. M., and arrive at Covington at 4.35 P. M., in time for the Evening Express Trains North and East.

The Accommodation Train leaves Paris at 5.30 A. M., stopping at all regular and flag stations and arriving at Covington at 10 25 A. M.

Returning, leave Covington at 2.40 P. M., stopping as above, and arriving at Paris at 7.35 P. M.

Through passengers by this train lie over night at Paris and arrive at Lexington at 8.30 next morning.

Freight Trains leave Covington daily, Sundays excepted, at 2.40 P. M.; freight received up to 12 M., for the train of same day.

RATES OF FARE.

Covington to Lexington	$3 00
Covington to Paris	2 40
Covington to Cynthiana	2 00

FOR THROUGH TICKETS,

Apply at the Cincinnati, Hamilton and Dayton Railroad Ticket Office, W. A. Latham, Agent; Little Miami Railroad Ticket Office, P. W. Strader, Agent; or at the Depot, Covington.

J. M. DOUGHERTY,
Superintendent.

☞ The Omnibus Line will call for Passengers in any part of the city, by leaving directions at the above offices. CLAYTON & GRANT.

oct. 17.

Cincinnati to Indianapolis.

TO CHICAGO IN 15 HOURS.
TO ROCK ISLAND IN 25 HOURS.
TO ST. LOUIS IN 31 HOURS.

ALL THE WAY BY RAILROAD.

FOR Terre Haute, La Fayette, Michigan City, Chicago, Peru, Galena, Rock Island, and St. Louis.

Passengers will find this the most pleasant route of any to the West, as it passes through the richest and most thickly settled portion of the State of Indiana. In taking this route, passengers will reach Terre Haute, Lafayette, Peru, Michigan City, Chicago, Rock Island, Galena and St. Louis, as soon as by any other leaving Cincinnati, and with less fatigue, in consequence of several of the other roads not being fully ballasted.

TO TERRE HAUTE AND LAFAYETTE BY DAYLIGHT, by way of Hamilton, Eaton and Richmond.

CINCINNATI, LOGANSPORT AND CHICAGO RAILROAD.—Three daily trains, at 6.30 A. M., 8 A. M., and 4 P. M., from Cincinnati, Hamilton and Dayton Railroad Depot.

Passengers leaving Cincinnati on the 6.30 A. M. Lightning Express, reach Indianapolis at 11 A. M., resume at 1.15 P. M. for Terre Haute, and 12 M. for Lafayette, Michigan City, Chicago, Galena, Rock Island and St. Louis, reaching Chicago at 8.30 P. M., in time to connect with night trains for Galena, Rock Island and St. Louis.

Baggage checked to Indianapolis.

Passengers leaving Cincinnati at 8 A. M., Richmond Mail Passenger Train reach Richmond at 11.05 A. M., connecting with trains for Hagerstown and New Castle. Returning leave Richmond at 3.10 P. M., arriving in Cincinnati at 6 P. M. This train stops at all way and flag stations.

FARE:

From Cincinnati	to	Richmond	$1 75
"	"	New Castle	2 50
"	"	Indianapolis	3 50
"	"	Terre Haute	5 75
"	"	La Fayette	5 50
"	"	Michigan City	7 75
"	"	Chicago	9 00
"	"	Rock Island	14 00
"	"	Galena	14 25
"	"	Saint Louis	15 50

Passengers leaving Cincinnati on 4 P. M. train, sleep at Indianapolis, resume at 6 A. M. for Lafayette, Chicago and Rock Island, and 1.15 P. M. for Terre Haute.

For information and through tickets, please apply at the General Railroad Ticket Office, No. 169 Walnut st., next door below the Gibson House, or to W. A. Latham, at the Cincinnati, Hamilton and Dayton Railroad office, corner of Broadway and Front Streets, under the Spencer House, or at the Sixth street Depot.

JOHN W. SHIPLEY, Agent.

The Omnibus Line will call for passengers in any part of the city, by leaving their orders at the offices.

oct. 19. W. H. SMITH Conductor.

WHEELBARROWS!



ON hand, Wheelbarrows, of my own manufacture suitable for Railroad, Turnpike, Canaling, etc., in ots to suit purchasers. Orders filled for any reasonable amount. HENRY RCCKEY,
jy. 20. No. 21 East Front st.

CAR MANUFACTORY,
Dayton, Ohio.

E. THRESHER & CO., having enlarged tbeir shops, aro prepared to contract on favorable terms, for building every variety of railroad Cars, in any quantity and on short notice, made of the best materials, and of the most approved workmanship.

They aro prepared also to furnish Jaws and hoxes; the Washburn Wheel, 30 and 33 inch, adaptod to insido or outsido bearing; cast iron frogs, steel plated; and switches of the most approved patterns.

They also manufacture blacksmith tuyeres, Harris' Patent; portablo holt forges: bolt heading and bolt cutting machines; upright drills, wheel presses; wood planors; tenoning and mortising macbines, etc.

They respectfully invitc the attention of railroad directors and superintendents to their establishment.
Dayton, Jan. 24th, 1853. jan.25-†

S. C. THOMSON & CO.,
MANUFACTURERS OF
PATENT PAD LOCKS,
For Railroad Switches, Merchandise Cars, Stores, Cemeteries, Iron Safes, &c.,
Cor. Railroad Avenue and Market st.,
an.12† NEWARK, N. J.

PROSSER'S PATENT
Lap-Welded Iron Boiler Tubes.

TUBES screwed together, flush on both sides, for Artesian wells, etc. Free-joint Tubes, for Core Bars, Awning Frames, Leaders, etc.

Brass Boiler Tubes.

Patent Wrought Iron Blacksmiths' Water Tuyeres, Water Backs, etc.

Agents for Krupp's celebrated Cast Steel for Shafts Railway Axles, Tires, Platers' Rollers, etc.

P. S.—All Tools necessary for the construction or keeping in order of Tubular Boilers.
THOS. PROSSER & SON
au.17† 28 Platt street, New York.

Norris' Locomotive Works,
PHILADELPHIA.

ENGAGED for many years in manufacturing Locomotives, offer to Railroad Companies to construc of any plan or size,
LOCOMOTIVES OF SUPERIOR QUALITY.
Our facilities for doing work have been largely increased this year, and orders can bo executed with dispatch.
jy. 27. RICHARD NORRIS & SON.

ASHCROFT'S METALLIC STEAM GAUGE.
(BOURDEN'S PATENT,

THE subscribers offer for sale this valuable Gauge. It is adapted to Locomotive and other steam boilers, indicating with accuracy the continual variations o fsteam within the boiler, enabling the Engineer to maintain a uniform and safe pressure. Any of tho Eastern Railroads may be referred to for proof of its importance and value. BRIDGES & BROTHER,
sep.15-tf 64 Courtlandt St., New York.

KENTUCKY LOCOMOTIVE WORKS.
CORNER OF KENTUCKY AND TENTH STS.
LOUISVILLE, KY.

THE Proprietors of the Kentucky Locomotive Works would respectfully inform Railroad Companies and the public generally that, having completed their establishment, they are now prepared to receive and execute orders with fidelity and dispatch.

They will contract for

Locomotives, Passenger, Baggage, Freight, Gravel and Hand Cars,

Of every style and pattern, as well as all kinds of St and Machinery required for railroads.

Particular attention will be paid to repairing, which they have every facility.

They are also prepared to contract on favorable terms for building all kinds of Machine Tools, such as Turning Engines, Lathes, Planers, Drills, Slotting, Spliting, and Shaping Machines, of every variety of pattern.

Having also a large FOUNDRY connected with the establishment, orders for Castings are solicited, and will be filled with promptness.

Car Wheels of any pattern can he furnished on short notice. Double and single plate and Spoke Wheels of all sizes constantly on hand.

☞ Communications or orders must be addressed to
OLMSTED, TENNYS & PECK,
Jo.8-tf Louisville, Ky.

Lightner's Patent Axle Boxes for Railroad Cars.

THE attention of Railroad Managers and others is called to. this valuable improvement in

AXLE BOXES.

The first cost and "fitting up" of these boxes is 20 to 25 per cent below that of most boxes in use. They will save about 75 per cent in consumption of oil. The construction is simple; they are not liable to become loose, nor "heated" by severe service. The Reservoir is beld closo to the shaft, and the oil journals, are secure from dust yet easy of access; the brassos may be removed from the journals, while under the car, in a few minutes. Cars furnished with these boxes run from 4 to 5 weeks without replenishing the oil, and aro not detained from the road for repairs ONE TENTH part of the time which is necessary when other hoxes are used.

The business of a railroad can he done with a much less number of cars, with these hoxes than if any other kind are used.

The first railroad men in the country have certified that Lightner's improvements in AXLE BOXES are among the first of the times.

Models and Testimony of the above Boxes, may he examined, and arrangements may he made for the right to use the same, with tho subscriber.
WILLIAM SHERBURNE,
PRINCIPAL AGENT,
May 18.6* Office, No. 167 Broadway, New York.

GUNPOWDER,
MANUFACTURED BY
The Hazard Powder Company,
HAZARDVILLE, CONN.
H. G. HAZARD, President.
A. E. DOUGLASS, Secretary.

THE undersigned are always prepared to furnish Mining and Blasting Powder to any extent, delivered at any point on the lines of railroads, or any other places of public improvements in the West or South, at the very lowest rates. Also, SAFETY FUSE of the best Eastern manufacture.

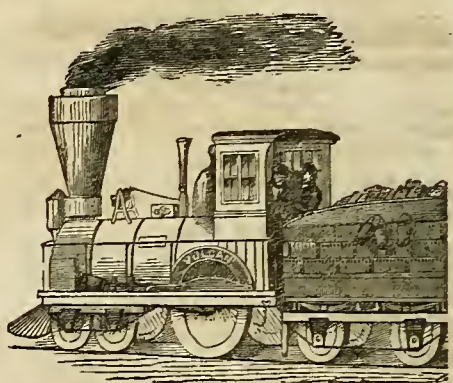
We would respectfully urge all contractors and consumers to call upon or correspond with either of us before arranging for their supplies elsewhere.

To the trade generally we would offer all the brands of Sporting and Rifle Powder manufactured by the above concern.
M. D. W. LOOMIS,
Southeaste- er Main and Second Sts.
Cincinnati, Ohio.
S. H. LOOMIS,
Nashville, Tenn.
August 16, 1854. [au.18†

Myers' Patent Cylindrical Car.

NOTICE.—The Subscriber having become proprietor of MYERS' PATENT CYLINDER CAR, for a considerable portion of Western territory, including the State of Ohio, offers the same to Rail Road Companies on favorable terms. The public will he furnished within a short time with complete explanations of its operation, together with the results of actual experiments testing its applicability to all the uses for which it is recommended. W. CLOUGH,
South-western Car Works.
Madison, Indiana. May 11.

Cincinnati Locomotive Works!



THE undersigned are prepared to furnish Locomotives equal in efficiency and durability to the best Eastern manufacture. Also, Shaping and Slotting Machines suitable for railroad shops. Also, all kinds of heavy forging and casting done at short notice. Also, bolts for bridges cut with dispatch.
ap. 20 MOORE & RICHARDSON.

WASON'S
CAR MANUFACTORY,
Near the Pittsburgh R. R. Shops,
CLEVELAND, OHIO.
Passenger, Baggage, Freight, Dumpers, Hand Cars, &c.,

Of the best quality in all respects, style, workmanship, and material, made to order with promptness.

Orders respectfully solicited, with the assurance that no pains will be spared to give entire satisfaction in all cases.
CHARLES WASON,
Late of the firm of T & E. Wason, Springfield,
†oc20 Massachusetts.

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JAMES FOSTER, Jr.,
MATHEMATICAL AND PHILOSOPHICAL
INSTRUMENT MAKER!

HAVING removed from his old stand to south-west corner of Fifth and Race street, and increased his facilities for making instruments, is now ready to supply Levels, Transits, Theodolites, the Dumpy or Gravatt Level, Circular Protractors of Troughton & Simms model, Surveyors Compasses, Pocket Compasses with and without sights, in great variety. All kinds of Land Chains; Ivory and Box wood Scales of all kinds and graduation; Drawing instruments of all kinds, brass and German silver. Measuring tapes of all kinds, Magnets, Magnifyers, Barometers, Spy Glasses, &c., &c. Repairing promptly attended to. ap.6-6*.

Railroad Car Findings,
BRIDGES & BROTHER,
64 Courtlandt Street, New York.
Wheels & Axles, Jaws, Boxes, and Castings Fitted
Wrought Nuts, Bolts, & Washers,
Engine and Car Screw Bolts, all sizes; Coach Lag and Telegraph Screws,
LOCOMOTIVE ENGINE LANTERNS,
From the best Manufactnrers, and at their prices. Car Hand, and Signal Lanterns.
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Of any required width to 124 inches.
ENAMELLED HEAD LININGS, Plush and Curled Hair.

Hand Cars and Baggage Barrows. Passenger, Freight-Car, and Switch Locks, Door Knobs and Butts. Brass and Iron Wood Screws. Brass and Silver Plated Trimmings for Windows and Seats. Varnish, Coach Japan, and Glue; Paints, Varnish and Glue Brushes.

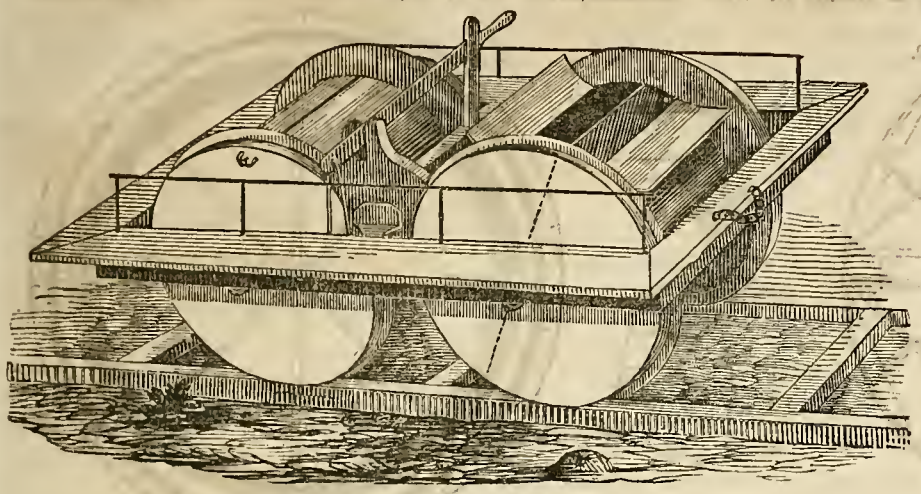
Silver Plated and White Metal Letters. Engine and Signal Bells, anti-friction or Babbitt Metal.

Portable Forges and Jack Screws.

Hemp Packing,, American, Russia, and Italian. Conductors' Badges and Baggage Checks. Iron, Bronzed and Brass Hat Hooks. Ventilators and White Metal Rings. And all other Articles pertaining to Cars.
ALBERT BRIDGES,
Late Davenport & Bridges, Car Manufacturers,
Cambridgeport. Mass.
ALFRED BRIDGES,
Late Davenport, Bridges & Co., Fitchburg, Mass.
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MYERS' PATENT CAR,

FOR COAL, GRAIN, &c., &c.



FOR PARTICULARS OF COST, RIGHT OF USE, &c., ADDRESS,

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LOCO- AND CAR MOTIVE SPRING

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Locomotive and Car Springs of all descriptions manufactured on the most reasonable terms, made of the best STEEL, which we have manufactured to order from the BEST SWEDE IRON. Orders from any part of the United States will be thankfully received and promptly attended to

McDANEL & HORNER.

All Springs ordered from a distance will be delivered on shipboard at *Philadelphia* free of charge

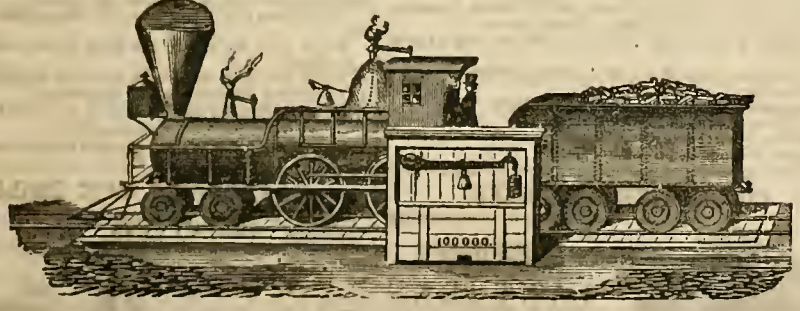
References.

NORRIS BROTHERS, Locomotive Builders, Philad.
A. C. GRAY, Pres't New Castle Manuf. Co.
U. WELLS, R. R. Car Manuf. Petersburg, Va.
I. R. TRIMBLE, Supt. Philad. R. R. Co.
M. B. MILLEN, Gen. Supt. C. R. R. Savannah, Ga.
EMERSON FOOTE, Supt. M. & W. R. R. Macon, Ga
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†May 19.

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WE are now prepared to furnish **Railroad Track and Depot Scales** of all sizes, which we warrant in every respect equal to any manufactured in the United States.

Being practical workmen ourselves, we feel confident that we can furnish the West and South with as good an article and cheaper than can be bought East.

Cincinnati, June 20, 1854.

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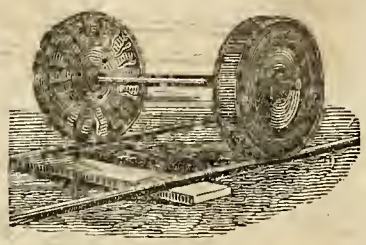
CINCINNATI, OHIO.

THE Proprietors of this establishment would respectfully call the attention of Railroad Companies in the West and South to their establishment at Cincinnati.—Their facilities for manufacturing are extensive, and the means of transportation to the different points speedy and economical. They are prepared to execute to order on short notice, eight-wheeled Passenger Cars of the most superior description. Four or eight-wheeled Baggage, Cattle, Freight and Gravel Cars. Also, Crank and Lever Hand Cars, Trucks, Wheels, and Axles fitted.



WASHBURN WHEEL

Having obtained the *exclusive right* to make this wheel



In Cincinnati, Covington and Newport, they are now prepared to furnish Railroad Companies with that Celebrated wheel, with or without Axles. Also, Journal Oil Boxes of any pattern, and Castings for cars fitted to order at the shortest notice.

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DOUGLASS, SMITH & CO.

WOULD respectfully call the attention of Railroad Companies to their establishment at Zanesville They are prepared to execute orders, on short notice, for

Passenger Cars of the most superior description,

Socond Class Passenger, Mail Express, and Baggage Cars; Freight, Cattle, four or eight wheeled Gravel Cars.

We manufacture a superior

CAR WHEEL,

Over 2500 of which are now running on the Central Ohio Railroad, and many of these have been in use on the road over two years, having in that time only three to crack, and two to be renewed in consequence of the wearing of the Chill. We have also commenced the manufacture of the celebrated

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And are prepared to furnish this wheel, with or without axles. Also, castings for Cars fitted to order at the shortest notice.

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We are also agents and builders of the above celebrated Bridge. Are now placing upon the piers an iron bridge on this plan over the Muskingum river at Zanesville. We are ready to contract with companies for the construction of this Bridge. All orders addressed

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J. DAVENPORT.... M. D. WELLMAN.... C. M. RUSSELL

DAVENPORT, RUSSEL & CO.,

Railway Car Manufacturers,

MASSILON, OHIO.

THE subscriber, late of the firm of Davenport, Bridges & Co., Fitchburgh, Mass., having associated himself with Messrs. Wellman and Russell, under the above name, would respectfully solicit calls for any kind of Passenger, Baggage, Post Office, Freight, Coal, Gravel or Hand Cars.

Having had fifteen years experience in the business and having secured the best of workmen from the Car Factory in Cambridge, Mass., I feel confident that perfect satisfaction can be given in all work entrusted to our care.

We have now on hand the best of dry White-Oak with which we think we can build Cars as cheap and as well as any other establishment in the States.

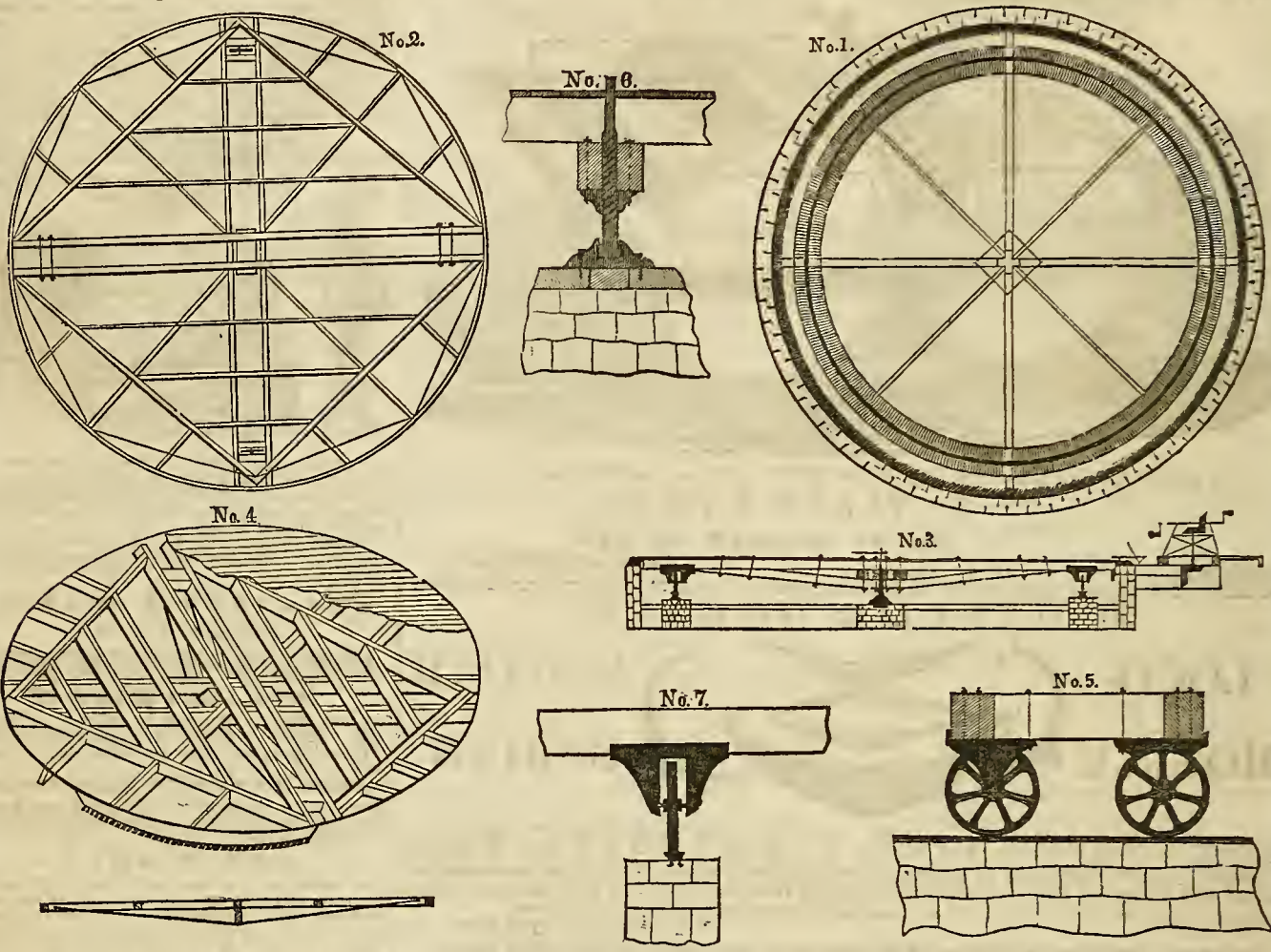
Feb. 16†* JOSEPH DAVENPORT.

RAILROAD IRON, LIGHT WEIGHT.

470 TONS, 47 lbs. per yard, good quality and pattern, now lying at New Orleans. For terms apply to VOSE, PERKINS & CO.,
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CARHART'S IMPROVED TURNTABLE.

Now building for 13 of the Principal Roads in Ohio, Indiana, New York, New Jersey, and North Carolina.



This Table, together with an Engine and Tender of 30 Tons Weight, can be Turned by One Man in 25 Seconds.

RAILROAD COMPANIES in want of *Turntables* of a permanent and durable character, at a low price, are respectfully referred to the annexed references. The undersigned being confident that the manner of turning engines by his Table is the most permanent, expeditious, and cheapest in the United States, solicits the attention of Engineers, and others, to his improvement. The undersigned being a practical mechanic, and having devoted his time, for the past five years, exclusively to the construction of Turn and Transfer Tables, Draw and other Bridges, is prepared with every facility for executing orders in that line with promptness and satisfaction.

The price, which is always based upon the use of the best materials and best workmanship which can be procured in the market where used, can be determined only by the locality.

REFERENCES:

New York & Erie Railroad Company.
Hudson River Railroad Co.
Ohio & Pennsylvania Railroad, J. Edgar Thomson, President, S. W. Roberts, Sup't and Engineer, Pittsburgh, Pa.
Pennsylvania Central Railroad, O. W. Barnes, Resident Engineer, Pittsburgh.
Toledo & Cleveland Railroad, Wm. Ferguson, Chief Engineer, Cleveland Ohio.
Columbus, Piqua & Indiana Railroad, A. J. Conover, Chief Engineer, Piqua, Ohio.
Cleveland, Zanesville & Cincinnati Railroad, W. H. Grant, Chief Engineer, Akron, Ohio.
Cleveland, Columbus & Cincinnati, and Cleveland & Erie Railroads, L. Tilton, Sup't, Cleveland, Ohio.
Little Miami & Columbus & Xenia Railroads, William H. Clement, Sup't, Cincinnati, Ohio.
Cincinnati, Wilmington & Zanesville Railroad, E. W. Woodward, Engineer, Circleville, Ohio.
Central Ohio Railroad. G. W. Fulton, Sup't, and S. Medhury, Engineer, Zanesville, Ohio.
Camden & Atlantic Railroad, and Dauphin & Susquehanna Railroad, R. B. Osborne, Engineer, Philadelphia.
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Cleveland & Pittsburgh Railroad, J. Durand, Sup't, Cleveland, Ohio.
Wilmington & Raleigh Railroad, North Carolina.
Central North Carolina Railroad.
Cincinnati & Indianapolis Railroad, Indiana.
New Albany & Salem Railroad, Indiana.
Michigan Central Railroad, Michigan.
Dayton, Xenia & Belpre Railroad, Ohio.
Pomeroy Railroad, Engineer at Cincinnati.
Springfield, Mount Vernon & Pittsburgh Railroad, Ohio, Charles Anthony, President.

DESCRIPTION OF PLAN.

Fig. 1, of the above cut, represents the foundations, consisting of *Bank* and *Track Walls*, the latter made of cut, the former of hammer-dressed stone, with cut stone coping. The Track is bent of the ordinary T rail, spiked and leaded to the stone track walls. The Center Pier is made of cut stone, with a step for screw and pivot bolted to the same.

Fig. 2, shows the framing.

Fig. 3, is a side view of Main Truss, with the mode of gearing, including the mitre-wheels, iron crank frame, rack and pinion, foundations, pivot wheels and pedestals.

Fig. 4, gives a perspective view of rim, segments, decking, etc.

Fig. 5, is an end view of the main trucks, with pedestals and wheels.

Fig. 6, is a screw for pivot, 6 inches in diameter, working in a steel step through a nut for adjustment.

Fig. 7, shows a cross section of track wall, well, and pedestal

For further particulars please address,

D. M. CARHART, Cleveland, Ohio.

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T. F. RANDOLPH & BRO.,

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No. 1, 2d STORY, APOLLO BUILDING,

CINCINNATI, O.,

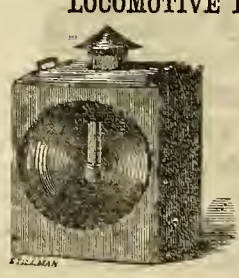
MANUFACTURERS OF

Surveyors' and Engineers' Instruments, Theodolites, Transits, Levels, &c., &c.,

REPAIRING AND ADJUSTING INSTRUMENTS DONE TO ORDER.

Orders promptly attended to.

LOCOMOTIVE LANTERNS.



I AM now manufacturing

LOCOMOTIVE LANTERNS

of the most approved form, with true Parabolic Silver-plated Reflectors, Copper Cases, and in every way equal to the best manufactured in the country.

Orders from Railroad Companies in the West are solicited.

A. S. WINSLOW.

†m134] 9 and 11 West Second St. Cincinnati.

"GARDNER'S ROCK DRILL."



DESIGNED for Mining, Tunneling, Quarrying Use, and Rock Excavations of all descriptions, by the use of which a saving of 50 to 75 per cent. is made. This drill can be operated by hand, horse, or steam power, and works equally as well horizontally or at any angle, as perpendicularly.

A silver medal, the highest prize, was awarded these Machines at the World's Fair

Applications for Territorial Rights and Machines must be made to the Patentee.

G. ARTHUR GARDNER.
Trinity Building, N. York.

nov17†

Railroad Record.

E. D. MANSFIELD, - - - - - - Editor.
J. A. JAMES, W. WRIGHTSON, - - - Associate Editors.

CINCINNATI:

THURSDAY MORNING,.....JAN. 25, 1855.

E. D. MANSFIELD,

May be found at the office of the *Railroad Record*, 167 Walnut st., between the hours of 11 A. M. and 1 P. M.

Railroad Printing.

WE have now attached to this office an extensive Composition and Press Room and Bindery, under the personal supervision of the proprietors of the RECORD. With confidence, therefore, we call the attention of RAILROAD OFFICERS and others to our extensive establishment, containing every facility for turning out superior work in any and every department of the PRINTING BUSINESS.

We are fully prepared to furnish Railroad and other Reports, with or without Maps or other Illustrations, gotten up at short notice and in superior style. Also, Blanks of any description, adapted to the wants of the various departments of the Railroad service, and to the wishes and tastes of the parties.

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T. WRIGHTSON & CO.,
Railroad Record Office, 167 Walnut st Cin.

Contract r's Book of Working Drawings and Machinery.

Mr. W. J. Keeler, the agent for this desirable work, is spending a few days at the Burnet House, of this city. We have before expressed an opinion of this work, and are glad to learn that every engineer and superintendent coincides with us. Letters from abroad may be addressed to Mr. Keeler, care of the Record Office.

Railroad Maps of Ohio, Indiana and Illinois.

We have received from the publishers, D. B. Cook & Co., of Chicago, three beautiful lithograph Maps of the above named States. They are got up on card board, and in excellent style. We observe that Mr. Cook has introduced the feature of putting the stations on the finished routes, which is a most useful idea. Messrs. Cook & Co. have also an edition of their maps in pocket form.

RAILWAYS OF THE NORTHERN AND MIDDLE STATES.

In continuing our review, we shall now trace the general system of Railways in the Northern and Middle States. The first state, which really progressed with activity and earnestness in railways, was Massachusetts. This state has now the largest extent of railways, in proportion to surface, in the American Union; and none is so well provided with them, in proportion to its population and business, as Boston.

In considering the railways of the Northern and Middle States, the best mode will be to state first the number and extent of these, in each state, and then the connections forming the most important lines.

1. OF MASSACHUSETTS.—

	No.	Complete.	In Progress.
Roads	42	1,135 miles	67 miles.

This excludes small portions of some of the roads which are not in Massachusetts, so that the above amount belongs exclusively to that state. Of these lines, *nine* terminate directly in Boston, and afford four great leading highways, viz.: one leading to Maine, and New Hampshire; one to Vermont, and Lake Champlain; one route to Albany, and Buffalo; and one to New York. All of these are modified by lateral roads and various routes; but these are the general directions, and objects of the Boston Lines.

2. OF MAINE.—

	No.	Complete.	In Progress.
Roads	12	435 miles	91 miles.

The most important road in Maine, is the Grand Trunk, or as the Maine Branch is called, the Portland District. This connects Portland with Montreal, and is designed to form part ultimately of a great system of Railways, leading from Portland through Canada, to the Pacific Ocean, at Puget's Sound.

3. VERMONT AND NEW HAMPSHIRE.—Neither of these states having any great city, they have no *centre* of railway. Nearly all their roads are connected with Boston and Portland. The following is the number, and extent of railways within these states:

	No.	Complete.	In Progress.
Roads	26	909 miles	83 miles.

4. CONNECTICUT ANN R. ISLAND. — The principal railway routes in these states, are those which connect New Nork and Boston, Providence and Boston, and the towns of the Connecticut Valley. They nre as follows:

	No.	Complete.	In Progress.
Roads	26	638 miles	100 miles.

Of the unfinished lines in these states, the Providence, Hartford, and Fishkill is an exceedingly important one; for when finished, it will connect the states of Rhode Island, and Connecticut, through their centre with a direct and great thoroughfare to the West, *via*, the N. York and Erie Railroad at Newburg, opposite Fishkill. It seems to us, this work is of more importance, than it has generally been reported to be. It will debouche on the Hudson, at a very excellent point (Fishkill), and in a very rich country.

5. NEW YORK RAILROADS.—The great N. York lines, are the New York and Erie; the Central and the Hudson River. The business of these roads is immense.

The following is a summary of the New York Railroads:—

	No.	Complete.	In Progress.
Roads	32	2,594 miles	575 miles.

Of these the New York and Erie comprises 464 miles; the N. York Central 533; the Hudson River 150; and the Harlem 131. The analysis of the business of these roads, as compared with that of the Canals of New York, would make an interesting subject. Enough is already known to prove, that the railways are already seriously competing with the Canals for freight; and the State officers of N. York are calling upon the State to *tax* the railways, in order to prevent competition. The tolls on the Canals are already reduced below the point which they can bear, and yet the competition is increased. When the competition of the Pennsylvania Central, and the Baltimore and Ohio Roads comes into full operation; the effects on the New York Canals will be felt, yet more seriously.

6. NEW JERSEY RAILROADS.—The principal lines of New Jersey are the Camden and Amboy, and the New Jersey Central, which are great thoroughfares between New York and Philadelphia. The following is the summary of Jersey Railroads:—

	No.	Complete.	In Progress.
Roads	10	457 miles	— miles.

7. PENNSYLVANIA RAILWAYS. — Pennsylvania is remarkable for a great system of railways, making a net work for the coal mines, and finally leading to Philadelphia, through the Reading Railway and the Schuylkill navigation.

The great railway of Pennsylvania is the Central, from Philadelphia to Pittsburgh, there connecting with the Ohio and Pennsylvania, and going on through the entire West. This road has an immense advantage, in being so central and direct, that it can secure more of the Western trade, than any other.

The summary of railways in Pennsylvania, is as follows:—

	No.	Complete.	In Progress.
Roads	62	2,218 miles	1,118 miles.

In addition to the above, there is a small portion of railway in Delaware. The summary of railways in the Northern and Middle States, presents the following aggregate:—

	No. Roads.	Complete.	In Progress.
In Massachusetts	42	1,135 miles	67 miles.
In Maine	12	435 "	91 "
In Vermont & N. H.	26	909 "	83 "
In Con'ticut & R. I.	13	638 "	101 "
In New York	32	2,594 "	575 "
In New Jersey	10	457 "	— "
In Pennsylvania	62	2,218 "	1,118 "
In Delaware	2	16 "	43 "
10 States	199 r'ds	8,112 "	2,076 "

The proportion of miles of railway to square miles of surface, is as follows:—

In Massachusetts	1	mile to	7	square	miles.
In Maine	1	" "	73	"	"
In Vermont & N. Hamp.	1	" "	22	"	"
In Connecticut & R. I.	1	" "	9	"	"
In all New England	1	" "	21	"	"
In New York	1	" "	20	"	"
In New Jersey	1	" "	20	"	"
In Pennsylvania	1	" "	22	"	"
In the above ten States	1	" "	21	"	"

The entire surface of these ten States, has about one-half the number of miles of railway which they will have; but Massachusetts and Connecticut have more than a full proportion. This is owing to their being crossed by so many lines connecting New York and Boston.

In the Northern and Middle States, are five remarkable lines of railways. These are:—

1. The Boston and Western Line.—This is composed thus:—

Western, including Worcester	200 miles.
New York Central	300 "
Boston to Buffalo	500 "

2. New York and Montreal composed of—

The Hudson River	150 miles.
Albany to Rutland	94 "
Rutland to Rouse's Point	107 "
Rouse's Point to Montreal	47 "
New York to Montreal	398 "

3. New York to Dunkirk.—

New York and Erie	460 miles.

4. Philadelphia and Ohio.—

Pennsylvania Railroad	353 miles.
Ohio and Pennsylvania	187 "
Ohio and Indiana	131 "
Philadelphia to Fort Wayne	671 "

About four hundred miles of this is in Pennsylvania.

5. The Great City Line, viz:—

Portland to Boston	105 miles.
Boston to New York	236 "
New York to Philadelphia	87 "
Philadelphia to Baltimore	93 "
Baltimore to Pittsburg	333 "
Portland, Boston, N. York, etc.	854 "

These lines all connect in Ohio with all other railways leading West, of which we shall speak hereafter. In fine, already the great cities and towns of our country are connected by railways with each other, and with the whole country; so that there are few parts, except in the extreme West, which may not be reached hy rail.

In two more numbers, we shall complete our review of all the railways in the nation, which as we have considered the subject in detail, will give a very correct picture of the whole.

Northern Canada Railway.—The Railroad from Toronto, on Lake Ontario, to Collingwood, near the head of Georgian Bay, Lake Huron, is completed. The route is almost an air line, and the distance, which formerly occupied a week to travel, is now accomplished in three or four hours.—*Com. Reg. Sondusky.*

EDITORIAL CONVENTION AT ZANESVILLE.

We had hoped to have been present at the session of the Convention on the 16th and 17th, but were prevented by engagements which we could not control.

The cordial meeting of the Press, and the free interchange of sentiment, cannot fail to be of the highest importance, and we are glad to see that on motion of Col. Schouler, of the Cincinnati *Gazette*, measures have been taken to provide for the permanent organization of the Editorial Society.

The address was delivered by S. S. Cox, Esq., of the *Statesman*, Columbus, and the poem by Anson G. Chester, of the Buffalo *Express*. Among the resolutions passed, were sentiments of the highest importance for the promotion of good feeling and kindly courtesies between those whose honest differences of opinion might otherwise lead them to dissent on the great questions of the day.

There is one resolution, however, which we would rather have seen in another shape, or rather would not have seen at all:—

Resolved, That the Press of Ohio has always labored to promote the best interests of our State; in doing which, the weight of its influence has, in an especial manner, been thrown on the side of Railroad enterprises, not so much for the personal benefit of individual companies, as for what we have believed, and now believe to be, for the general interest of the whole State.

Resolved, That the courtesies which have been extended to the Press by Railroad companies, we have never regarded as special favors to us, but as a recognition on the part of the corporations of the support which the Press has always so liberally given them.

Resolved, That the Railroad corporations, by concentrated and united action, having as a business operation resolved to withhold those courtesies from the Press in the future; Therefore be it

Resolved, That we, Editors of Ohio, from this time forth, will inmitato the example set us by the Railroad corporations, and do that which is *our* business interest to do—make with them our courtesies "*a fair business transaction*," and recommend this course for the adoption of our brethren throughout Ohio.

It is true, that the Press has been of immense importance to railroads, and that almost every road in the country is indebted, in a greater or less degree, to the courtesies of those who write for the people; and it is also true, that the railroads have recently resolved to withhold from them the courtesies of their respective lines. This comes ungratiously from corporations, which owe, in a great part, their existence to the unpaid for efforts of public spirited editors. But there are still circumstances connected with the action of the railroads, which will show at once the necessity of salutary reform. The number of railroad employees is great and increasing, and owing to the prodigality with which passes had been granted, the number had increased to an enormous extent. It was supposed to be a sufficient ground for expecting a pass, that a person or some of his friends, had at some time been a brakeman or switch-tender on that or a neighboring road. Such, indeed, was the feeling on this subject, that it began to be considered dishonorable for a conductor to expect fare from a casual acquaintance. On the part of steamboats it was expected of the railroads to pass free over their lines, from the captain down to the deck-hand; and in this manner abuses crept in, which called loudly for reform. Reform was attempted, and the whole system of indiscriminate passes given by any and every officer of a road, is wholly swept away. We do not believe that it ever was the intention of those who first moved in this matter, to array themselves in hostility to the Press of the country; and further, we do not think that a public spirited editor can unconcernedly stand and ignore the events which affect the greatest interest of the land. There must and will be, a mutual dependance between the prosperity of immense interests and the written thoughts of those who have charge of periodical publications.

SKETCHES OF CITIES IN THE WEST, NO. 3. NASHVILLE, TENN.

Nashville is the capital of the State of Tennessee, and in itself, a large and prosperous city. It will probably become one of the largest of the purely interior cities of the south-west.

Geographically, Nashville is situated on the banks of the Cumberland River, in the midst of a great field of limestone, which has given the soil great fertility, and not very distant from commercial deposits of iron and coal. It lies in Middle Tennessee, not far from the exact centre of the State, and in 1853 was the largest town in the State.

The progress of population has been as follows, viz.:

In 1830	5,566
In 1840	6,929
In 1850	10,478
In 1853	15,000

In thirteen years, Nashville has doubled, and in the last three or four has advanced 50 per cent. It will probably continue to increase rapidly until it attains some 50,000 inhabitants. The state of Tennessee has just begun to develope its immense resources, and Nashville is well situated to receive advantage from its development.

Its *water commerce* is not very great; but is enough to connect it with all the immense river coast, to which steamboats can reach. The Cumberland river is navigable for small boats nearly always, when the Ohio is; and the trade with Cincinnati, by steamboat, is large. In the port of Nashville, there are enrolled 4,082 tons, and several steamboats are built there each year.

The *adjoining country* is very fertile, and probably equal to any other district in the United States, for the culture of Indian corn. Sixteen counties immediately round Nashville, raise *twenty millions of bushels of Indian corn!*

Nashville *may* become a large manufacturing place, for the deposits of iron and coal are sufficiently near to give it all possible advantages; if the mechanical and manufacturing branches of business be properly fos-

tered. Nashvillo will, in time, also be a great railway center.

The *Nashville and Chattanooga Railway* connects it with the entire network of southern railways, leading to Savannah, Augusta, and Charleston. It is the first point nn the waters of the Ohio, touched by the railways of the South.

The *Nashville and Memphis Railroad* will connect it with Arkansas and Texas.

The *Nashville and North-Western Railroad*, passing through the iron region, will intersect the Mississippi at a very favnrable point.

The *Nashville and Henderson Railroad* will connect it with the lower Ohio.

The *Nashville, Louisville, and Cincinnati Railroad* will connect it with all the north.

And the *Nashville and Knoxville* will connect it with Virginia, through the immense mineral region of East Tennessee.

Nashville will, therefore, become a large and prosperous place, if it attends carefully enough to the development of its own advantages.

INCORPORATION OF CLEVELAND, TENN.

This town, situated in Bradley County, in the south eastern part of Tennessee, is rapidly growing in importance. It is the point of junction for the East Tennessee and Georgia, one branch of the West Tennessee and Atlantic. and the Alabama and Tennessee railroads, and communicates by the East Tennessee and Georgia railroad, with the Memphis and Charleston and the Nashville and Chattanooga railroads, thus forming as well as Chattanooga, a railroad center for southeastern Tennessee, and portions of the adjacent states.

The following abstract of the organization of the Town Council, we find in the Cleveland *Dispatch* :—

TUESDAY EVENING, Jan. 9, 1855.

In compliance with an act of the General Assembly, passed January the 7th, 1850, for the incorporation of Towns and Villages the Aldermen elect for the Town of Cleveland met and on presentation of their credentials, were legally sworn into office before J. H. Davis, acting justice of the Peace for Bradley County.

The following gentlemen constitute the Board of Aldermen for the ensuing year: Dr. John G. Brown, F. A. Carter, J. H. Davis, C. H. Mills, Paschal Carter, Jas. M. Graigmiles, Geo. W. Parks.

The Board then proceeded to elect their officers for the ensuing year, which election resulted in the choice of the following gentlemen : Dr. John G. Brown, Mayor ; C. H. Mills, Recorder and Treasurer ; Edward Burgess, Town Marshall.

On motion, that a committee be appointed to draft suitable By-Laws and Ordinances for the government of the Corporation, the following gentlemen were appointed, and instructed to report their proceedings to the Board at their next regular meeting :—

Jas. M. Craigmiles,
F. A. Carter,
Dr. John G. Brown, } *Committee.*

On motion the Board then adjourned to meet on Tuesday the 16th inst.

C. H. MILLS, *Recorder.*

Railroads.

AMERICAN RAILROAD JOURNAL—OHIO & MISSISSIPPI R. R.

It is a very common thing, when either individuals or corporations meet with misfortunes, to find many persons willing—if not to kick them down hill—to do as much toward it as they dare. This amiable propensity is much increased, if there happens to be a little personal interest behind it.

It is not, therefore, singular, that the suspension of Page & Bacon, in connection with the affairs of the *Ohio and Mississippi R. R. Co.*, should furnish an occasion for a sneer at the one, and an attack on the other. It is one of the incidents to such cases, which may always be expected. But we are a little surprized to find it so openly expressed, in the following paragraph from the *American Railroad Journal* :—

"But such subscriptions could not be secured, consequently parties had to be induced to take up under the prospects of enormous profits in construction, which fully equalled 50 per cent. of the whole cost of the road. Seduced by such prospects, Messrs. Page & Bacon became at last the contractors for the whole road. (We will not here insist upon the incongruity of Bankers becoming railroad contractors.) What they could not borrow they were compelled to supply out of their own pockets, which had they been twice as capacious as they are, would not have carried them through. As the project itself, if built with the utmost economy, can be regarded as only a passable one, it will be seen that the idea of making money out of it was a very preposterous."

The first contractors for the road were MESSRS. H. C. SEYMOUR & Co., who took it for $9,000,000, of which $5,500,000 was to be paid in Stocks and Bonds. The road was 340 miles long. Now, we fully agree with the *Railroad Journal*, that the profits under *that* contract would not be very large ; but, they might be deemed reasonable. Where then was the profit, which the *Journal* assures was "fully 50 per cent.," to come from? Mr. Bacon took the contract when the road was more than half finished, and he took it with an *addendum* that he was to have half the profits a certain length of time. *Half the profits* is a very different thing from half the "whole cost of the road," which the *Journal* undertakes to make out. This contract was a reasonable one, both for Mr. Bacon and the Company. If the road get into full operation there would be profits, according to the opinion of men best informed on the subject.

But here we come to a difference of opinion, with the wise men of Gotham. The *Journal* says that this nearly straight line road, with a six feet guage, from Cincinnati to St. Louis, is at best only "*passable one*," that is indifferent. Well, if such a road so located be only *passable*, what sort of concerns must they be, which are so much be-puffed in New York ! What must be thought of *Winslow, Lanier & Co.*, in trying to build a rival road between two others from Terre-haute to St. Louis ?

The kernel, in the *Journal's* commentary, is contained in the following paragraph :

At Vincennes, an eastern railroad connection will be found which will bring this division into immediate use. As the most difficult and expensive portion of the road remains to be built, we doubt whether its construction would add immediately to the percentage of receipts on the whole amount expended. The company luckily were never in a better position to stop, than they will be, when the Illinois Division shall have been completed.

Exactly—if the Ohio and Mississippi Railroad stops at Vincennes, it will be a capital piece of luck for the gentlemen who are interested in the Terrehaute and St. Louis straight line. It will give them a chance to speculate on their prospects—at present not very good.

But if the luck be good for Messrs.— of the *Atlantic and Mississippi Co.*, it will by no means be so good for the cities of Cincinnati and St. Louis or the intermediate country. They *need and must have a great Central thoroughfare.* When made, its profits will be greater than any single road made in America. For Mr. Bacon, there is little need of commiseration, beyond the shock of the passing hour. A man who has borne himself so nobly in public enterprise, and won so high a character, is beyond the praise of brokers, and can afford to lose the flattery of the *Journal.*

Whether the *Ohio and Mississippi Co.* will stop their road at Vincennes or not, we are not informed, but this we know, that it is not for the advantage of any party interested, to suffer such an event. Bondholders, Stockholders, and Cities should all unite, if possible, to prevent such a catastrophe.

COBOURG AND PETERBORO RAILROAD.

This little road, extending from Cobourg on the Grand Trunk railroad and the north shore of Lake Ontario to Peterboro on the Otonabec river, was recently opened with a grand celebration. The president and directors of the railroad, with the engineers, contractors, and principal citizens of Cobourg, were received in Peterboro with a speech of welcome by the Mayor, which was responded to in a happy manner by Mr. Scott, president of the road.

In a commercial point of view, this road will add greatly to the advantages of Cobourg as a lumber market. The immense forests which surround Mud Lake and its tributary and connected chains, afford abundant material for commercial enterprise. Pine lumber will be cut on the line of the road, transported to Cobourg and shipped to Rochester and Oswego; much of it will find its way through the latter port to Albany and New York.

CLEVELAND MEDINA & TUSCARAWAS R. R.

We learn from the notices of the Wheeling papers, that this road is now in a position to give reasonable hope of its completion. It commences at the mouth of Indian Wheeling Creek — Bridgeport — extends up the Creek to or near Flushing, thence to Freeport, and Urichsville, thence up the beautiful and rich valley of the Tuscarawas river, through New Philadelphia, Canal Dover, Bolivar, Navarre, Massillon, thence to Medina, and to Grafton, on the Cleveland and Columbus road, 25 miles south of Cleveland, in all about 120 miles.

This road connects at Wheeling with the Hempfield road, and thence to Philadelphia, and with the Baltimore and Ohio Railroad to Baltimore and Washington. At Grafton with the southern division of the Cleveland and and Toledo road to Toledo. These connections furnish valuable facilities for the shipment of produce and manufactured articles, or for the reception of material needed for use along its line.

The cost of the road will be comparatively light as there is little tunneling, and the bridging of an easy kind, and for the last 80 miles, the country is nearly level. In the whole distance of about 120 miles, there is nearly 100 miles of straight road, no curve of less radius than 2800 feet, and no grade over 50 feet to the mile. The last 40 miles near Wheeling pass through a section rich in coal and iron ore, there being beds of coal of six feet thickness. There is also a valuable deposit of coal on the line of this road, in Wayne County, O.; the whole line passes through a rich agricultural region. Hence it will be seen that there are ample facilities for building up an immense mining and manufacturing interest.

The Wheeling *Gazette* says "at Masillon this road crosses the P. and O. and C. A. & Z. roads, which will throw upon it the trade designed for Baltimore and the South. This point is 80 miles from Wheeling and 108 from Pittsburgh, and is growing in commercial and manufacturing importance more plainly, and healthfully than any other town in the state, while Medina, the heart of a rich county, is also improving in all her interests without any road as yet.

Forty miles of this road from Grafton to Massillon are now completed ready for the rail, the company only waiting for the fall of iron, to purchase and lay the rail. This iron, of a good quality will probably be purchased at about $40 per ton, which will make the cost but about $4,000 a mile, for the iron. When running to Massillon it will, with its connections, do a good business. A portion of the road this side of Massillon is under contract, and as the work is light to its junction with the Steubenville railroad, can be soon completed.

There are now 230,000 dollars of stock subscribed, as we learn, this side of Massillon, beside the transfer of $100,000 by the Belmont Co., and $300,000 pledged from Wheeling. We have no doubt but when the proper time arrives, the citizens of Wheeling will add largely to this stock, as it is their manifest interest to do, and that the stock along the line be nearly or quite doubled, which will enable the company to construct the road in defiance of hard times or the pressure in Wall street."

IMPROVEMENT OF THE OHIO.

This question has of late been freely discussed, and many plans proposed to improve the navigation. Each season seems to diminish the water in the channel during the dry weather, and the tyranny thus exercised over our commercial interests is growing insupportable. To remedy this, it has been proposed to dam up vast quantities of water in the Alleghanies, to be used as feed reservoirs in summer. This is a novel and gigantic plan, and at first view would seem to be one of the extravagances of a scientific mind untutored by practical life. But Mr. Ellet, who first proposed it, has proved by his tables of the observed fall of rain, and by his measurements of the rocky valleys of the head waters of the various tributaries, that it can be carried out, and given the desired relief.

Another proposal has recently been revived of supplying the necessary water by a feeder from Lake Erie. The only objection to this is that water will not run up hill, Pittsburg being 127 feet above the level of Lake Erie at Cleveland. A level plain passing through Cleveland, would strike the Ohio somewhere near Littart's Rapids, and when the descent necessary to give a current is taken into consideration, it will be seen that no advantage can be obtained by this method.

The project of locks and dams throughout the length of the stream, if properly carried out, would give the desired relief. But after all it becomes a serious question, whether the same expense devoted to other means of improvement, would not be more beneficial; and in determining this question, we may be aided somewhat by the experience of our neighbors of New York. From the proceedings of the Canal Board, which met on the 28th of October, we extract the following comparative table:

	R. R. freight receipts.	Canal Tolls.
1850	$1,122 432	$3,486 172
1851	3,102 453	3,722 163
1852	3,366 280	3 179 145
1853	4,824 519	3,168 546
1854 (est.)	6,000 000	3,000 000

From this it will be seen that in four years the receipts for freight on three lines of railway competing with the canals, has increased over five times, while the canal tolls has decreased over one-seventh, and it is further necessary to reduce the present canal tolls to prevent the gradual abandonment of canal transportation.

So decided is the increase in railroad freight, and the decrease in canal freight, that it was a serious question at the meeting of the Board, whether much more should be expended or no. The Erie Canal alone, has cost a vast sum of money and the proposed enlargement of the three canals, will require an expenditure of *twenty millions* more to make them as effieacious as they should be.

Such is the experience of New York, and her people are yet paying the fiddler to prove to the world that they will, if they chose, dance to old fashioned music.

CONTRACTOR'S MACHINES.

It frequently happens in the construction of new lines, and sometimes in the repairs of old ones, that a contractor or engineer finds himself totally at a loss for some simple piece of machinery, which he has seen and used a hundred times; but for the making of which he could not, without care and reflection, give positive directions. A switch or a turn table, or a few dump cars may all impede his operations, and require his personal attention for a larger time than he should abstract from his other duties. Now it is precisely this want that is sought to be filled up by the Contractor's Book of Working Drawings and Machinery. The working-drawing is given, and the exact sizes of every piece of iron or wood used on the construction of the machine needed. The following table will illustrate its design. We wish that we were able to give a good drawing of the turn table:—

BILL OF TIMBER.

Number.	To what purpose applied.	Kind of timber.	End Dimensions.	Length.	Feet B. M.
2.	Cross head timbers	W. Oak	4x4	14.0	37.33
4.	Rails 4x4 at one end and 4x6½ at the other	" "	...	.. 6.0	42 60
2.	Stops to unlock car or carriage	" "	...4x4..	4 6	12.00
2.	Levers for moving table forward	" "	...4x4..	8.0	21.33
1.	Balance beam on carriage 4x4 at one end, 7x11 at the other	" "	..	..11.0	39.42
1.	Block under balance beam	" "	..3½x6..	2.6	4.37
1.	Piece from carriage to Pivot	" "	...3x8..	4.0	8.00
2.	Rails for carriage	" "	...4x6..	5.9	23.00
2.	Timbers for ends of carge	" "	..3½x14.	4.3	34.71
1.	Levelling block at Pivot.	" "	...5x8..	1.0	3.33
1.	Plank through centre of table	" "	..1½x15	11.0	20.62
1.	Plank through centre table	" "	..1½x15.	13.0	24.37
2.	Plank ties (at rear)	" "	...3x12.	5.3	31.50
8.	Pieces on ties (at rear)	" "	...3x4..	1.0	8.0

The remainder of plank for table to be of such lengths and widths, as will work to the best advantage; all to be 1½ inches thick. Amount required is about 320.00 feet.

It will thus be seen that with the proper bill of iron, bolts, etc., which accompanies the above, and the shaded Lithograph, an ordinary workman who is at all used to working from written directions, cannot fail to construct a turn-table, without the tedious process of first making a drawing or sending for patterns.

Selected Railroad News.

RAILROAD CONVENTION.

The "Convention" has effected a permanent organization, and must be hereafter known as a "Society" or "Association." The meeting at the Astor House, on Tuesday, January 16th, was principally composed of the delegates to the former meetings. No business of any importance, beyond the organization, was done. We have not seen reported the *name* under which the association is to be known. The officers are, however, as follows:—

John P. Jackson, *President.* J. B. Jervis; C. F. Pond, of Hartford, N. H., and Springfield, R. R.; Thomas Hopkins, Boston and Worcester R. R.; Samuel Marsh, New York and Erie R. R.; Wm. G. Harrison, Baltimore and Ohio R. R.; S. S. L'Hommedieu, Cin., Ham. and Dayton R. R., *Vice-Presidents.*—H. S. Blatchford, N. Y. and Harlem Railroad, *Secretary.* W. D. Bishop, Nangatuck Railroad, *Assistant Secretary.*

The general objects of the Convention are, substantially the following, viz: To secure the best system of efficiency and safety; the best system of discipline, economy division of service, and constant superintendance; the just standard of passenger fares and freight charges; the abolition of Perquisities and free tickets; the introduction of coal or coke, in place of wood, upon locomotives of suitable construction, and the saving of oil; the general reform of the railroad system, looking to its permanent influence on the welfare and ultimate destiny of our race; the best possible organization of checks, and the best system of accountability, by which the interests of the public and of stockholders may be best protected from fraud, neligence, or incompetency in the administrative departments.

The next session of the "Convention" is announced for April 10th; to be held at the Astor House in this city.

The action of the "Convention" is to be, in all cases, advisory only. The prominent railroad men of the country have thus constituted themselves a body, to whom the public will naturally look hereafter, for the general improvement of railroad construction and management. They will be expected to devise and recommend measures for the promotion of public accommodation, the increase of railroad earnings, and the reduction of railroad expenses.

We do not doubt that the relations of railroads with travelers and forwarders, will be properly examined and adjusted by the "Convention."

The rights of the stockholders of railroads will also demand a great amount of attention. This portion of the public will look to the "Convention" for the solution of the following, among other problems:—

Whether American iron is not better, in the long run, than English iron for railroads. Whether continuous rails are not better than the present fractional system of rail tracks. Whether railroad tracks would not require less expenses for repairs if properly ballasted with broken stone. Whether electric signals cannot be arranged to proceed the progress of railroad trains. Whether iron bridges are not cheaper, stronger, and more durable, than wooden bridges. Whether speeds of from ten to twelve miles an hour are not more economical, for freight trains, than speeds of eighteen to thirty miles. Whether railroads should be allowed to cross each other, at grade, elsewhere than at established stations. Whether railroad cars cannot be properly ventilated. Whether self-acting brakes cannot be brought into use, and whether increased economy and safety would not be obtained in doing so. Whether railroad travelling cannot be made comfortable by night. Whether by offering suitable premiums to engine men, accidents might not be diminished, and the pay of engine men thus become adequate to the services rendered by them. Whether practical men are not more competent, than judges and lawyers, for the administration of Railroads. Whether a limitation should not he made to the number of proxies allowed to be held by one man, at Railroad Elections. Whether weekly reports of earnings and expenses are not practicable, and worthy of being carried out.

These are but a few of the matters, besides those already recognized, upon which the "Convention" will be expected to deliberate.—*R. R. Advocate.*

MICHIGAN SOUTHERN AND NORTHERN INDIANA RAILROAD.

Below we give a comparative statement of earnings of the Michigan Southern and Northern Indiana Railroads for the two years ending 31st ult.:

1853.

	Passengers and Mail.	Freight and Miscellaneous.	Total.
Jan.	$34,040 41	$16,159 92	$50,200 33
Feb.	42,752 04	16,137 39	58,890 02
March	66,975 61	20,168 67	87,144 28
April	77,815 69	34,079 21	111,894 90
May	86,547 75	61,777 35	148,325 10
June	96,560 82	52,385 37	148,946 19
July	79,730 43	35,552 43	115,282 86
August	95,173 39	60,225 09	155,396 48
Sept.	126,874 10	70,646 89	197,520 99
Oct.	144,836 72	78,739 24	223,575 96
Nov.	111,710 97	53,614 79	165,625 76
Dec.	82,048 88	28,327 45	116,376 33
Total.	$1,045,067 40	$528,113 80	$1,573,181 20

1854.

	Passengers and Mail.	Freight and Miscellaneous.	Total.
Jan.	$58,254 33	$30,070 99	$88,325 32
Feb.	65,006 38	28,790 70	93,797 08
March.	107,779 57	41,807 43	149,586 94
April.	125,347 08	44,486 57	169,833 65
May.	153,107 61	74,312 47	227,420 08
June.	150,151 74	64,096 29	214,248 03
July.	97,369 54	47,123 00	144,492 63
Aug.	104,160 07	63,701 94	167,865 01
Sept.	158,662 20	65,287 81	223,050 01
Oct.	225,124 52	65,130 48	200,255 00
Nov.	168,472 34	62,978 20	241,450 54
Dec.	(Estimated.)		150,000 00
Total.	$1,413,435 52	$587,788 07	$2,151,924 29

It will be thus perceived that the earnings are large, and the excess of earnings, this year over the last, is very great, say 35 per cent. The earnings of the last two months present an aggregate of almost $400,000. We congratulate the small creditors of the Road, who have been compelled to wait long for their dues, that out of such an immense income they must soon be paid. We have heard the most bitter complaints for the last few weeks that the creditors of the Road have had no pay since October. We trust this is somewhat of an exaggeration. It cannot be possible that a Board of honorable and enlightened gentlemen, after presenting these solid columns of figures to inflate or sustain their stock in Wall street, will longer retain those pitiful sums, which would help greatly to relieve the communities to which they are indebted.—*Toledo Blade.*

PHILADELPHIA AND COLUMBIA RAILROAD.

We have been favored with a copy of the Annual Report of the Superintendent of the Philadelphia and Columbia Railroad, embracing the fiscal year which terminated 30th of last November. The total expenses for working and maintaining the road, and for the purchase of ten new locomotives, and other machinery, are stated at $493,221. Net revenue over all expenditures, $322,974, or nearly equal to 6 5-8 on $5000,000. The running of five passenger trains, and two trains to West Chester, cost $117,920 20. They carried one hundred and sixty-seven thousand nine hundred and sixty-five passengers eighty-one miles, aad twenty-one thousand seven hundred and ninety-three emigrants, yielding a gross income for the passenger trains of $291,980 84, or over running expenses of $174,069 64. The cost per passenger was sixty-two cents, six and a half cents more than the cost in 1853. In that year a through passenger was estimated to have traveled but seventy miles; for the present year the whole distance of the road was calculated. The increase in the number of passengers is nineteen thousand one hundred and fifty-nine, and toll $21,746 10. The emigrant passengers were carried on one of the passenger trains without additional cost for power and agents.

The tolls collected at the different offices, amounted to $821,525 14, being an increase over 1853, of $11,046 26. The increase of 1853 over that of 1852, was $40,834 49. The amount collected on the canal tonnage at Philadelphia, was $56,863 36, being $4,670-65, less than is due this road for hauling the canal tonnage both ways; and the amount, therefore, to which this road is entitled is $4,670 65 more than was collected at the different offices on this line for the railroad. The amount considered as earned by this road, is then $826,195 79 against $786,-127 31 earned in 1853, an increase of $40,-058 48.

The average cost of wood per cord was $3 58—that of coal per ton, $3 92—that of coke per bushel, 13⅜ cents.

Average consumption of wood per trip, 2¼ cords	$8 05
Do. of coal per trip, 708-1000 tons,	2 77
Do. of coke,	47¾
Do. of oil and cotton waste,	84
Sawing wood, and moving wood and coal,	1 04
Cost per trip of 81 miles, for fuel, oil and waste.	$13 17¾

Nearly one dollar and twenty-eight cents more than last year, owing to the advance in the price of wood, and using engines of a larger class.

The excess in the number of cords of wood was two thousand seven hundred and thirty-four, and the advance in cost was $15,514 78.

In future, coal must be the main article for fuel. The present winter it will be used almost entirely. For the past six months coke has been used in the passenger engines to pretty good advantage.

The total expenses of the motive power of the year, are stated at $397,076. This aggregate includes engineers, firemen, horse power, engines, coal, etc.—*Phil. Enquirer.*

Miscellaneous.

ON SCIENCE IN THE MINES.

BY HERBERT MACKWORTH, M. INST. C. E., INSPECTOR OF COAL MINES.

(Concluded.)

The state of the mines of this country, which are liable to explosions of fire-damp, strongly manifests the want of scientific knowledge. When explosions occur, the investigation is almost exclusively directed to the manner in which the gas was fired, instead of enquiring how the gas accumulated. If the air-currents, passing through the mine, were all arranged so as to ascend throughout the workings, from the lowest to the highest, the gas being only half the weight of the air, would run off of itself, and could not possibly accumulate: consequently no explosion could occur. This arrangement, although required by law in the fire-damp mines of France, Belgium, and Prussia, is very rarely carried out in any English collieries, and the neglect of it is the primary cause of nearly all the explosions. Another provision of safety, which has become universal in the above countries, having been determined by the united opinion of the most eminent engineers, is the employment of locked safety lamps in all mines which may contain explosive gases. All the most destructive explosions in England, for the last seven years, are attributable to the use of unprotected flames. The cost of working with safety lamps hardly, if at all, exceeds the cost of working by the light of a candle, and yet this indispensable condition of safety—this magnificent discovery in mining science, of which England claims the glory—is repudiated, and 300 lives are annually sacrificed to the opinions of so-called "practical" men.

Before entering upon the educational branch of my subject, it may be interesting to view the gradual progress of mining science, and the extent of our national wealth and importance, which are attributed to it as well as to extraordinary mineral resources, and to Anglo-Saxon enterprise. The history of the application of science to mining is, in fact, the history of the extension of mining operations. Although there are traces and records of mining at a very early period in Britain, to obtain tin, lead, iron, gold, etc., it was not until the sixteenth century that it began to rise to its present importance. About that period coal was first employed at Newcastle for other purposes than blacksmiths' fires and burning lime, and a small quantity of copper was sent from Cornwall to South Wales to be smelted. In 1690 the mundic copper ores were first smelted, and were brought for that purpose to Bristol by Sir Gilbert Clark. In In 1726 the amount of copper ore raised in Cornwall was 5000 tons; in 1853 it amounted to 189,000 tons, yielding 11,839 tons of copper, being one-third of the whole production of Europe, and worth 1,124,561*l.* Poorer ores are now worked, so that in the same period the yield of pure copper has decreased from 11 1-2 per cent. to 7 1-8 per cent. The amount of tin ore raised in Cornwall and Devon in 1853, was 8866 tons, valued at 600,000*l.*, forming about 9-10ths of the produce of Europe. The production of lead in the United Kingdom reached 65 000 tons, and of silver 818,000 ozs. In the year 1750, before the general application of pit-coal to smelting, the quantity of iron made was 30,000 tons—now it amounts to upward of 2 1-2 million tons annually. The consumption of coal in London, in the year 1700, was 470,000 tons, it now exceeds four millions, whilst the production of this country has increased to 34 1-2 million tons.

The following table will illustrate the relative productiveness of some of the principal countries :—

	Area of coal district.	Production in 1852.
Great Britain	5,000,000 acres	50,000,000 tons.
Belgium	370,000 "	6,500,000 "
France	740,000 "	5,500,000 "
Prussia	390,000 "	6,000,000 "

The improvement in the operation of clearing the mines of water, and to which their great extension has chiefly been owing, dates from about 1700; they were drained previously by chain pumps, worked by water-wheels of small dimensions; about that time, Coster first introduced water-wheels of from fifteen to forty feet diameter, of the kind which are still occasionally used. In 1696 Savery wrote a pamphlet, entitled the *Miner's Friend*, to explain his method of "raising water by impellent the force of fire," but he failed in introducing his engine. The first steam engine applied to pumping water from mines was Newcomen's, at Griff Colliery, near Coventry; it was immediately after applied to the Huel Vor Mine in 1713, but in 1740 there was still only one steam-engine in Cornwall. The first underground engine was erected in 1776 at Whitehaven. Watt's first patent, in 1769, opened a new era in the application of power, leading, eventually, to the Cornish pumping-engine, which presents the highest economy hitherto attained by machinery. The "duty," as it is called of such engines, has occasionally exceeded 100 million pounds, raised 1 foot high, by the consumption of a bushel of coals. Probably the most remarkable instance of the application of pumping power was during the sinking of the Dawdon shafts. There were 18 lifts of pumps employed, each of 19 1-2 in. diameter, and nine lifts of 16 inches. The horse power amounted to 1310, and 10,000 gallons of water were pumped up per minute, which was afterward stopped back, and the shaft made perfectly dry by lining it with cast-iron tubbing. Minerals were originally raised to the surface by means of the common windless, and afterward by the horse-whim. The water-wheel was next applied, and on the introduction of Newcomen's engine the water expended was sometimes pumped up again by it. A water-wheel with double buckets, in order to reserve the motion, and alternately raise or lower the rope, succeeded. This was improved by Smeaton, who retained the single buckets, but made the rope roll to throw out of gear and reverse. A stride further in the march of improvement was to apply Watt's engine directly to the rope roll by means of a crank. Now we have direct action engines of 200 horse power applied to a rope roll or drum 16 feet diameter, capable of being controlled by a child, which can draw two tons at a time, from a depth of 500 or 600 yards, at a speed of 20 miles per hour, and bring to the surface 800 tons of coal per day. This high speed can only be attained by having guides fixed to the sides of the shaft, which answer the same purpose as the rails on a railway. It is calculated that wooden guides save their first-cost twice over in the first year, and yet less than half the coal mines, and very few of the metallic mines, have adopted them.

The great extent of the Newcastle mines has called for improvement in underground haulage. By means of underground engines, and endless wire-ropes, planes of 1000 to 3000 yards in length, are worked like the original system on the Blackwell Railway, at a speed of from ten to fifteen miles per hour. The result of these improvements is, that the expense of bringing the coal to the surface, in some of the largest mines, is one-third of the cost in that large number where mechanical science is unknown. To the demand for fossil fuel, consequent on the early exhaustion of our forests, we owe the first germs of the railway system For these, as well as for the application of the locomotive to the edge rails, we must look to the engineering talent of the North of England collieries. Beaumont introduced wooden rails into Durham in 1630, which were followed by the cast-iron tramways invented by Curr. Wooden sledges, trams with wooden wheels running on planks, ending with cast-iron wheels, and flanged wrought-iron wheels, were the halting places in the gradual order of development.

The scientific principles of ventilation were laid down in 1764 by the French academician, Jars. In 1760 Spedding, of Newcastle, first carried the air, in one current, into every part of the mine; but it was left for Mr. Buddle, in 1813, to introduce the greatest improvement in modern ventilation —the splitting of the air — which is simply providing several channels for the air to pass through the workings instead of one. By this means it is evident that a much larger quantity of air, and consequently in a cooler and purer state, flows through the mine.

ANTHRACITE COAL TRADE OF THE U. S.

We give below the official quantity of Anthracite coal shipped from the different regions in Pennsylvania during the year 1854, together with the quantity of Semi-bituminous coal shipped from Dauphin county, in comparison with the supply of 1853, from the same sources:

Schul. region.	1853.	1854.	*Inc.*	*Dec.*
By railroad	1,582,248	1,987,854	405,606	
By canal,	888,695	907,154	18,550	
Pinegrove,	80,660	91,472	10,802	
Schul. total,	2,551,603	2,986,490	435,067	
Lehigh region,	1,808,544	1,246,418	166,574	
Del. and Hud. Co.	491,209	440,944		53,265
Penn. Coal Co.	512,777	496 648		16,120
Wilkesbarre,	442,511	492,689	50,178	
Shamokin,	15,500	63,506	48,099	
	5,097,144	5,726.489	699,119	69,394
Wisconsin,*	69,007	51,500		11,567
Dauphin Co.*	29,000	63,000	34,000	
	5,195,151	5,847,269	733,119	80,901

Total increase in 1854 80,901

*Semi-bituminous.

Of this increase Schuylkill county furnished 435,067 tons, and other regions 217,251 tons. Of the aggregate supply furnished, there was derived

From Schuylkill county..... 2,986,670 tons.
From other regions..... 2,860,699 "

Total supply in 1854..... 5,847,369

The total supply of coal from all the different regions in Pennsylvania, since the commencement of the trade in 1820, amounts to..... 48,907,860 tons.
Of this quantity, Schuylkill county furnished ..... 25,190,604 "

Leaving supply from all others..... 23,717,256

The mining capacity of this region for producing coal is considerably ahead of the ability to transport it to market—and the increased supply that can be furnished this year will depend in a great measure, upon an early demand, and the regularity of that demand during the season.—*Pottsville (Pa.) Miners' Journal.*

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

CORRECTED TO WEDNESDAY OF EACH WEEK.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'D.	ASK'D.
Alabama and Tennessee	1st mortgage, convertible till 1872	7	1872		
Baltimore and Ohio	Transferable. Taxed	6	1885		
Do do	Coupons. Not Taxed	6	1875		
Do do	" "	6	1880		
Do do	"	7	1860		
Do do		6	1885		
Bellefontaine and Indiana	1st mortgage, convertible	6	1866		
Buffalo and Penn. State Line	1st mortgage, not convertible	7	1866		
Chicago and Rock Island	1st mortgage, convertible	7	1870	89	90
Chicago and Mississippi	1st " "	7	1862		
Do do	2d " "	7	1874	55	
Chicago and Aurora	1st " "	7	1866		
Cincinnati and Fort Wayne					
Cleveland, Columbus, and Cincinnati	1st mortgage, convertible	7	1859		
Do do do	No mortgage, convertible	7	1855		
Cleveland and Mahoning					
Cleveland, Painesville and Ashtabula	1st mortgage	7	1861		
Do do	2d " not convertible	7	1861		
Cleveland and Pittsburgh	1st " convertible	7	1860		
do do	1st " 2d sec. convertible	7	1873		
Cleveland and Toledo	1st mort. not conv. '73	7	1863	72¼	
Cleveland, Zanesville, and Cincinnati					
Cincinnati, Hamilton and Dayton	1st mortgago " till 1855	7	1867		
do do do	2d mortgage	7	1868		80
Cincinnati, New Castle and Michigan	1st mortgage, real estate, convertible	10	5 & 10 y's		
Cincinnati Western	1st " " " "	10	5 & 10 y's		
Cincinnati, Wilmington and Zanesville	1st "	7	1862		
Cincinnati, Indianapolis and Chicago					
Columbus and Lake Erie					
Columbus, Piqua and Indiana	1st mortgage, convertible	7	1862	72	
Do do do	2d "		1852		
Columbus and Xenia	1st mortgage, convertible	7	1859		80
Covington and Lexington	2d " till 1862	7	1883	63¾	75
Do do	1st " not "	6	1862		
Dayton and Michigan	1st " "	7	1867		
Dayton and Western	1st " "	7	1862		
Dayton, Xenia and Belpre	1st "	10	1864	50	50
Eaton and Hamilton	1st mortgago	7	1862		60
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.	7	1862		
Evansville and Illinois	1st Mortgage, convertible 1857	7	1862		
Frankfort and Lexington	1st " "	6	....		
Franklin and Warren					
Galena and Chicago Union	Pledge of 2d section, convertible	10	1853-6	90¼	
Do do do	1st mort., 2d " not convertible	7	1862		
Illinois Central	1st mortgage, not convertible	6	1875	72½	75
Illinois and Wisconsin		10	....		
Indiana Central	1st mortgage, convertible	7	1866	63½	75
Do do	" "	10	1857		80
Indianapolis and Bellefontaine	1st " "	7	1860-1		75
Indianapolis and Lafayette	" "	7	1861		
Jeffersonville	1st " not "	7	1861		
Junction (Ohio)	1st " "	7	1867		
Do do	2d " "	7	....		
Lawrenceburg and Upper Mississippi	1st mortgage, convertible	7	1866		75
La Crosse and Milwaukee		8	1864	81¼	82
Little Miami	1st mortgage, not convertible	6	1863		
Do	" " till 1855	7	1861		
Louisville and Nasbville			....		
Lyons', Iowa, Central	1st mortgago, convertible	7	1873		
Mad River and Lake Erie	1st mortgage, convertible till 1855	7	1855-6		75
Do do	2d " "	7	1866		75
Do do	Dividend	7	1860		75
Madison and Indianapolis	1st mortgage, convertible after 1853	6	1861		
Marietta and Cincinnati }	1st "	7	1868		
Do Do. } united	2d "				
Hillsborough and Cincinnati }	1st "				
Maysville and Big Sandy			....		
Maysville and Lexington	1st mortgage, convertible	6	1873		
Memphis and Charleston			....		
Michigan Central	No mortgage, convertible	8	1860		
Do do	" "	8	1855-6		
Do do	" not "	8	1857-8		
Michigan Southern	1st " " "	7	1860-90	92	
Milwaukie and Mississippi	1st " " 1857	8	1862		
Mobile and Ohio	1st mortgago 6s. 1884		....		
Nashville and Chattanooga			....		
New Albany and Salem	mortgage on 1st section	10	1858-62		
Do do	1st " on other sections, convert.	8	1864-75		
New Castle and Richmond	1st " convertible	6	1873		
New York Central			....	87	88
New York and Erie	1st mortgage, not convertible	7	1867		
Do do	2d " convertible	7	1875	80	85
Do do	Income, not convertible	7	1855	103	104
Northern Cross, Ill	1st mort. conv	8	1873		
Northern Indiana	1st mortgage, not convertible	7	1861	79	
Do do	1st mortgage Goshen line		1868		
Do do	Construction Bonds		....		
Ohio Central	1st mortgage, convertible	7	1861	69	
Ohio and Mississippi	2d " convertible	7	1880	55	56
Ohio and Indiana	1st " "	7	1867		
Ohio and Pennsylvania	" "	7	1865-		
Do do	Income. No mortgage, convertible	7	1872		
Pacific, Mo			....		
Panama	1st mortgago, convertible	7	1866	91	
Parkersburgh (or Northwestern Va.)	" Guar. City of Baltimore	7	1873		
Pennsylvania	1st mortgage, convertible till 1860	6	1880		
Peru and Indianapolis	1st " convertible	7	....		
Rock River Valley Union	1st " convertible	7	1872		
Sandusky and Mansfield	1st "	7	1860		
Do do	2d "	10	1853-7		
Scioto and Hocking Valley	1st " conv. coupons	7	1861		
Southwestern, Tennessee			....		
Springfield and Columbus			....		
Steubenville and Indiana	1st mortgage, convertible	7	1865		
Terre Haute and Alton	1st " convertible		1862-72		
Do do	2d " do	8	1865		
Terre Haute and Richmond	1st mortgage, convertible	6	1866		
Toledo, Norwalk and Cleveland	1st "	7	1863	77¼	
Do do do	2d "		....		
Do do do	" Guar of C. C. & C.		1883		

TABLES OF RAILROAD SHARES.

☞ The following quotations are not PER SHARE, but upon the HUNDRED DOLLARS.

	shares.	off'd.	ask'd.
Baltimore and Ohio	100	44	44
Bellefontaine and Delaware	50		
Bellefontaine and Indiana	50	37¼	41
Belleville and Illinoistown			
Buffalo and Pennsylvania State Line			
Central Military Tract			
Central Ohio	50	47½	50
Chicago and Rock Island		74	
Chicago & Miss., (Alton & Springf'd,)			
Cincinnati, Cambridge and Chicago			
Cincinnati and Fort Wayne		10	
Cincinnati Hamilton and Dayton	100	66¼	70
Cincinnati, Indianapolis and Chicago			
Cincinnati, Logaosport and Chicago	50	7	10
Cincinnati Western	50	10	20
Cin. Wilmington and Zanesville	50	32	35
Cleveland, Columbus and Cin	100	95	96
Cleveland, Medina and Tuscarawas			
Cleveland, Painesville and Asbtabula	100		
Cleveland and Pittsburgh	50		40
Cleveland and Mahoning			
Cleveland and Toledo	50	58½	59
Cleveland, Zanesville, and Cincinnati			
Clinton Line			
Columbus and Lake Erie			
Columbus, Piqua and Indiana			
Columbus and Xenia		85	
Covington and Lexington	50	25	35
Covington and Ohio, Va			
Dayton and Michigan	50		
Dayton and Western	50	15	
Dayton Short Line	50		
Dayton, Xenia and Belpre			
Detroit and Pontiac			
Eaton and Hamilton	25	2	
Eaton and Piqua			
Erie and Northeast			
Erie and Kalamazoo			
Evansville and Crawfordsville			
Fort Wayne and Mississippi	50		
Fort Wayne and Southern	25	10	
Franklin and Warren			
Galena and Chicago Union	100	87	90
Greenville and Miami	50	20	
Hannibal and St. Joaeph			
Harlem,		28½	
Hudson River		39½	40
Henderson and Nashville			
Hillsboro' and Cincinnati	50	19	25
Illioois Central 10 per cent	100	96	97
Illinoia and Wisconsin			
Indiana Central	50	45	
Do do 10 per cent	59		
Indianapolis and Bellefontaine	25		
Indianapolis and Cincinnati	50	45	50
Indianapolis and Lafayette	50		—
Jeffersonville and Indianapolis	50		
Junction (Ohio)	50	12	
La Crosse and Milwaukie	100		
Lake Erie, Wabash and St. Louis			
Lawrenceburg and Upper Miasissippi	50		
Lexington and Frankfort			
Lexington and Danville			
Little Miami	50	87¼	95
Logansport and Pacific			
Logansport and Marion			
Louisville and Frankfort	50		
Louisville and Nasbville	100		
Macon, Georgia	10		
Mad River and Lake Erie	50	35	40
Madisoo and Indianapolis	50		—
Madison, Indianapolis and Peru	50	23	
Marietta and Cincinnati	50	23	30
Marion and Mississinewa Valley			
Maysville and Lexington	50		
Maysville and Big Saudy			
Memphis and Charleston			
Michigan Central		77	81
Michigan Southern		84	85
Milwaukie and Mississippi			
Mobile and Ohio			
Nashville and Chattanooga			
New Albany and Salem	50	15	
New Orleans and Ohio			
New York Central		88½	89
New York and Erie	100	47	48
Northern Indiana		84	86
Oblo and Indiana			
Ohio and Mississippi	50	29½	38
Ohio and Pennsylvania	50		85
Ohio River and Wabash			
Pacific, Mo			
Panama		72	
Parkersburg, or Northwestern Va			
Pennsylvania	50	42	42¾
Peru and Indianapolis	25	27½	
Sandusky and Mansfield	50		
Sandusky, Mansfield, and Newark	50		
Reading		73	74
Scioto and Hocking Valley	50		
Southwestern Indiana			
Southwestern, Tenn			
Springfiled Mt. Vernon and Pittsb'gh.	50		
Springfield and Columbus			
Steubenville and Indiana			
Terre Hauto and Alton			
Torre Hauto and Richmond			
Toledo and Illinois			
Toledo, Norwalk and Cleveland	5		

STOCK TABLE.

CORRECTED WEEKLY.

Government Securities.

	INT.	DUE.	OFF'D.	ASK'D.
U. S. Loan	6	1856	102	105
Do	6	1862	112	114
Do	6	1867	115¼	116
Do	6	1868	116¾	118
Do (int. comsod July I).	5	1853		102
Do Coupuus		1862		118
Do "	6	1867		118
Do "		1853		101

State.

Alabama	5	....		
California	7	1870	84	85
Arkansas	6	....		96
Georgia	6	....	95	95
Do	7	....		
Illinois Canal Bonds		1860		
Do do registered		1860		
Do do		1847		
Do do registered		1847		
Do do Internal Impt.	6	1847	90	91
Do Interost do		....		60
Indiana	5	....	81	82
Do	2½	....	47	50
Do Canal Loan	6	....		
Do do preferred	5	....		
Do special preferred	5	....		
Kentucky, 30 years	6	1871	95½	
Do 15 years	6	....		
Do large honds	6	1869-72	97	
Do	5	....		
Louisiana	6	....		79
Missouri,	6	....	89	100
North Carolina	6	....	96	97
Ohio	0	1856	93	
Do	6	1860	100	98
Do	6	1870		
Do	6	1875	97	
Do	5	1855		
Do	5	1864		
Pennsylvania	6	....		
Do	5	1870	83	84
Tennessee, new loan	6	1890		90
Do Coupons	5	....		
Virginia Coupons	6	1886	93¼	97

City Securities.

Albany	6	1871-81		97½
Alloghony	6	1875-7		77
Baltimore	6	1870-90	91¼	92
Do	5	1865		
Boston Bonds	4½	1860		
Chicago	6	1873-7	92½	95
Cleveland	6	1879	101¾	102¼
Cincinnati	6	1860-92	89¾	90½
Do	6	1897		
Do	5	1884		
Do W. W	6	1865		
Jeffersonvillo, Indiana	7	1872-82		
Lawrenceburgh, Ia	7	....		
Louisville	6	1880	84	89
Memphis	6	1882		
New York	7	1857	100½	
Do	5	1858-60	96	98
Do	5	1870-5	100	
Do	5	1890		
Philadelphia	6	1876-90	81½	85
Pittsburgh	6	1869-78	75¼	76½
Do coupons	6	1883		
Richmond	6	1882		
St. Louis	6	1870	79	80
Wheeling	6	1872		

County Bonds.

Bourbon, Ky	6	1881		
Darke, O	7	....		
Fairfield, O	7	1862		
Fayette, Ky	6	1881-3	70	72½
Hancock Co	7	....	60	
Mason, Ky	6	1881	67	66½
McCraken co. Ky., endorsed by New Orleans and Ohio R.R.				
St. Louis	6	1866	76	77
Do	7	1871		

Banks.

OHIO.

Ohio Life Insurance and Trust Co	77	78
Lafayette, Cincinnati, (closing)		
Franklin do		
Commercial do		
Cincinnati Ins. Co	84	
State Branches		

KENTUCKY.

Bank of Kentucky and Branches		
Northern, and Branches	100	
Southern, and Branches		
Bank of Louisville	93	
Kentucky Trust Co		
Farmers' Bank of Kentucky		
Newport Safety Fund Bank		
Commercial Bank of Kentucky		

INDIANA.

State Bank and Branches		

TENNESSEE.

State Bank and Branches		
Union		
Planters'		

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g.
On New York	Sight	¼	¼ prem.
Boston	Sight	¼	¼ prem.
Philadelphia	Sight	¼	¼ prem.
Baltimore	Sight		¼ prem.
New Orleans	Sight		prem.
England		106½	108¾.

SPECIE.

GOLD.

California clean, ℔ oz	$17 60	@	$17 65
Spanish Doubloons	16 00	@	16 00
Patriot Doubloons	15 60	@	15 80
Sovereigns	4 84	@	4 86
Guineas	5 00	@	5 00
American, new	1 00	@	1 01
American, old	1 06	@	1 06½
Portuguese	1 00	@	1 01

SILVER.

American Dollars	1 04	@	1 04
American, halves	1 04	@	1 04
Spanish Dollars	1 00	@	1 00
Spanish Quarters	1 00	@	1 00
Mexican Dollars	1 05	@	1 05
Five Franc pieces	97	@	

LAND WARRANTS.

	Off'd.	Ask'd
160 acre warrants	$178	
80 acre warrants	89	
40 acrew arrants	44½	

CINCINNATI STOCK SALES.

AT THE STOCK BOARD,

MERCHANTS' EXCHANGE

And at Private Sale.

BY HEWSON & HOLMES.

For oue week ending January 24th, 1855.

$2000	Cov. & Lexington 2d Mortgage Bonds,			63½
$5000	Ohio & Miss.	"	"	50 to 55
55	Shares Cincin. Ham. & Dayton Stock,		....	65 to 66½
28	" Indianapolis & Cincinti.	"	....	45
150	" Cincinnati and Chicago	"	....	6½ to 7
49	" Little Miami	"	....	85½ to 87½
40	" Hillsboro' & Cincin.	"	....	19 & int.
50	" Bellefontaine & Indiana	"	....	37½
36	" Indiana Central	"	....	45
253	" Ohio & Mississippi	"	....	25 & int.
516	" " "	"	....	27 "
177	" " "	"	....	29 "
11	" " "	"	....	29½ "
60	" Ohio Central	"	....	47½
100	" Cin., Wil. & Zanesville	"	....	32
20	" Marietta & Cincinnati	"	....	23
50	" Junction	"	....	12
80	" Now Albany & Salem	"	....	15
50	" Mad River & Lake Erie	"	....	35
26	" Covington & Lexington	"	....	25 & int
77	" Farmers' Bank of Kentucky		....	93
50	" Northern Bank of Kenlucky		....	100

Monetary and Commercial.

We have to notice during the week a gradual increase of confidence in business circles, and a nearer approach to legitimate transactions than we have had for several months past. The general impression seems to incline to the opinion, that we have experienced the worst of the crisis, and that we shall soon he moving in the old tracks, only with increased caution.

In the money market we notice an increased demand for accommodation, probably due to the near approach of the first of the month. The banks are not yet able to accommodate all their customers. In rates we have no material change to note from our last quotations.

There is a better tone of feeling in the stock market than at previous dates. Ohio & Mississippi, which had sunk to 22 in the alarm succeeding the announcement of the failure of Page & Bacon, of St. Louis, has again advanced. On Saturday, sales were made at 27, and on Tuesday at 29½. These rates show conclusively the confidence felt in the enterprise. Indeed, it can hardly be supposed that this, one of the most important roads in the Union, and one which is destined to he the greatest thoroughfare between the east and west, can fail to he a paying enterprise, and as such, command the confidence of those who have capital to use, and discernment to use it well.

Exchange on New York has declined to 1 per cent and still lower, ¼ per cent. being the ruling rate. Gold is 1 per cent. premium. From the East, we have advices of an encouraging nature. It is stated that the money market is decidedly easy to those who have good securities to offer, and that there is a surplus of capital seeking safe investment. Rates are quoted at 6 to 7 per cent. for demand loans, and 9 to 12 per cent. on first class 60 day paper. We quote the following from Thompson's Reporter:

The financial events of the past week have been the taking of $4,600,000 Erie Loan at 80, and the failure of Page & Bacon, of St. Louis. The effect upon the Stock Market was contrary, in both instances, to what would generally he expected. The day after the Erie Loan was taken the market fell off 1 per cent., while the day after the failure of Page & Bacon was announced, Stocks advanced 2@3 per cent. The Stock Market is very sensitive, and is put up and down upon any trifling causes. Some of the subscribers of the new Erie Loan are selling out, and the Bonds, although taken at 80, are freely offered at 78½@79.

A large business has been done during the week in State Stocks, and the tendency of prices has been to an improvement. The largest sales have been in Virginia's, which are firm at 93½@93¾. Georgia and North Carolina 5's are selling at 94@95. Indiana State 5's, 79@80. Missouri 6's have been forced on the market, owing to the late failures, and have sold down to 87@88. There is a decided improvement in all dividend paying Stocks, and orders for investments are coming in more freely. Illinois Central Bonds sold on Saturday as high as 72½, but the notice just issued by the Company, that another loan of $3,000,000 is wanted, has put them down again, selling yesterday at 69½@69¾, and closing to-day at 70.

Exchange on London has advanced to 108¾, and there is a better demand. No specie is leaving the country, while new supplies from California continue to arrive. There is now in the New York City Banks about $1,600,000.

Sales at the New York Stock Board, Jan. 20, 1855:

$20,000	U. S. Coupons 6's, '68	116½
5,000	Missouri 6's	89
5,000	Ill. Int. mp. Stock	90
6,000	Indiana State 5's	81½
32,000	Virginia 6's	96½
1,000	Louisina 6's	79
10,000	Ill. Cent. R. R. Bonds	73
2,000	N. Y. Cent. "	87
5	Shares Ohio Life Ins. & Trust Co. Stock	77
100	" N. Y. Central R. R. Co.	88½
150	" Erie R. R.	47
5	" Mich. So. R. R.	84
50	" Ill Cent. R. R.	96½
40	" Galeua & Chicago R. R.	87
10	" Chicago & Rock Island	81

OHIO & MISSISSIPPI R. R.

We have received the folluwing statement of the earnings of 86 miles of this road:

FOR DECEMBER.

Passengers	$12,918.69
Mail, (since April,)	3,042.94
Express	461.97
Freight	2,851.72
	$19,275.82

Total from April 10th to Dec. 30, 1854:

Passengers	$101,440.83
Freight	17,992.63
Mail	3,042.94
Express	1,794.62
	$124,271.02

No. of miles in operation at the east end, 86.57.

INDIANAPOLIS & CINCINNATI R. R.

Earnings of this Road for December:

Passengers	$13,836.60
Freight, do	17,912.37
Express and Mail	742.50
	$32,491.47

Earnings for six months ending December 31st:
Passengers, Freight, Mails and Express, ...$179,557.55

GRAND TRUNK RAILWAY OF CANADA.

AUDIT OFFICE,
MONTREAL, Jan. 4, 1855.

Return of Traffic for the week ending Saturday, Dec. 23, 1854:

2348	Passengers, First Class,	$2522,02½
479	" Sec'd "	323,10
2539	Tons Merchandise,	7073,12½
238226	Feet of Lumber,	1250,18
468	Cords of Fire Wood,	778,03
	Mails, etc.,	813 88
	Total, Currency,	$12,759.34 £3189 16 8½

COMPARATIVE STATEMENT.

	Currency.
1854—Week ending Dec. 23	£3189 16 8½
1853—Week ending Dec. 24	1953 11 11
Increase	£1236 4 9½
Miles open	292
Total receipts for current half year commencing July 1st, up to week ending Dec. 23, 1854,	£116,179 5 0 $464,717 00

JAMES HARDMAN, Auditor.

MILWAUKIE AND MISSISSIPPI RAILROAD.—The following table gives the aggregate receipts of this road for each month of 1854, compared with the corresponding months of 1853, showing an increase of 104 per cent. for 1854 :—

	1853.	1854.
January	$10,801 25	$21,224 29
February	8,930 86	26,102 33
March	8,143 35	20,783 98
April	8 944 38	18,318 45
May	13,967 90	41,751 31
June	18,585 24	45,252 21
July	16,177 00	35,535 54
August	18,276 16	32,404 26
September	35,297 43	60,153 64
October	41,598 24	76,776 04
November	27,050 17	54,825 33
December	19,147 50	29,010 35
Total	$226,818 48	$564,237 73

From the *Milwaukie News*, Jan. 3d.

CLEVELAND AND TOLEDO RAILROAD.—The following will show the comparative earnings of the Cleveland and Toledo Railroad for the month of December, and the first week in January.

December, 1854	$72,971
December, 1853	54,467
Gain	$18,504
First week in January, 1855	16,436
" " " 1854	9,318
Gain	$ 7,118

VIRGINIA AND TENNESSEE RAILROAD.—Receipts for the month of December, 1854 :

From Freight	$12,372 41
From Passengers, United States Mail, and Express Freight	7,800 00
Total	$20,172 41

The total receipts from the same sources in December, 1853, amounted to $11,638 49.

INAUGURAL ADDRESS OF GOV. POLLOCK, OF PENNSYLVANIA.

We have looked with interest at the messages of the various Governors for the present year, as indicative of the proposed line of legislation on the two great questions of the day, Banking and Railroads ; and particularly on Pennsylvania, as a neighbor whose disposition to accommodate or otherwise may seriously affect our commercial interest. The message of the Governor contains some valuable suggestions as to banking, but is perfectly silent on the railroad question. Perhaps it was supposed that the authority of the judiciary was sufficient to settle the general points of controversy which have isolated, as it were, Pennsylvania from her sister States.

The message of the Governor opens with general remarks on the authority and origin of governments ; dwells on education, moral and intellectual, as the safeguard of republics and of patriotism ; recommends to the fostering care of the legislature the agricultural, mining, manufacturing, and commercial interests of the State, and particularly of the interests of Philadelphia, her commercial emporium.

The Governor then proceeds to the discussion of the system of banking, in which he says :

A sound currency is essential to the prosperity of a commercial people. All classes of society, and every branch of industry, in their varied interests and economical relations, are interested in securing and maintaining a safe circulating medium. To accomplish this result wise and prudent legislation is necessary. The creation of a well regulated and carefully guarded system of banking, is not only sound policy, but beneficial to the legitimate trade and commerce of the country, and aids in developing her great natural and industrial resources. Our present system of banking, with the limitations, restrictions and liabilities, individual and otherwise, imposed by law on these institutions, has become the settled policy of the State. The checks and guards thrown around them should not be lessened or removed. Their own safety and the security of the public require their continuance.

Notice of numerous intended applications to the Legislature for new banks, an increase of banking capital and savings institutions, has been given as required by the constitution. Without desiring to assume a hostile attitude towards all banks, the propriety of incorporating all that may be called for, under the notice given, can not be justified or defended. The extravagant, improper or unreasonable increase of banks and banking capital, is not demanded by the wants of the community, and will not and can not be sanctioned by the Executive. The present commercial and financial embarrassment of the country ; the depressed state of trade ; all past experience, and the more recent experience of some of our sister States, as seen in their ruined banks and depreciated currency, demonstrate the necessity of legislating cautiously and prudently on this subject.

The number of banks, and consequently the amount of banking capital, should be limited to, and regulated by, the proper demands of active and healthy trade, and the actual business wants and necessities of the community. This policy, honestly insisted upon and pursued, would protect the country from the disastrous consequences of improvident banking. An extraordinary and unnecessary increase of banks and banking facilities, in seasons of great general prosperity, leads to extravagant and ruinous speculation. Such increase in times of commercial distress, aggravates and prolongs the evil it was designed to remedy. Entertaining these views I will not hesitate to sanction the re-chartering of old and solvent banks, which by prudent and careful management, and an honest adherence to the legitimate purposes of their creation, have merited and received the confidence of the public. Nor will I refuse to sanction the incorporation of new banks, when indispensably neeessary and clearly demanded by the actual business wants and interests of the community in which they may be located. To no other, and under no other circumstances, can I yield the Executive consent.

The message then reviews the question of the sale of the public works and the reduction of the State debt, and severely censures the action of those who created it. Increased care in granting licenses is strongly urged, and the desecration of the Sabbath reprobated.

We next come to a point in which we are compelled to differ respectfully in opinion. The Governor says :

Experience has demonstrated the impolicy of subscriptions by municipal corporations to the stock of railroad companies. This is especially true in relation to county subscriptions. The practice should be avoided, or at least not encouraged by future legislation.

Here we think the Governor is in error. So far as we are aware, "experience has not demonstrated the impolicy of subscriptions by municipal corporations to the stock of railroad companies." The very reverse of this is true, and can be shown by numerous instances in the history of many of our most important and flourishing railroads ; and particularly is it true that country subscriptions, when they really insure the *completion* of a rail road through their limits, are safe and profitable investments. The increase in the prosperity and value of the county would amply repay any subscription that is likely to be made, even if the road were never to redeem its bonds.

The Governor notices, in the closing paragraphs of his message, the vexing questions of the Compromise, and closes by acknowledging his obligation for his office and promising to discharge his duties to the best of his ability.

☞ At a meeting of the Stockholders of the Sandusky, Mansfield and Newark Railroad Company, held in Sandusky Jan. 18th, the following gentlemen were chosen Directors for the ensuing year, viz :

G. B. Wright, Wells Robbins, Newark ; E. G. Woodward, Mt. Vernon ; James Purdy, Robert McComb, Edward Sturgis, sen., Mansfield ; John W. Sprague, Huron ; Freeland T. Barney, Sandusky; W. H. Stockwell, Cincinnati.

The meeting was quite fully attended, a large amount of stock being represented, and the Board of Directors was chosen by nearly an unanimous vote. It is composed of gentlemen of integrity who are thorough and practical business men.—*Com. Reg. Sandusky.*

ATLANTIC, TENNESSEE AND OHIO R. R.—The stockholders of this road held a meeting in Jonesborough on the 1st instant and elected the following gentlemen Directors for the present year :

Carter County.—Jacob Cameron, Jas. Carriger, S. W. Williams, Jas. T. Carter, W. W. Rockhold, G. T. Magee, and A. M. C. Taylor.

Sullivan County.—John S. Gaines and Jas. D. Rhea.

Washington County.—A. E. Jackson, L. Gifford, Tho. T. Young, John Lyle, Jos. S. Rhea, and G. W. Telford.

Gen. A. E. Jackson of Jonesborough, was elected President, and Dr. A. Jobe of Elizabethton, Secretary and Treasurer. The office of the company is located at Elizabethton.—*Clev. Tenn., Dispatch.*



TO RAILROADS AND CONTRACTORS.

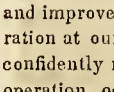
HORSE POWERS.—The undersigned being agents for the sale of R. H. Pease formerly Emery & Co.'s Horse Powers, are prepared to furnish them to order. They occupy little room and do their work effectually. T. WRIGHTSON & CO.

GAS.

AUBIN'S PATENT.—We are agents for this new and improved furnace, and having had one in operation at our office for several months past, can confidently recommend it as being simple in its operation, occupying little room and furnishing a pure and beautiful burning gas. From the peculiar arrangement of the retort it is not liable to *burn out*, thus saving a great part of the expensive repairs of other furnaces. We are prepared to erect these furnaces at our own risk and warrant them to produce good gas.

T. WRIGHTSON & CO.,
167 Walnut-st., Cin'ti.

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PATENT
PLATFORM SCALES.



WE ARE AGENTS FOR DURYEE & FORSYTHS' UNRIVALLED PLATFORM SCALES, FIRE PROOF SAFES, TRUCKS, LETTER PRESSES, AND SUGAR MILLS.

We deem it unnecessary for us to say a word in their commendation, as their reputation for accuracy, adaptation, and durability, is too well known to require it. HEWSON & HOLMES,
dec27 83 and 85 Walnut-Street.

CINCINNATI STOCK SALES.
HEWSON & HOLMES,

Have constantly on hand and for sale at the Stock Board, Merchant's Exchange, and at private sale, Railroad, Bank, and Insurance Stock, and Railroad Bonds.

Regular sales at Stock Board on Wednesday and Saturday of each week.

FOR SALE.

Bellefontaine and Indiana Railroad Stock.
Central Ohio Railroad Stock.
Cincinnati, Hamilton and Dayton Railroad Stock.
Cincinnati and Chicago Railroad Stock.
Cincinnati, Wilmington & Zanesville Stock.
Columbus, Piqua & Indiana Stock and Bonds.
Columbus & Xenia Stock.
Covington & Lexington Stock and Bonds.
Eaton & Hamilton Stock.
Fort Wayne & Southern Stock.
Greenville & Miami Stock.
Hillsboro' & Cincinnati Stock.
Indiana Central Stock.
Indianapolis & Cincinnati Stock.
Junction (Indiana) Stock.
Little Miami Stock.
Mad River & Lake Erie Stock.
Madison, Indianapolis & Peru Stock.
Marietta & Cincinnati Stock.
New Albany & Salem Stock.
Ohio & Mississippi Stock.
Peru & Indianapolis Stock.
Springfield, Mt. Vernon & Pittsburgh Stock.

In quantities varying from 10 to 50 Shares.
HEWSON & HOLMES,
83 & 85 Walnut Street. dec27

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THE subscriber is prepared to make contracts to sell at auction any class of property that may offer on reasonable terms. ISAAC OSBORN DAVIS.

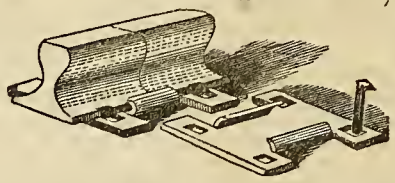
Locomotive for Sale.

ONE 8 wheel, 16 ton Engine, Cylinder 13 by 20, 4½ feet driving wheels, 2 pair drivers connected, and truck. Tender holding about 1400 gallons.

The Engine is in good condition; manufactured by Rogers, Ketchum & Grosvenor, Patterson, N. J.

Address ENOCH JOHNSON,
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Chairs and Fastenings.

THE undersigned will continue to manufacture with increased facilities, HOOK & FLATHEAD R. R. SPIKES, of all Patterns, WROUGHT and CAST CHAIRS, and FASTENINGS, BOILER RIVETS, BOLTS, SHIP and BOAT SPIKES, &c.. &c.

The best quality of refined iron is used, and all orders filled with despatch. J. HOPKINSON SMITH,
No. 25, South Charles st.

☞ Please direct the name in full.
Baltimore, August 31-†

ADRIAN H. MULLER & CO.
AUCTIONEERS
Of the City of New York.

Hold their regular Auction Sales of Stocks, Bonds and other Securities every Wednesday at 12½ o'clock, at the Merchants' Exchange. They would respectfully tender their services in the negotiation of the same, either at private or public sale.

Office, No. 2, Pine Street, corner of Broadway, Metropolitan Bank Building.

REFERENCES BY PERMISSION:

Moses Taylor, Esq.; W. W. DeForest, Esq.; Geo. S. Robins, Esq.; Dow D. Williamson, Esq., Pres. Farmers' Loan and Trust Co.; Wm. F. Hayemeyer, Esq., Pres. Bank North America; Edward Whitehouse, Esq.; Messrs. Camman & Co.; Messrs. Carpenter & Vermilye; Messrs. Fisher, Denny & Co.; Messrs. Wm. & Jno. O'Brien; Messrs. Week, & Co. mh96*

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THE design of this Institution is to afford young men an opportunity of acquiring a knowledge of the profession of Civil Engineering, and to Mechanics and Tradesmen a sound theoretical and practical knowledge of Mathematics, Architectural and Mechanical Drafting, Plain and Ornamental Penmanship, &c. For further particulars address the Principal. au.10.

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SELLERS & DANA,
AGENCY FOR THE SALE OF
Railroad Materials and Machinery,
THIRD STREET, (west of Burnet House.)
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HAVING OPENED a depot for the sale of all articles used by Railroad Companies, we will fill orders promptly at manufacturers' prices, and are now prepared to furnish

Locomotives, Cars, Car-Wheels, and Axles. Ames' Tire and Crank Axles, Chairs and Spikes. Locomotive Head Lights, (of several makers) Car, Conductor's, Signal, Switch, Stoker and other Lanterns. Drawbridge and cross Road signal Lights; Gum Packing and Hose, assorted Car Trimmings, Enameled head and seat Linings, Plated and White Metal Letters.

—ALSO—

Machinists' Tools, particularly adapted to Railroad Work, Mill Work, Shafting and Shop outfits, Punching and Shearing Machines, for Boiler Work; Planers, Lathes, Drills, Portable Forges, etc., etc. Oak-Tanned Belting, of superior quality of all sizes. jy.1†3.

GEORGE H. KNIGHT,
PATENT ATTORNEY,
141 Main St., Cincinnati, Ohio.

REFER TO

Judge McLean, U. S. S. C., Prof. John Locke, Cincinnati, Ohio, Niles & Co., Cincinnati, Ohio, W. B Chapman, Prest. Pharm. Soc'y, Gen. James Semple Ills., Judge Walker, Cincinnati, Ohio. Elijah Coffin, Richmond, Ind, Col. S. H. Long, U. S. Top. Engineer

CHARLES FRODSHAM'S
IMPROVED WATCHES!
BEGGS & SMITH,
JEWELERS,
No. 6 West Fourth St.,
Adjoining the First Presbyterian Church,
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HAVE received from Mr. Simon Willard, Boston, Agent for the United States, the sole and exclusive agency for the sale of CHARLES FRODSHAM'S NEW SERIES OF IMPROVED CHRONOMETER WATCHES, in the states of Ohio, Indiana, Illinois, Michigan, Iowa, Wisconsin, Missouri, Kentucky and Tennessee.

In the Watches of the New Series, Mr. FRODSHAM has succeeded by a more perfect method of compensation, a more correct adjustment in isochronism, and an entirely new and peculiar construction of the train, by which more power is obtained without increase of size, in producing timekeepers of wonderful and unrivalled accuracy. The great importance of the improved watches is a perfect regularity of time under every variety of climate, motion and position. So perfect are the adjustments, that the most violent exercise, such as horseback riding, jumping, etc., produces on them no sensible effect They are therefore, particularly adapted to Railroad purposes.

Liberty is given to refer to the following gentlemen, who, among many others, have proved the excellence of Charles Frodsham's Watches as timekeepers:

Gen. John S. Tyler	.....	Massachusetts
John E. Thayer, Esq	.....	"
Enoch Train	.....	"
E. C. Bates,	.....	"
F. W. Thayer,	.....	"
Wm. Whiting,	.....	"
Geo. M. Thacher,	.....	"
David Dyer,	.....	"
Alvin Adams,	.....	"
Billings Briggs,	.....	"
David Weld,	.....	"
Hon. Ebenezer Lane, E. F. Osborne, Esq.	.....	Sandusky. Ohio.

The Prices of the New Series Gold Cases, are According to Size, viz:

SIZE 12	.....
" 14	..... $230
" 16	.....
" 18	 250
" 20	 275
" 22	 300

Recommendations:

Boston, Sept. 3, 1853.

The Compensated Lever Watch I purchased of you, made by Charles Frodsham, London, No. 7300, has varied but thirty seconds from mean time in six months, by actual daily comparison with your regulator.

Yours, &c., ALVIN ADAMS.
Mr. Simon Willard.

Boston, Feb. 4, 1854.

Mr. S. Willard Dear Sir—The Frodsham watch, No. 7557, I purchased of you last October, has performed wonderfully well. I have compared it almost daily by your Astronomical clock, and its variations for ninety days is but one second, or a loss of but one-hundredth of a second per day. I consider it better than any Marine Chronometer I ever used.

Yours truly,
FISHER A. NEWELL,
Late master of Sch., Honolulu.

Sandusky, Ohio. Jan. 1, 1854.

Mr. S. Willard, Dear Sir—More than six months ago I purchased of you two of Frodsham's best watches—up to this time, one of them, No. 7571, has altered from mean time but twenty-seven seconds, and the other, No. 7517, but twenty-three seconds in the same period.

Yours, respectfully.
E. F. OSBORNE.
To Mr. Simon Willard.

Gentlemen—On the 1st of April last I procured from Mr Willard, of Boston, one of Frodsham's improved series of watches. It was regulated and set to Cincinnati time. It has not, in that period, been suffered to run down, nor have the bands been moved, and to day it is 20 secouds only slow. Respectfully yours,
HENRY O. AMES,
Sup,t Cin. Ham. & Dayton Railroad.
August 18, 1854.

To Messrs. Beggs & Smith.

The following is an extract from a letter of William Brown, Esq., Springfield, Ohio, engineer on the M. R. & L. E. R. R., who has personally kept the rate of several of Frodsham's watches.

"Finally from what I have known of Frodsham's watches, I am very strongly impressed with the idea, that they are a decided improvement on all other timekeepers, and were they set in gimballs and used with the same care, I think their performance would equal that of Mr. Frodsham's celebrated box chronometer, and would answer the same purpose for determining longitudes."

Sept. 21-6*



(On Baltimore & Ohio Railroad, midway between Baltimore and the Ohio River.)

MANUFACTURERS' of *Engine Lathes, Planing Machines, Drill Presses, Hand Lathes, and other Machinists Tools.* These tools are built in a superior manner, from the very best materials, and are particularly adapted for railroad shops and all others repairing first rate machinery. Our location is very advantageous for shipping work to the West or South. Orders and communications receive prompt attention. Address

nov9-6m. SHRIVER & BROTHERS, *Fulton Works, Cumberland, Maryland.*

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Charles H. Fisher, Esq., "
Jno. Caldwell, Esq., Pres't S.C. R.R.Co. Charleston, S.C
. Pinckney Huger, Esq., Pres't. N. E. R.R.Co. "

Oct. 13-tf.

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C. F. O'DRISCOLL, (Successor to A. C. JAMES,) is prepared to execute in the best manner all kinds of

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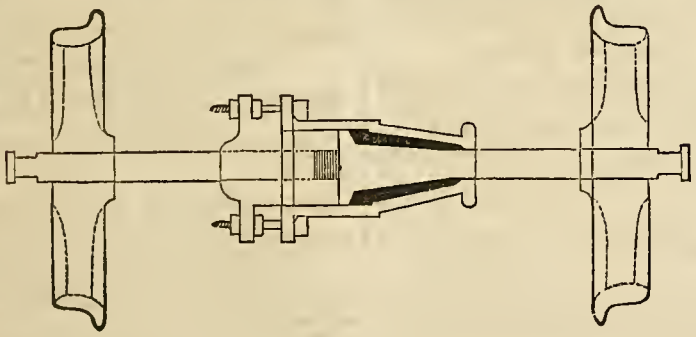
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DENNEY'S DIVIDED CAR AXLE.



PATENTED JANUARY 31ST, 1854.

THE ATTENTION OF RAILROAD COMPANIES is respectfully invited to an examination of the merits of this valuable invention, which offers to add largely to the safety of life and property.

The valuable features of this arrangement of axle are, a saving of full fifty per cent. in motive power on crooked roads: the rails are protected from being destroyed by the flanges of the wheels coming in contact with them on the curves, as is the case with the stiff or rigid axle, which not only destroys the rail but puts a constant strain upon the wheel and axle, causing the wheel on the inner rail to trip or revolve upon the rail under the weight of the car and its load, while the opposite wheel is traversing its greater distance; the tendency of which, is to wear the wheel flat, and cause it, or the axle, to break sooner or later. There is less danger of the car leaving the track from its having become spread.

Axles fitted in this way do not require to be near so large, and yet contain more strength than the common axle, for the reason that the liberty given to the wheels, which allows them to accommodate themselves to the curvatures of the road, removes wholly the strain thrown upon the ordinary axle; and therefore, it requires no more strength of iron at any point between the wheels, than is contained in the bearings, which in the ordinary axle, is not more than one-third of the strength of the other portions of the axle.

The elongated bearing which forms the connection is so proportioned as not to wedge or become tight in the alloy, the wear being almost imperceptible, requiring to be set up not oftener than once in twelve months, by a slight tightning of the screw nuts. If, from long service, the alloy becomes worn out, it can be refilled, making it as perfect as when first filled up, and the gauge of the wheels will never become changed so as to injure the rounning of the car.

It is after a series of the most careful experiments, conducted through a period of time sufficient to test in the most satisfactory manner, the real merits of divided car axles, and a thurough and practical test in real service of over two years, that we now offer to Railroad Companies one that we are assured will give universal satisfaction in its operations, and both simple and cheap in its construction.

We are now ready to dispose of rights to use the above axle on the following terms: We guarantee full and perfect satisfaction by giving ample time to thoroughly test its merits, and will require no payment to be made until such satisfaction has been given. All applications to be made to

SAMUEL L. DENNEY,
Christiana, Pa.
Or, to **CHRISTIAN UMBLE,**
Gap, Pa.

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TYLER DAVIDSON & CO.,

Agents for the

BOSTON BELTING COMPANY

India Rubber Machine Belting in any quantity, from 2 to 20 inches.

India Rubber Steam Packing;

Mixed	do	do	1-32 to ¼ inch thick.
Plain	do	do	1-32 to 1 inch thick.
Pure	do	do	

Pipe and Manhole Rings, all sizes;
Square or Rope Packing, do.

HOSE.

India Rubber, Hydrant, Conducting, Fire Engine, and Locomotive, of all sizes, manufactured from the best of Vulcanized Rubber, and for sale only by the agents.

Car Springs, and all other kinds of Vulcanized India Rubber used for Mechanical and Manufacturing purposes.

The undersigned, having been appointed Agen of the Boston Belting Company, beg leave to advise Dealers and Consumers that they are now prepared to supply the above goods in any quantities, on the most favorable terms. On hand and for sale,

50,000 Feet Vulcanized India Rubber Machine Beltings, from 2 inch to 20 inches, 3 and 4 ply.

TO STEAMBOATS AND RAILROADS.

India Rubber Hose, for Pavements, Streets, Gardens, Locomotives, Engines, etc.

40,000 feet Hose, 3, 4, 5, 6, and 7 plys, suitable for pavements, streets, gardens, locomotives, fire engines, etc., 1 to 3 inch, warranted extra quality. Also,

THE vulcanized India Rubber Break Springs now in use by all the Eastern Railroads, and posessing decided advantage over the Steel Springs now in use, for the following reasons:

1st, They are much easier put on.

2d, They are a great deal cheaper.

3d, They are much more durable than steel, and no time lost in making them, the weather having no effect on them.

ALSO—Large 6 inch hose for water stations. This is a new and important invention. The coldest weather will have no effect on them whatever They are warranted to remain as pliable, in the COLDEST of weather, as they are in 150 Fahrenheit heat.

Armitage Anvils,—10 casks, assorted weights now in store.

Allen's Revolvers and Self-Cocking Pistols.—Now in store, a large assortment of the above, 3, 4, and 5 inch Revolvers; 3, 4, 5, and 6 inch Pocket Pistols. Also, Dueling Pistols.

Leland's Superior C. S. Car and Auger Bitts.—All sizes.

Brass Kettles, and Sheet Brass, &c.—Brass Kettles, assorted from 6 to 30; Sheet Brass assorted from No. 0 to 30; Brass Wire, do do do.

Star Breast Chains.—Four casks of those superior double-linked Chains, just received.

Walker's Trace Chains.—70 casks of those superior goods, warranted full length and sizes, 8 to 20 links, straight and twisted, now in store.

American Anvils.—Eagle brand, faced with with cast steel, and warranted by the manufacturers equal to Armitage's Mousehole.

Plated Spoons.—Plain, tipped, and threaded heavy plate, on best quality of German Silver.

Premium Gimlet Screws.—10,000 gross just received.

Mill Saws. Hoe & Co.'s C. S. Wm. Rowland's, and W. H. Rowland's 6, 6½, 7, 7½, and 8 ft

Cross Cut Saws.—Hoe & Co.'s C. S., Johnockerell's C. S. and G. S., Wm. Rowland's and W. & H. Rowland's 5, 5½, 6, 6½, 7, 7½, and 8 feet Also, 4 and 4½ feet Tennon Saws.

Axes—1000 doz. Axes, assorted Yankee and Kentucky patterns, first, second, and third quality

Nails.—4000 kegs Shoenberger's and Wheeling Nails, now in store.

For sale by TYLER DAVIDSON & CO.,
mr3 140 and 142 Main street

RAILROAD MAP.

WE have now ready A RAILROAD MAP OF THE WEST, containing ALL THE RAILROADS construct ing, completed, or proposed in the States of Ohio, Indiana, Illinois, and Kentucky, and portions of Wisconsin, Michigan Pennsylvania, Virginia, Tennessee and Canada, showing the termini, points upon the lines, connections, &c. of each line, all laid dowu accurately, by a compete t hand.

The size of the sheet is 24 by 38 inches, and cau be sent by mail.

Price—plaiu..... 40 cents.
Colored in outlines..... 50 cents.
Full colored..... 75 cents.

Liberal discounts will be paid to those wisbing tbem n quantities.

Railroad companies desiring a map to illustrate their road cannot find one offering greater inducements as to correctness, &c., or on better terms; as any line can be made prominent, with its connections, &c.

Ali orders addressed to U. P. JAMES will secure prompt attention

ENGINEERING!!

The undersigned is prepared to furnish
SPECIFICATIONS, ESTIMATES, AND PLANS,
In general or detail of all kinds of
Steam Vessels, Engines, Boilers, Mill Work, &c
Particular attention given to the superintending of
LOCOMOTIVES, TENDERS, CARS,
And Railway Machinery of every Description,
While under construction.

AGENT FOR THE PURCHASE of, on commission, all articles required for Railroads, Steam Vessels, Locomotives, Engines, Boilers, Machinery, &c.
General Agent for
ASHCROFT'S STEAM GAUGE, ALLEN AND NOYES' METALIC SELF ADJUSTING CONICAL PACKING, DUDGEON'S HYDRAULIC JACK.

Also, for Water Gauges, Indicators, Steam Whistles, &c., &c. CHAS. W. COPELAND,
Consulting Engineer,
s5-tf 64 Broadway, N. Y.

RAILROAD HOTEL.

CINCINNATI, O.

THE GIBSON HOUSE, Cincinnati, is situated on Walnut-street, between Fourth and Fifth, in the immediate neighborhood of all the Railroad Offices. For comfort and convenience it is believed that this hotel is unsurpassed. It is heated with steam from the first floor to the fifth, thus making it the most desirable winter house in the West. The proprietor hopes to enjoy a share of the patronage of Railroad men.
A. WETHERBEE, Proprietor.

New Works on Civil Engineering.

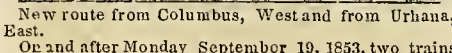
THE Field Practice of Laying out Circular Curves for Railroads. By John C. Trautwine, Civil Engineer.—4th Thousand, in pocket-book form with tucks.

—ALSO—

A New Method of Calculating the Cubic Contents of Excavations and Embankments, by the aid of Tables and 10 Engraved Plates of Diagrams. By John C. Trautwine, C. E.; 2d edition.

Price, one dollar each. Postage on the Curves, five cents; on the Excavations and Embankments, eight cents. For sale by WILLIAM HAMILTON.
Hall of the Franklin Institute.
Sept. 21-3* Philadelphia, Pa.

COLUMBUS PIQUA, AND INDIANA RAILROAD.



New route from Columbus, West and from Urbana, East.

On and after Monday September 19, 1853, two trains per day, (Sunday excepted) each way, will run on this Road, between COLUMBUS and URBANA. Will leave Columbus at 4.50 a.m., and 3.30 p.m.—arriving at Urbana at 8.12 a.m., and 6.14 p.m. Returning—will leave Urbana, for Columbus, at 9.15 a.m., and 3.00 p.m.—arriving at 12.05 and 6.55 p.m.

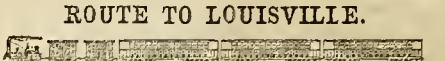
The 4.50 a.m. train, from Columbus, will connect with the night Express train from Cleveland and arrive at Urbana in time for the morning train north for Sandusky and intermediate points. Persons arriving by the morning Cleveland and Zanesville trains can have a few hours at Columbus and leave by the 3.30 p.m. train—arriving at Urbana in time to get supper and take the 5.35 p.m. train for Dayton and Cincinnati.

The 9.15 a.m. train from Urbana connects with the morning train from Cincinnati and Dayton that arrives at Urbana 8.40 a.m.—arriving at Columbus at 12.05 p.m in time for the 1 p.m. train for Cleveland, connecting with the Buffalo and Dunkirk boats. The 3.00 p.m. train will leave Urbana on the arrival of the Sandusky train—reaching Urbana at 2.45 p.m.—and arrive in Columbus in time for the various night trains.

A line of Omnibuses will connect with the trains at Urbana for the conveyence of passengers to and from Piqua and Greenville over a good Macadamized road.
A. G CONOVER, Sup
Piqua, Sept. 13, 1853. s29-tf.

Railroad Line.

The Shortest, Quickest and Best
ROUTE TO LOUISVILLE.



MADISON, INDIANAPOLIS, PERU, TERRE HAUTE, MICHIGAN CITY, CHICAGO, GALENA, ST. LOUIS, AND NEW ORLEANS.

OHIO & MISSISSIPPI RAILROAD,

ON MONDAY, SEPTEMBER 18, AND UNTIL FURther notice, the Passenger Trains will run as follows:

For Louisville and New Albany.

Leave Cincinnati at 7.15 A. M. and 3.15 P. M., connecting with the Jeffersonville Railroad at Seymour, and arrive at Jeffersonville, opposite Louisville, at 1 o'clock P. M., and at 9 P. M.

Returning—Leave Jeffersoncille at 8.30 A. M., and 3.15 P. M., arrive in Cincinnati at 2.30 P. M., and 9.30 P. M. No delays in connecting witb any other Railroad,

Fare $2 50.

For Indianapolis.

Leave Cincinnati at 7.15 A. M., and 3.15 P. M., connecting with the Indianapolis and Cincinnati Railroad at Lawrenceburg, for Indianapolis, and all the principal cities and towns of the North and West.

Returning—These trains arrive in Cincinnati at 4.05 P. M., and 9.30 P. M.

Fare $3 00.

For Lawrenceburg and Aurora.

Leave Cincinnati at 7.15 A. M., 10 45 A. M., 1.27 P. M., and 5 P. M., stopping at all the regular stations.

Returning—Leave Aurora at 6.50 A. M., 3.15 P. M., 2.55 P. M., and 8.23 P M., stopping at all the regular stations, and arrive in Cincinnati at 8.10 A. M. 2.30 P. M., 4.05 P. M., and 9.30 P. M..

FREIGHT TRAINS for Jeffersouville and all intermediate stations, leave Cincinnati at 9.30 A. M.

For further information see handbills, or apply at the Ticket Office. on Fourth street, north side, four doors from Vine street, oposite new Custom-house.

S. S. POST.
Chf. Eng'r and Supt.

Passengers, by leaving their address at the Ticket Office, will be called for by St. Louis and Cincinnati Omnibus Line.

Omnibuses call at all the principal Hotels, for each train. W. S. BABCOCK, Agent,
Sept 5. St. Louis and Cincinnati Omnibus Line.

RAILROAD IRON.

I WOULD respectfully call the attention of Railroad Companies and Contractors to my facilities for

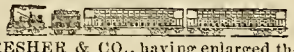
NOTCHING RAILROAD IRON

Suitable to be spiked in the Chairs. My Portable Punching Machines, for which I received Letters Patent, enable me to make contracts for punching iron at a less price than can be done with any other Punching Machine now in use.

Orders solicited, and work executed in any part of the United States. Address,
S. M'KENNA,
janll.-tf. Box 705. Cincinnati P. O., Ohio.

CAR MANUFACTORY,

Dayton, Ohio.



E. THRESHER & CO., having enlarged their shops, are prepared to contract on favorable terms, for building every variety of railroad Cars, in any quantity and on short notice, made of the best materials, and of the most approved workmanship.

They are prepared also to furnish jaws and boxes; the Washburn Wheel, 30 and 33 inch, adapted to inside or outside bearing; east iron frogs, steel plated; and switches of the most approved patterns.

Thoy also manufacture blacksmith tuyeres, Harris' Patent; portable bolt forges: bolt heading and bolt cutting machines; upright drills, wheel presses; wood planers; tenoning aud mortising maebines, etc.

They respectfully invite the attention of railroad directors and superintendents to their establishment.
Dayton, Jan. 24th, 1853. jan.25-†

PROSSER'S PATENT

Lap-Welded Iron Boiler Tubes.

TUBES screwed together, flush on both sides, for Artesian wells, etc. Free-joint Tubes, for Core Bars, Awning Frames, Leaders, etc.

Brass Boiler Tubes.

Patent Wrought Iron Blacksmiths' Water Tuyeres, Water Backs, etc.

Agents for Krupp's celebrated Cast Steel for Shafts Railway Axles, Tires, Platers' Rollers, etc.

P. S.—All Tools necessary for the construction or keeping in order of Tubular Boilers.
THOS. PROSSER & SON
au.17 28 Platt street, New York.

CARDS.

Railroad Record

PUBLISHED EVERY THURSDAY MORNING,
BY T. WRIGHTSON & CO.
Office No. 167 Walnut Street,
E. D. MANSFIELD. EDITOR.
J. A. JAMES, W. WRIGHTSON, } ASSOCIATE EDITORS.

Subscription THREE DOLLARS per annum, in advance.
ADVERTISEMENTS—

One square, single insertion		$1 00
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T. WRIGHTSON & CO.,
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ENGINEERS' MATERIALS.

EGGERS & CO.,
WHOLESALE DEALERS IN
PAPER & STATIONERY,
Since first January,
No. 127 Walnut St., bet. Third and Fourth.
CINCINNATI,
Keep the most complete stock in the West of every thing used by Engineers. On application, a catalogue with prices will be forwarded. jly.21-†.

ALBERT H. NICOLAY,

AUCTIONEER.

HOLDS his regular auction sales of Stocks, Bonds, and other securities, every Monday and Thursday, at 12½ o'clock, at the Merchants' Exchange. First class Stocks, and Bonds, at private sale.
Office No. 4 Broad street, New York.

Rawdon, Wright, Hatch & Edson,

BANK NOTE
ENGRAVERS AND PRINTERS.
Also, engraved in a style corresponding in excellence with that of Bank Notes—
RAIL ROAD, STATE, AND COUNTY BONDS,
BILLS OF EXCHANGE, CHECKS,
Drafts, Certificates of Stock and Deposit, Promissory Notes, Bill and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, &c., &c.
Constantly on hand, Bank Note Paper, made to order of a superior quality.
The above office is under the supervision of
GEORGE T. JONES,
South-East corner of Main and Fourth Sts., Cin.
mr3

Lithography and Engraving.

RAILROAD BONDS,
CERTIFICATES AND MAPS,
BUSINESS AND SHOW CARDS.
Views of Buildings, Diplomas, and Portraits,
And all kinds of
Lithographic Engraving,
DESIGNING AND PRINTING,
Executed in the finest style.
MIDDLETON, WALLACE & CO.
No. 115 Walnut Street, Odd Fellow's Building,
†mr3 Cincinnati, Ohio.

BANK NOTE ENGRAVING.

DANFORTH, WRIGHT & Co.,
No. 25 West Third Street, Cincinnati.
Bank Notes, Drafts, Bills of Exchange,
RAILROAD BONDS, & CERTIFICATES
†mr3 Engraved in a style unsurpassed.

FREIGT CARS FOR SALE.

15 PLATFORM AND 15 HOUSE CARS FOR SALE. Iron Trucks adapted to guage of four feet eight and a half inches.
OLMSTED, GOODMAN & CO
janll-tf

Baltimore & Ohio Railroad.

380 MILES BETWEEN WHEELING AND BALTIMORE.

THIS Road was opened to the Ohio River in the spring of 1853, and has already established a high character with the business community of the West. Its facilities for the transportation of freights are already superior to those of any other great through line—while the attractions of the country through which it runs, and its many admirable provisions for the expedition, comfort and safety of travelers, it has received such favor as a passongor road, (with its present connections,) as to show that it will become the preferred route for all portions of the West and South-West as soon as its further connections are formed by the completion of the Central Ohio, North-Western Virginia and other Railroads now rapidly finishing.

FOR PASSENGERS BY THIS ROUTE,

Through Tickets from all Parts of the West,

ARE NOW SOLD IN

Cincinnati, Louisville, Madison, Indianapolis, St. Louis, Chicago, Toledo, Detroit, Cleveland, Columbus, Zanesville and other Cities.

AT ALL OF WHICH ARRANGEMENTS HAVE BEEN EFFECTED

For Sending Travelers Direct to

WASHINGTON, BALTIMORE, PHILADELPHIA, NEW YORK, and other ATLANTIC CITIES.

FOR FREIGHTS IN EITHER DIRECTION

The fullest accommodations are provided. In motive powor and Cars, the company has abundant resources, which are being further extended to meet the demands of Western Trade. In the dispatch and regularity of transpart, and in the careful landing of property, this road challenges a comparison with its rivals. At Baltimore, the road connects directly in the streets and at the wharves with the

PHILADELPHIA AND NEW YORK RAILROADS,

The numerous Steamers of the Parker Vein Line to New York and Boston, the Ericsson Steamers by Canal to Philadelphia and New York,

And various other Lines of Steamers and Sailing Vessels to the Eastern Ports, and to Richmond, Norfolk, Charleston, Savannah, etc.

J. B. FORD is the Company's Receiving Agent at Wheeling.

WM. G. HARRISON, President. *JOHN H. DONE*, Mast. of Tranaportation, Baltimore.

je. 8†

Pittsburgh, Philadelphia, BALTIMORE AND NEW YORK

NEW ROUTE OPENED TO NEW YORK, ALL THE WAY BY RAILROAD, VIA **CINCINNATI, HAMILTON & DAYTON RAILROAD.**

The quickest, cheapest and most pleasant route to Pittsburgh, Philadelphia, Baltimore and New York.—Depot in the West end of the city.

Only route via Pittsburgh by which through tickets can be obtained from Cincinnati to New York.

One less change of cars than any other route.

Passengers leaving Cincinnati, on 6 o'clock morning train of Cincinnati, Hamilton & Dayton Railroad, go through to Crestline without change of cars, and, after 30 minutes for dinner, proceed by Ohio & Pennsylvania Railroad, arriving at Pittsburgh at 8 o'clock P. M.: leave Pittsburgh via Pennsylvania Central Railroad, at 9 o'clock, P. M., and arrive in Baltimore and Philadelphia at 12 o'clock and 30 minutes (noon) next day; and from thence via Kensington and Jersey City, or Camden and Amboy Railroads, arriving in New York at 4 P. M.

Second Train:

Leaves Cincinnati, Hamilton and Dayton Railroad at 8 o'clock and 20 minutes every morning; arrives at Crestline at 4:20 P. M., and Pittsburgh at 12 o'clock and 30 minutes, midnight; and after a comfortable night's rest, resume by 7 o'clock A. M. Train, arriving in Philadelphia and Baltimore at 12 o'clock and 30 minutes, midnight.

The only offices in Cincinnati at which Through Tickets can be purchased from Cincinnati to New York, via Pittsburgh and Philadelphia, are under the Spencer House, and one door below the Gibson House on Walnut street.

FARE:

From Cincinnati to Pittsburgh, first class			$7 00
"	"	" front car	5 00
"	"	Philadelphia	14 00
"	"	Baltimore	14 00
"	"	New York, via Pittsburgh, and Philadelphia, all the way by railroad	16 00

For through tickets and information, please apply at Cincinnati, Hamilton and Dayton Railroad Office, north west corner of Broadway and Front streets, under the Spencer House, or to J. W. SHIPLEY, at Railroad office on Walnut street, between Fourth and Fifth streets, one door south of the Gibson House, or at Sixth street Depot.

H. O. AMES, Superintendent.
W. A. LATHAM, Agen.

The Omnibus Line will call for passengers by leaving their orders at the offices.

Sep. 7,-tf. WM. H. SMITH, Conductor.

New Arrangement. LITTLE MIAMI RAILROAD.

Passengers by 6 o'clock A. M., Train Little Miami Railroad, breakfast at Cincinnati, and dine the following day in New York, Philadelphia Baltimore or Washington City.

FROM CINCINNATI

To New York in	32½ hours.
To Philadelphia in	31½ "
To Baltimore in	28 "
To Buffalo in	16½ "
To Dunkirk in	15 "
To Cleveland in	9½ "
To Sandusky in	8¾ "
To Pittsburgh in	14 "
To Wheeling, in	10½ "

FIVE DAILY TRAINS.

FIRST TRAIN.—Cleveland, Pittsburgh, and Wheeling Lightning Express at 6 o'clock A.M., for Columbus, Cleveland, Dunkirk, Buffalo, Albany, New York and Boston; Crestline, Pittsburgh, Baltimore, Philadelphia and New York; Zanesville, Wheeling Baltimore, Philadelphia, and New York; Washington City, etc. Connects to Sandusky, also at Xenia to Springfield,

SECOND TRAIN--Cleveland and Pittsburgh accommodation Express, at 8 o'clock, A. M., for Columbus, Cleveland Dunkirk, Buffalo, Albany, New York and Boston; Crestline, Pittsburgh, Circleville and Lancaster; Connects to Sandusky.

THIRD TRAIN.—Wheeling Express, at 12.10 o'clock noon,) for Columbus, Zanesville, Wheeling, Baltimore Washington City, Philadelphia and New York connects at Xenia to Springfield and Delaware;

FOURTH TRAIN.—Accommodation at 3 P. M., for Circleville and Lancaster; Blanchester and Chillicothe; Hillsborough.

FIFTH TRAIN.—Cleveland and Pittsburgh Night Express, at 5 P. M., for Columbus, Cleveland, Dunkirk, Buffalo, Albany, New York and Boston; Crestline, Pittsburgh, Philadelphia and New York; connects at Xenia to Springfield.

One Train on SUNDAY, for Columbus, at 2.30 P. M.

FARE AND THROUGH TICKETS.

For prices of fare, through tickets, and all information, please apply at the company's new office, No. 233 west side of Walnut street, six doors south of the United States Hotel, or at the old established General Railroad office, in the three-story yellow building, southeast corner of Broadway and Front-street, directly opposite the Spencer House, Railroad Hotel and Mailboat Landing, or at the Eastern (Little Miami) Depot, East Front-street.

P. W. STRADER, Gen'l Agent.

OMNIBUS LINE.

The Omnibus Line calls for passengers at all the principal hotels; and by leaving directions at the office, No. 233 Walnut street, between Fifth and Sixth streets, six doors south of the United States Hotel, or at the office southeast corner of Broadway and Front street, opposite the Spencer House, directly on river bank. they will call in any part of the city.

J. H. HOWELL, Conductor.

Nov. 26

Change of Time on Cincinnati, Hamilton, Eaton & Richmond Railroad.

ON and after TUESDAY, April 4th, 1854, the Morning Train for Richmond and Indianapolis, will leave Depot, foot of Sixth street, at 6.10 o'clock, A. M.

Passengers by this Train connect at Indianapolis with the 1 o'clock, P. M. Train on Lafayette and Indianapolis Railroad for Lafayette and Chicago; arriving at Chicago by 9 o'clock, P. M., of same day, being 9 hours less time than by any other railroad route leaving Cincinnati.

Also, connect at Indianapolis with 1.15 P. M. Train for Terre Haute.

Trains for St. Louis leave Chicago at 11 o'clock P. M., after the arrival of 1 P. M. Train from Indianapolis in the morning, making this the quickest route by far between Cincinnati and St. Louis.

Evening Train will leave as usual, at 3.30 P. M. connecting at Richmond with 7 P. M. Train for Indianapolis; arriving at Indianapolis at 10.30 P. M.

FARE—Cincinnati to Richmond		$1 75
"	Cincinnati to Indianapolis	3 00
"	Cincinnati to Chicago	9 00

ap. 6 D. M. MORROW, Sup't.

Shortest Route to Indianapolis, Chicago, and St. Louis by Indianapolis & Cincinnati Railroad,

VIA LAWRENCEBURG,

IN connection with the **OHIO & MISSISSIPPI RAILROAD.** Passenger Trains leave Cincinnati at 7:15 A. M., and 3:15 P. M. Arrive at Indianapolis at 11.30 A. M., and 8:30 P. M.

By morning train passengers arrive at Chicago in 14 hours, and at St. Louis in 28 hours.

Freight shipped to Indianapolis and all other points West and North without delay at cheapest rates.

Cars run from Lawrenceburgh to Terre Haute, Lafayette, Peru and Chicago, without unloading.

Office, foot of Main street corner of Water street.

SIDNEY RICE, Agent.

Cincinnati, Sept. 29, 1854.

Covington and Lexington Railroad.

1854. 1854.

OPEN to Paris.—Direct Railroad connection with Lexington, Frankfort and Louisville.

Two Daily Passenger Trains.

On and after MONDAY Oct. 9th, 1854, and until further notice, Trains will run as follows:

Express Train leaves Covington at 7 o'clock, A. M. stopping at Grant's Bend New Philadelphia, Canton Benton, Clarkson, Demossville, Butler, Irving, Falmouth, Callenville, Boyd's, Berry's, Robinson's Garnett's Cynthiana, Laird's and Kiser's and arriving at Paris at 11.30 A. M.

Returning, leave Paris at 12 o'clock M., stopping as above, and arriving at Covington at 4.35 P. M.

Through passengers by this train connect directly at Paris with Maysville and Lexington road, and arrive at Lexington at 1 o'clock P. M., connecting at Lexington with the stage lines for Danville, Winchester, etc., and with the afternoon train of the Lexington and Frankfort road, for Frankfort and Louisville.

Returning, leave Lexington at 10 o'clock, A. M., and arrive at Covington at 4.35 P. M., in time for the Evening Express Trains North and East.

The Accommodation Train leaves Paris at 5.30 A. M., stopping at all regular and flag stations and arriving at Covington at 10 25 A. M.

Returning, leave Covington at 2.40 P. M., stopping as above, and arriving at Paris at 7.35 P. M.

Through passengers by this train lie over night at Paris and arrive at Lexington at 8.30 next morning.

Freight Trains leave Covington daily, Sundays excepted, at 2.40 P. M.; freight received up to 12 M., for the train of same day.

RATES OF FARE.

Covington to Lexington	$3 00
Covington to Paris	2 40
Covington to Cynthiana	2 00

FOR THROUGH TICKETS,

Apply at the Cincinnati, Hamilton and Dayton Rail road Ticket Office, W. A. Latham, Agent; Little Miami Railroad Ticket Office, P. W. Strader, Agent; or at the Depot, Covington.

J. M. DOUGHERTY, Suporintendent.

☞ The Omnibus Line will call for Passengers in any part of the city, by leaving directions at the above offices.

CLAYTON & GRANT.

oct. 17.

Cincinnati to Indianapolis.

TO CHICAGO IN 15 HOURS.
TO ROCK ISLAND IN 25 HOURS.
TO ST. LOUIS IN 31 HOURS.

ALL THE WAY BY RAILROAD.

FOR Terre Haute, La Fayette, Michigan City, Chicago, Peru, Galena, Rock Island, and St. Louis.

Passengers will find this the most pleasant route of any to the West, as it passes through the richest and most thickly settled portion of tho State of Indiana. In taking this route, passengers will reach Terre Haute, Lafayette, Peru, Michigan City, Chicago, Rock Island, Galena and St. Louis, as soon as by any other leaving Cincinnati, and with less fatiguo, in consequence of several of the other roads not being fully ballasted.

TO TERRE HAUTE AND LAFAYETTE BY DAYLIGHT, by way of Hamilton, Eaton and Richmond.

CINCINNATI, LOGANSPORT AND CHICAGO RAILROAD.—Three daily trains, at 6.30 A. M., 8 A. M., and 4 P. M., from Cincinnati, Hamilton and Dayton Railroad Depot.

Passengers leaving Cincinnati on the 6.30 A. M. Lightning Express, reach Indianapolis at 11 A. M., resume at 1.15 P. M. for Terre Haute, and 12 M. for Lafayette, Michigan City, Chicago, Galena, Rock Island and St. Louis, reaching Chicago at 8.30 P. M., in time to connect with night trains for Galena, Rock Island and St. Louis.

Baggage checked to Indianapolis.

Passengers leaving Cincinnati at 8 A. M., Richmond Mail Passenger Train reach Richmond at 11.05 A. M., connecting with trains for Hagerstown and New Castle. Returning leavo Richmond at 3.10 P. M., arriving in Cinninnati at 6 P. M. This train atops at all way and flag stations.

FARE:

From Cincinnati to	Richmond	$1 75
" "	New Castle	2 50
" "	Indianapolis	3 50
" "	Terre Haute	5 75
" "	La Fayette	5 50
" "	Michigan City	7 75
" "	Chicago	9 00
" "	Rock Island	14 00
" "	Galena	14 25
" "	Saint Louis	15 50

Passengers leaving Cincinnati on 4 P. M. train, sleep at Indianapolis, resume at 6 A. M. for Lafayette, Chicago and Rock Island, and 1.15 P. M. for Terre Haute.

For information and through tickets, please apply at the General Railroad Ticket Office, No. 169 Walnut st., next door below the Gibson House, or to W. A. Latham, at the Cincinnati, Hamilton and Daytun Railroad office, corner of Broadway and Front Streets, under the Spencer House, or at the Sixth street Depot.

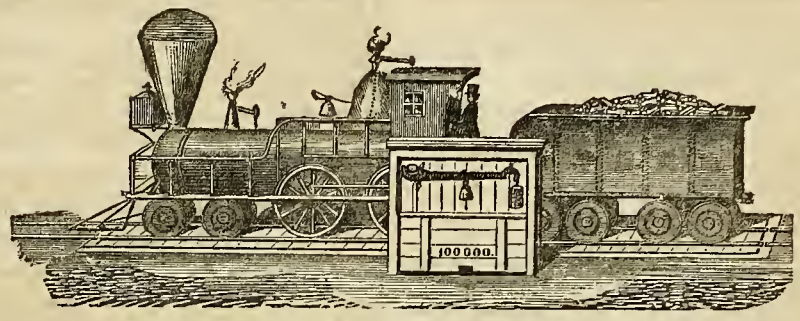
JOHN W. SHIPLEY, Agent.

The Omnibus Line will call for passengers in any part of the city, by leaving their orders at the offices.

oct. 19. W. H. SMITH Conductor.

ISAAC RIGDON. EDWARD C. RYLAND. WM. HUDDART.

OHIO SCALE WORKS.



Rigdon, Ryland & Co.,

No. 39 Vine Street, between Front and Columbia streets,

CINCINNATI.

WE are now prepared to furnish **Railroad Track and Depot Scales** of all sizes, which we warrant in every respect equal to any manufactured in the United States.

Being practical workmen ourselves, we feel confident that we can furnish the West and South with as good an article and cheaper than can be bought East.

Cincinnati, June 29, 1854.

KENTUCKY LOCOMOTIVE WORKS.

CORNER OF KENTUCKY AND TENTH STS.

LOUISVILLE, KY.

THE Proprietors of the Kentucky Locomotive Works would respectfully inform Railroad Companies and the public generally that, having completed their establishment, they are now prepared to receive and execute orders with fidelity and dispatch.

They will contract for

Locomotives, Passenger, Baggage, Freight, Gravel and Hand Cars,

Of every style and pattern, as well as all kinds of St and Machinery required for railroads.

Particular attention will be paid to repairing, which they have every facility.

They are also prepared to contract on favorable terms for building all kinds of Machine Tools, such as Turning Engines, Lathes, Planers, Drills, Slotting, Spliting, and Shaping Machines, of every variety of pattern.

Having also a large FOUNDRY connected with the establishment, orders for Castings are solicited, and will be filled with promptness.

Car Wheels of any pattern can be furnished on short notice. Double and single plate and Spoke Wheels of all sizes constantly on hand.

☞ Communications or orders must be addressed to OLMSTED, TENNYS & PECK,

Je.9-tf Louisville, Ky.

C. THOMSON & CO.,

MANUFACTURERS OF

PATENT PAD LOCKS,

For Railroad Switches, Merchandise Cars, Stores, Cemeteries, Iron Safes, &c.,

Cor. Railroad Avenue and Market st.,

Jan.12† NEWARK, N. J.

Norris' Locomotive Works,

PHILADELPHIA.

ENGAGED for many years in manufacturing Locomotives, offer to Railroad Companies to construc of any plan or size,

LOCOMOTIVES OF SUPERIOR QUALITY.

Our facilities for doing work have been largely increased this year, and orders can be executed with dispatch.

jy. 27. RICHARD NORRIS & SON.

ASHCROFT'S METALLIC STEAM GAUGE.

(BOURDEN'S PATENT,

THE subscribers offer for sale this valuable Gauge. It is adapted to Locomotive and other steam boilers, indicating with accuracy the continual variations of steam within the boiler, enabling the Engineer to maintain a uniform and safe pressure. Any of the Eastern Railroads may be referred to for proof of its importance and value.

BRIDGES & BROTHER,

sep.15-tf 64 Courtlandt St., New York.

Lightner's Patent Axle Boxes for Railroad Cars.

THE attention of Railroad Managers and others is called to this valuable improvement in

AXLE BOXES.

The first cost and "fitting up" of these boxes is 20 to 25 per cent below that of most boxes in use. They will save about 75 per cent in consumption of oil. The construction is simple; they are not liable to become loose, nor "heated" by severe service. The Reservoir is held close to the shaft, and the oil journals, are secure from dust yet easy of access; the brasses may be removed from the journals, while under the car, in a few minutes. Cars furnished with these boxes run from 4 to 5 weeks without replenishing the oil, and are not detained from the road for repairs ONE TENTH part of the time which is necessary when other boxes are used.

The business of a railroad can be done with a much less number of cars, with these boxes than if any other kind are used.

The first railroad men in the country have certified that Lightner's improvements in AXLE BOXES are among the first of the times.

Models and Testimony of the above Boxes, may be examined, and arrangements may be made for the right to use the same, with the subscriber.

WILLIAM SHERBURNE,
PRINCIPAL AGENT,

May 18.6. Office, No. 64 Courtland st., New York.

GUNPOWDER,

MANUFACTURED BY

The Hazard Powder Company,

HAZARDVILLE, CONN.

H. G. HAZARD, President.

A. E. DOUGLASS, Secretary.

THE undersigned are always prepared to furnish Mining and Blasting Powder to any extent, delivered at any point on the lines of railroads, or any other places of public improvements in the West or South, at the very lowest rates. Also, SAFETY FUSE of the best Eastern manufacture.

We would respectfully urge all contractors and consumers to call upon or correspond with either of us before arranging for their supplies elsewhere.

To the trade generally we would offer all the brands of Sporting and Rifle Powder manufactured by the above concern.

M. D. W. LOOMIS,
Southeast corner Main and Second Sts.
Cincinnati, Ohio.
S. H. LOOMIS,
Nashville, Tenn.

August 16, 1854. [au.18†

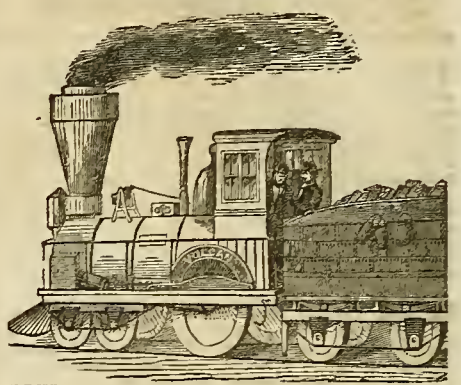
Myers' Patent Cylindrical Car.

NOTICE.—The Subscriber having become proprietor of MYERS' PATENT CYLINDER CAR, for a considerable portion of Western territory, including the State of Ohio, offers the same to Rail Road Companies on favorable terms. The public will be furnished within a short time with complete explanations of its operation, together with the results of actual experiments testing its applicability to all the uses for which it is recommended.

W. CLOUGH,
South-western Car Works.

Madison, Indiana, May 11.

Cincinnati Locomotive Works!



THE undersigned are prepared to furnish Locomotives equal in efficiency and durability to the best Eastern manufactnre. Also, Shaping and Slotting Machines suitable for railroad shops. Also, all kinds of heavy forging and casting done at short notice. Also, bolts for bridges cut with dispatch.

ap. 20 MOORE & RICHARDSON.

WASON'S CAR MANUFACTORY,

Near the Pittsburgh R. R. Shops,

CLEVELAND, OHIO.

Passenger, Baggage, Freight, Dumpers, Hand Cars, &c.,

Of the best quality in all respects, style, workmanship, and material, made to order with promptness.

Orders respectfully solicited, with the assurance that no pains will be spared to give entire satisfaction in all cases.

CHARLES WASON,

Late of the firm of T & E. Wason, Springfield,

†oc20 Massachusetts.

ENGINEERS' & SURVEYORS' INSTRUMENTS!

JAMES FOSTER, Jr.,

MATHEMATICAL AND PHILOSOPHICAL

INSTRUMENT MAKER!

HAVING removed from his old stand to south-west corner of Fifth and Race street, and increased his facilities for making instruments, is now ready to supply Levels, Transits, Theodolites, the Dumpy or Gravatt Level, Circular Protractors of Troughton & Simms model, Surveyors Compasses, Pocket Compasses with and without sights, in great variety. All kinds of Land Chains; Ivory and Box wood Scales of all kinds and graduation; Drawing instruments of all kinds, brass and German silver. Measuring tapes of all kinds, Magnets, Magnifyers, Barometers, Spy Glasses, &c., &c. Repairing promptly attended to. ap.6-6*.

Railroad Car Findings.

BRIDGES & BROTHER,

64 Courtlandt Street, New York.

Wheels & Axles, Jaws, Boxes, and Castings Fitted

Wrought Nuts, Bolts, & Washers,

Engine and Car Screw Bolts, all sizes; Coach Lag and Telegraph Screws,

LOCOMOTIVE ENGINE LANTERNS,

From the best Manufacturers, and at their prices. Car Hand, and Signal Lanterns.

Cotton Duck for Car Covering,

Of any required width to 124 inches.

ENAMELLED HEAD LININGS

Plush and Curled Hair.

Hand Cars and Baggage Barrows. Passenger, Freight-Car, and Switch Locks, Door Knobs and Butts. Brass and Iron Wood Screws. Brass and Silver Plated Trimmings for Windows and Seats. Varnish, Coach Japan, and Glue; Paints, Varnish and Glue Brushes.

Silver Plated and White Metal Letters. Engine and Signal Bells, anti-friction or Babbitt Metal.

Portable Forges and Jack Screws.

Hemp Packing, American, Russia, and Italian. Conductors' Badges and Baggage Checks. Iron, Bronzed and Brass Hat Hooks. Ventilators and White Metal Rings. And all other Articles pertaining to Cars.

ALBERT BRIDGES,

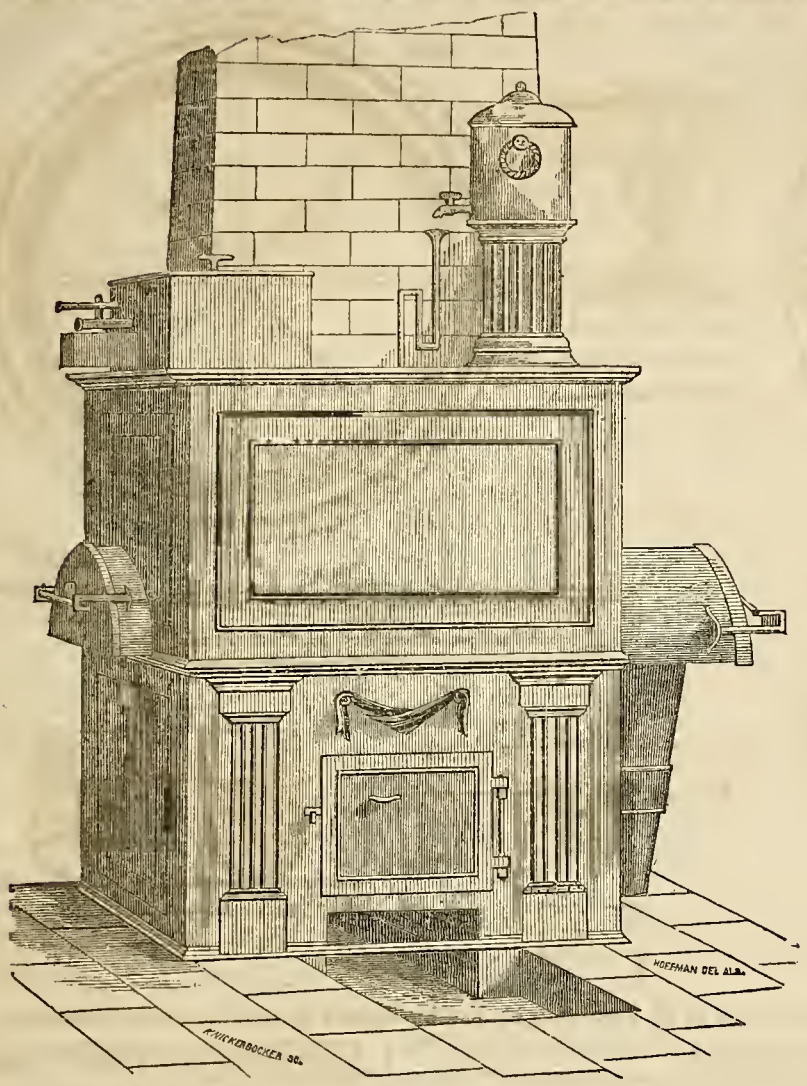
Late Davenport & Bridges, Car Manufacturers, Cambridgeport, Mass.

ALFRED BRIDGES,

Late Davenport, Bridges & Co., Fitchburg, Mass.

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N. AUBIN'S GAS GENERATOR



T. WRIGHTSON & CO., Agents,

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McDANEL & HORNER,

LOCO-MOTIVE AND CAR SPRING

MANUFACTURERS, WILMINGTON, DEL.

Locomotive and Car Springs of all descriptions manufactured on the most reasonable terms, made of the best STEEL, which we have manufactured to order from the BEST SWEDE IRON. Orders from any part of the United States will be thankfully received and promptly attended to

McDANEL & HORNER.

All Springs ordered from a distance will be delivered on shipboard at *Philadelphia* free of charge

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EMERSON FOOTE, Supt. M. & W. R. R. Macon, Ga
THOMAS DOUGHERTY, Master Mach. do.
THOS. SHARP, Supt. R. F. & P. R. R. Richmond, Va

†May 19.

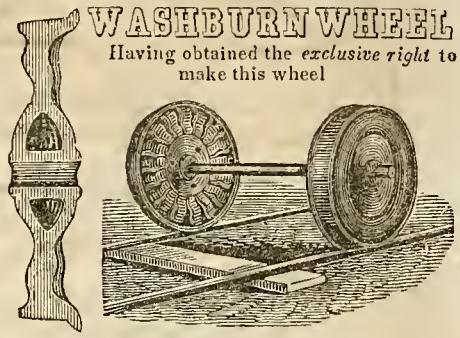
FULTON CAR WORKS,

CINCINNATI, OHIO.

THE Proprietors of this establishment would respectfully call the attention of Railroad Companies in the West and South to their establishment at Cincinnati.—Their facilities for manufacturing are extensive, and the means of transportation to the different points speedy and economical, They are prepared to execute to order on short notice, eight-wheeled Passenger Cars of the most superior description. Four or eight-wheeled Baggage, Cattle, Freight and Gravel Cars. Also, Crank and Lever Hand Cars, Trucks, Wheels, and Axles fitted.

WASHBURN WHEEL

Having obtained the *exclusive right* to make this wheel



In Cincinnati, Covington and Newport, they are now prepared to furnish Railroad Companies with that Celebrated wheel, with or without Axles. Also, Journal Oil Boxes of any pattern, and Castings for cars fitted to order at the shortest notice.

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Fulton Car Works Cincinnati, Ohio.
ap.12 Office 62 East Second Street.

MUSKINGUM WORKS,

ZANESVILLE, OHIO.

DOUGLASS, SMITH & CO.

WOULD respectfully call the attention of Railroad Companies to their establishment at Zanesville They are prepared to execute orders, on short notice, for

Passenger Cars of the most superior description,

Second Class Passenger, Mail Express, and Baggage Cars; Freight, Cattle, four or eight wheeled Gravel Cars. We manufacture a superior

CAR WHEEL,

Over 2500 of which are now running on the Central Ohio Railroad, and many of these have been in use on the road over two years, having in that time only three to crack, and two to be renewed in consequence of the wearing of the Chill. We have also commenced the manufacture of the celebrated

WASHBURN WHEEL,

And are prepared to furnish this wheel, with or without axles. Also, castings for Cars fitted to order at the shortest notice.

BOLLMAN'S PATENT IRON & WOOD BRIDGE.

We are also agents and builders of the above celebrated Bridge. Are now placing upon the piers an iron bridge on this plan over the Muskingum river at Zanesville. We are ready to contract with companies for the construction of this Bridge. All orders addressed

DOUGLASS, SMITH & CO.,
au4tf. Muskingum Works, Zanesville, O.

J. DAVENPORT.... M. D. WELLMAN.... C. M. RUSSELL

DAVENPORT, RUSSEL & CO.,

Railway Car Manufacturers,

MASSILON, OHIO.

THE subscriber, late of the firm of Davenport, Bridges & Co., Fitchburgh, Mass., having associated himself with Messrs. Wellman and Russell, under the above name, would respectfully solicit calls for any kind of Passenger, Baggage, Post Office, Freight, Coal, Gravel or Hand Cars.

Having had fifteen years experience in the business and having secured the best of workmen from the Car Factory in Cambridge, Mass., I feel confident that perfect satisfaction can be given in all work entrusted to our care.

We have now on hand the best of dry White-Oak with which we think we can build Cars as cheap and as well as any other establishment in the States.

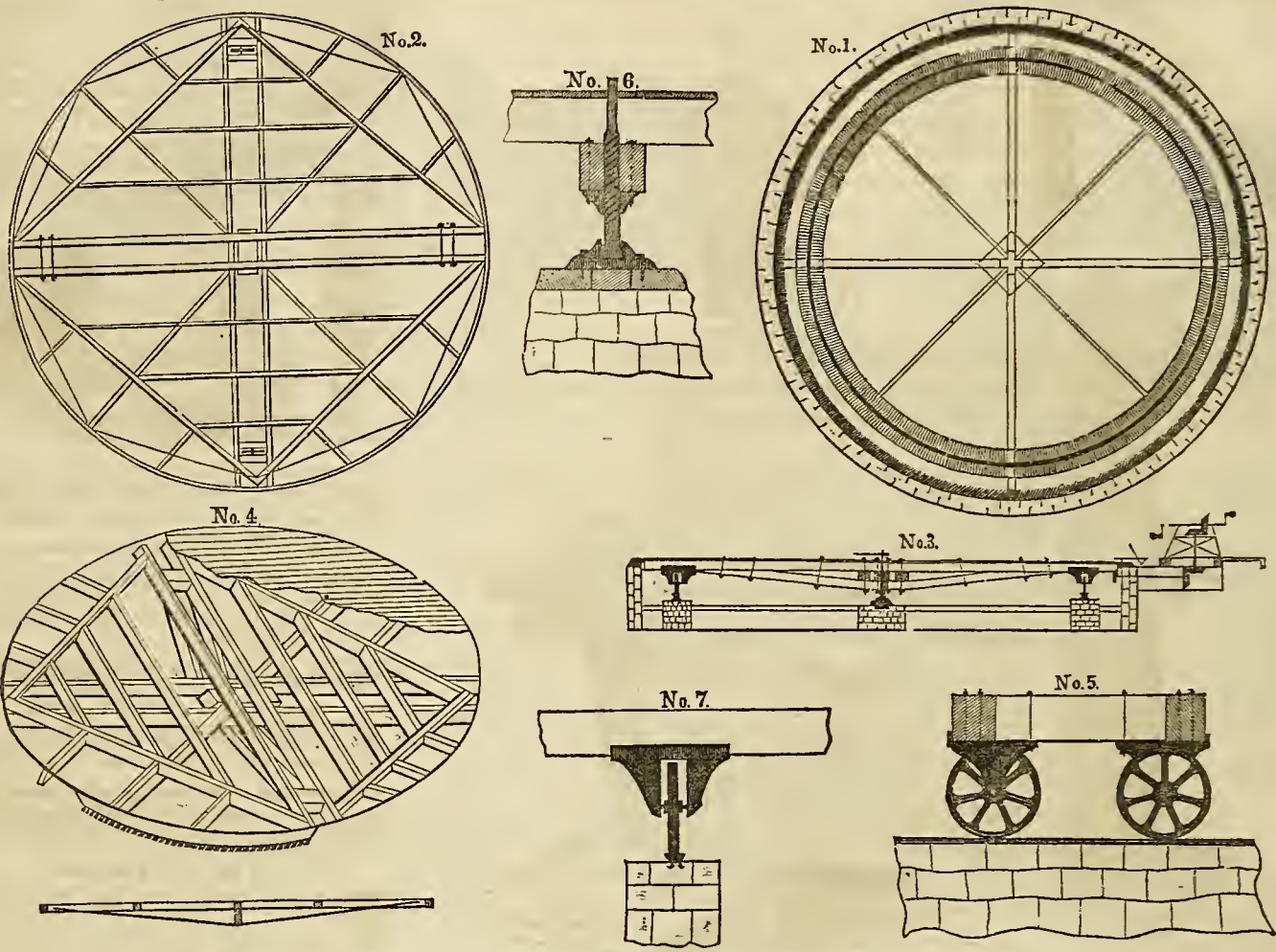
Feb. 16†* JOSEPH DAVENPORT.

RAILROAD IRON, LIGHT WEIGHT.

470 TONS, 47 lbs. per yard, good quality and pattern, now lying at New Orleans. For terms apply to VOSE, PERKINS & CO.,
ap27-tf New York

CARHART'S IMPROVED TURNTABLE.

Now building for 13 of the Principal Roads in Ohio, Indiana, New York, New Jersey, and North Carolina.



This Table, together with an Engine and Tender of 30 Tons Weight, can be Turned by One Man in 25 Seconds.

RAILROAD COMPANIES in want of *Turntables* of a permanent and durable character, at a low price, are respectfully referred to the annexed references. The undersigned being confident that the manner of turning engines by his Table is the most permanent, expeditious, and cheapest in the United States, solicits the attention of Engineers, and others, to his improvement. The undersigned being a practical mechanic, and having devoted his time, for the past five years, exclusively to the construction of Turn and Transfer Tables, Draw and other Bridges, is prepared with every facility for executing orders in that line with promptness and satisfaction.

The price, which is always based upon the use of the best materials and best workmanship which can be procured in the market where used, can be determined only by the locality.

REFERENCES:

New York & Erie Railroad Company.
Hudson River Railroad Co.
Ohio & Pennsylvania Railroad, J. Edgar Thomson, President, S. W. Roberts, Sup't and Engineer, Pittsburgh, Pa.
Pennsylvania Central Railroad, O. W. Barnes, Resident Engineer, Pittsburgh.
Toledo & Cleveland Railroad, Wm. Ferguson, Chief Engineer, Cleveland Ohio.
Columbus, Piqua & Indiana Railroad, A. J. Conover, Chief Engineer, Piqua, Ohio.
Cleveland, Zanesville & Cincinnati Railroad, W. H. Grant, Chief Engineer, Akron, Ohio.
Cleveland, Columbus & Cincinnati, and Cleveland & Erie Railroads, L. Tilton, Sup't, Cleveland, Ohio.
Little Miami & Columbus & Xenia Railroads, William H. Clement, Sup't, Cincinnati, Ohio.
Cincinnati, Wilmington & Zanesville Railroad, E. W. Woodward, Engineer, Circleville, Ohio.
Central Ohio Railroad, G. W. Fulton, Sup't, and S. Medbury, Engineer, Zanesville, Ohio.
Camden & Atlantic Railroad, and Dauphin & Susquehanna Railroad, R. B. Osborne, Engineer, Philadelphia.
Bellefontaine & Indiana Railroad, W. M. Roberts, Engineer, Pittsburgh, J. Nottingham, Sup't, Marion, Ohio.
Cleveland & Pittsburgh Railroad, J. Durand, Sup't, Cleveland, Ohio.
Wilmington & Raleigh Railroad, North Carolina.
Central North Carolina Railroad.
Cincinnati & Indianapolis Railroad, Indiana.
New Albany & Salem Railroad, Indiana.
Michigan Central Railroad, Michigan.
Dayton, Xenia & Belpre Railroad, Ohio.
Pomeroy Railroad, Engineer at Cincinnati.
Springfield, Mount Vernon & Pittsburgh Railroad, Ohio, Charles Anthony, President.

DESCRIPTION OF PLAN.

Fig. 1, of the above cut, represents the foundations, consisting of *Bank* and *Track Walls*, the latter made of cut, the former of hammer-dressed stone, with cut stone coping. The Track is bent of the ordinary T rail, spiked and leaded to the stone track walls. The Center Pier is made of cut stone, with a step for screw and pivot bolted to the same.

Fig. 2, shows the framing.

Fig. 3, is a side view of Main Truss, with the mode of gearing, including the mitre-wheels, iron crank frame, rack and pinion, foundations, pivot wheels and pedestals.

Fig. 4, gives a perspective view of rim, segments, decking, etc.

Fig. 5, is an end view of the main trucks, with pedestals and wheels.

Fig. 6, is a screw for pivot, 6 inches in diameter, working in a steel step through a nut for adjustment.

Fig. 7, shows a cross section of track wall, well, and pedestal

For further particulars please address,

D. M. CARHART, Cleveland, Ohio.

MATHEMATICAL INSTRUMENTS.



T. F. RANDOLPH & BRO.,

N. W. Corner Fifth and Walnut sts.

No. 1, 2d Story, Apollo Building,

CINCINNATI, O.,

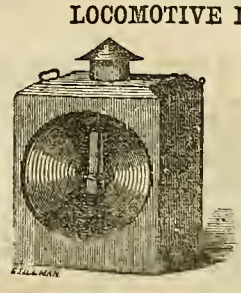
MANUFACTURERS OF

Surveyors' and Engineers' Instruments, Theodolites, Transits, Levels, &c., &c.,

REPAIRING AND ADJUSTING INSTRUMENTS DONE TO ORDER.

Orders promptly attended to.

LOCOMOTIVE LANTERNS.



I AM now manufacturing

LOCOMOTIVE LANTERNS

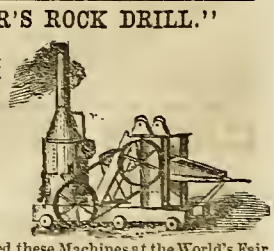
of the most approved form, with true Parabolic Silver-plated Reflectors, Copper Cases, and in every way equal to the best manufactured in the country.

Orders from Railroad Companies in the West are solicited.

A. S. WINSLOW,

†mu 24] 9 and 11 West Second St. Cincinnati.

"GARDNER'S ROCK DRILL."



DESIGNED for Mining, Tunneling, Quarrying Use, and Rock Excavations of all descriptions, by the use of which a saving of 50 to 75 per cent. is made. This drill can be operated by hand, horse, or steam power, and works equally as well horizontally or at any angle, as perpendicularly.

A silver medal, the highest prize, was awarded these Machines at the World's Fair

Applications for Territorial Rights and Machines must be made to the Patantee.

G. ARTHUR GARDNER,
Trinity Building, N. York

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Railroad Record.

E. D. MANSFIELD, - - - - - - Editor.
J. A. JAMES. }
W. WRIGHTSON, } - - - Associate Editors.

CINCINNATI:
THURSDAY MORNING,.....FEB. 1, 1855.

E. D. MANSFIELD,

May be found at the office of the *Railroad Record*, 167 Walnut st., between the hours of 11 A. M. and 1 P. M.

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GREATNESS IN LITTLE THINGS, OR WAYSIDE VIOLETS.—By Ruth Vernon.

This is the title of an attractive volume of 320 pages, just issued from the press. The writer, in her short and pretty preface, says: "It has been the aim, in the following simple tale, to show that true greatness does not consist only in shining deeds of prowess, or in carrying out the schemes of a lofty ambition; but that it may be exhibited just as truly when performing, with humility, firmness and self-denial, that round of daily duties, those 'little things' which may alike be found in the path of all."

Published and for sale by H. M. Rulison, 115½ Main street, Cincinnati.

RUNNING ARRANGEMENTS—LITTLE MIAMI RAILROAD.—The winter arrangements of this road, which took effect January 29th, will be found in their appropriate place in our advertising columns.

FROG POINTS.—Our readers will find an advertisement of a superior cast steel Frog Point, among the new advertisements. It is of Cincinnati manufacture, and is decidedly of superior quality.

NORTH-WESTERN RAILWAY CONTARCTORS.—Contractors will please notice the advertisement of Mr. McNeale, Engineer of the North-Western Railroad, (Tenn.) This road is 160 miles in length, and has already secured to it about $2,300,000 capital; which, it is presumed, will be sufficient to ensure its construction.

RAILWAY REVIEW—THE SOUTH-WEST.

The South-West comprehends Kentucky, Tennessee, Alabama, Mississippi, Missouri, Arkansas, Louisiana, and Texas, one of the largest portions of the Union, and rapidly increasing. Its demands for railways are very great; yet, there has been less railway progress in these states, than in any other. The reasons are obvious. The immense territory occupied by these states is thinly inhabited, and except in small sections, has little surplus wealth. A great number of railways however, have been *begun*, especially in Tennessee, and Missouri, where the respective states have granted aid. Some of these roads are actively progressing; but if the commercial depression continues, it will take some years to finish them. The following is the present condition of railways in these states, viz:

1. OF KENTUCKY.—In Kentucky, there has been much more talk than work, in the way of railroads. This is principally owing to the fact, that this state, unlike Virginia, Missouri, Tennessee, S. Carolina, or Georgia, has granted no state aid to railways. And unlike the Northern States, has no such density of population, and manufacturing establishments, as will create capital and business for railways, without state aid. The state has been governed, in relation to its public improvements, by the "penny wise and pound foolish policy." The consequence is, Kentucky is the least progressive of all the western states. With a mineral wealth, which can scarcely be estimated; with a large body of fertile lands, and with a water navigation, and water power, beyond almost any state, it suffers these resources to waste for want of commercial enterprise, and is content to see other states surpass it on every side. Its railways are:—

	Complete.	In Progress.
Louisville and Lexington	97 miles	— miles.
Covington and Lexington	93 "	— "
Maysville and Lexington	—	47 "
Lexington and Big Sandy	—	120 "
Lexington and Danville	—	36 "
Louisville and Nashville	—	130 "
Maysville and Big Sandy	—	45 "
Nashville and Henderson	—	110 "
Louisville and Cincinnati	—	100 "
Danville Extension	—	79 "
Mobile and Ohio	—	104 "
Roads.....11	190 miles	641 miles.

There are many other roads in Kentucky *contemplated*; but we have put down only those, which seem to be undertaken with some probability of success.

The road from Paris to Lexington is included in the Covington and Lexington.

The *Lexington and Big Sandy* road is progressing.

On the *Lexington and Danville* road, the largest portion of the work is done.

The *Henderson* road is progressing very well.

The *Louisville and Nashville* line is reported to be in progress.

The *Mobile and Ohio* in Kentucky, has a very large portion of its work already done.

Kentucky needs and must have, four great lines, viz:

First, a line from Paris or Lexington to Knoxville, Tenn., so as to complete the *Great Central line*, connecting Covington at the Ohio river, with all the south, *via* Knoxville.

Secondly, the continuation of the line from Danville to McMinnville, Tenn., and thence through Alabama to Florida, and the Gulf of Mexico.

Thirdly, a city line from Covington to Louisville, Nashville, and Memphis.

Fourthly, a great East and West Line, from the Mississippi river through Lexington to the Big Sandy.

Parts of all these lines are made; but Kentucky is slow to move, and takes a generation to *complete* anything. She should *wake up*, and coin her iron, coal, salt, and soil into gold.

2. OF TENNESSEE.—Tennessee is the most various, and in some respects, the best state in the Union. She unites the north, the west, and the south all in herself, and has a climate which passes from Alpine snows to tropical heats; from oats and beans, to cotton and tobacco; from mountains of iron to alluvials of corn. This state, so great by nature, has begun to take a lively interest in her own welfare, and is moving ahead very rapidly. The copper mines rival those of Lake Superior; her corn competes with that of Ohio; and Memphis, with her cotton bales, begins to think herself the Metropolis of the Lower Mississippi.

Tennessee has recently granted state aid to the amount of $10,000 per mile for iron; and from $100,000 to $300,000 each per bridge over the rivers. Her credit is good, and this aid will probably enable her to complete all the railways which *ought* to be completed, in a reasonable time. Some twenty or more charters for railways have been granted, under which, the companies formed may claim the state aid. Some of these, we believe, are not yet undertaken. All, of which we have any knowledge, are comprehended in the following list:

	Complete.	In Progress.
Nashville and Chattanooga	151 miles	— miles.
Western and Atlantic	10 "	— "
East Tennessee and Georgia	67 "	29 "
Memphis and Charleston	63 "	43½ "
Shelbyville Branch	8 "	— "
Mobile and Ohio	— "	118½ "
Nashville and North-Western	— "	160 "
East Tennessee and Virginia	— "	125 "
Nashville and Henderson	— "	45 "
Blue Ridge	— "	125 "
Nashville and Louisville	— "	35 "
Nashville and Memphis	— "	225 "
McMinnville and	— "	25 "
Nashville and Cincinnati	— "	45 "
South-Western	— "	83 "
Winchester and Alabama	— "	35 "
Cumberland Gap, Cincinnati and Charleston	— "	60 "
Aggregate....17 roads	299 "	1,154 "

There are several roads in East Tennessee, as there are in Kentucky, aiming to make a connection between the South and Cincinnati; but we have put down but one in each state, as it is not probable more than one will be constructed to accomplish the same purpose. It will be seen, from the above list of railways, in Tennessee, that there are three great systems in view.

1. To connect Memphis on the South, with Charleston, S. C., or the East with Nashville and the railways that will centre there, and on the North with Louisville and Cincinnati.

2. To connect Nashville, *radiating* on every side, with Charleston, Memphis, the Mississippi river, in the direction of Missouri; with Louisville, with Cincinnati, and with Knoxville.

3. To connect Knoxville with Charleston, with the Virginia system, with Cincinnati, and with Georgia. There will be, in Tennessee, three great *centres* of railways, corresponding with the three natural divisions of the state.

Beside these, there is a North and South Line to he made through McMinnville, connecting Cincinnati with Pensacola, which will he equal in importance to any in the State.

3. Of Alabama.—The following are the lines finished or undertaken in this state, viz:

	Complete.	In Progress.
Montgomery and West Point	88 miles	— miles.
Alabama and Tennessee	56 "	140 "
Memphis and Charleston	43 "	105 "
Alabama and Florida	— "	116¾ "
Alabama and Mississippi	— "	120 "
Mobile and Ohio	62 "	— "
Aggregate....6 roads	249 "	494¾ "

The *Ohio and Mobile* Road, really the longest in the U. States on *one line*, now approaches completion, and although but a short distance in Alabama, is of immense importance to the city of Mobile.

The next great line will be the one which is to connect Pensacola with Cincinnati, and will run nearly through the centre of the state, in the general direction of the Alabama river, and striking near the great bend of the Tennessee.

4. Of Mississippi Railroads.—

	Complete.	In Progress.
Vicksburg and Jackson	46 miles	— miles.
Southern Mississippi	14 "	90 "
West Feliciana	26 "	— "
Raymond Branch	7 "	— "
Central	— "	186 "
New Orleans and Jackson	10 "	150 "
Mobile and Ohio	— "	253⅓ "
7 Roads	103 "	619⅓ "

The *Ohio and Mobile* has its greatest link in this state; skirting almost its entire western border.

The *New Orleans and Jackson* will connect New Orleans with the heart of this state.

The *Central* will run through the best cotton region of Mississippi.

The *Southern Mississippi* will run east and west, connecting the Mississippi river with the heart of Alabama.

5. Of Louisiana.—

	Complete.	In Progress.
Carrollton	6 miles	— miles.
Clinton and Port Hudson	24 "	— "
Ponchartrain	4 "	— "
New Orleans and Jackson	77 "	— "
New Orleans and Opelousas	— "	175 "
Mexican Gulf	27 "	— "
Roads 6	138 "	175 "

New Orleans relying too much on the Mississippi river for its commerce, has lost twenty years of growth, by not commencing soon enough a railroad system. She is now conscious of that fact; but must work hard and long to redeem the time.

6. Of Missouri.—

	Complete.	In Progress.
Hannibal and St. Joseph	— miles	202½ miles.
North Missouri	— "	228 "
Pacific (Kansas)	60 "	170 "
Pacific (South-West)	— "	280 "
Iron Mountain	— "	75 "
Aggregate.....Roads 5	60 "	895½ "

All these roads have received state aid, and will unquestionably be completed in reasonable time. In all probability, the Pacific Kansas route, will be one of the routes adopted for the great road from the Mississippi to the Pacific Ocean.

7. Of Arkansas.—

	Complete.	In Progress.
Cairo and Fulton	— miles	260 miles.
Arkansas	— "	150 "
Fort Smith and Little Rock	— "	153 "
Aggregate....Roads 2	"	410 "

Arkansas is in its infancy, as to railroads; but the above roads have a large amount of lands appropriated, as well as town and county subscriptions. There is no reason why they should not *go* on to completion.

8. Of Texas.—The state of Texas, owning the vacant lands in the state, has made most liberal grants to whoever will undertake the construction of railways there. There are more than twenty charters granted for different routes, giving from ten to twenty sections per mile. There are only three or four of these charters taken up, with the promise of success. They are as follows, viz:

	Complete.	In Progress.
Harrisburg and Brazos	— miles	73 miles.
Galveston and Red River	— "	67 "
Henderson and Burkville	— "	100 "
Pacific	— "	700 "
Aggregate....Roads 4	"	940 "

The grant to each of these roads, and numerous others, is eight sections (5120 acres) per mile. The grant to the Pacific Company is 20 sections per mile. This charter is claimed to be held by the Walker and King Company, who have commenced operations; but the legality of that contract is yet undetermined.

The following is the summary of railways in the south-west:—

	Roads.	Complete.	In Progress.
Kentucky	12	190 miles	641 miles.
Tennessee	17	299 "	1,164 "
Alabama	6	244 "	494¾ "
Mississippi	7	93 "	629⅓ "
Louisiana	6	61 "	248 "
Arkansas	2	— "	410 "
Missouri	5	60 "	895½ "
Texas	4	— "	940 "
Roads	59	952 "	5,423⅓ "

It will be seen, that in the south-west, the great body of railroads are yet to be completed. The Tennessee and Missouri are quite sure to be completed; being aided largely by the states and these states being in high credit, notwithstanding the financial difficulties of the times, the roads in the west and south-west will be completed, with very few exceptions, and will present a good result, of which the world has heretofore had no example.

Tennesseee Bond Cases.

We are glad to learn, that on the 25th of January, (ult.) the Supreme Court of Tennessee decided the Bond Cases in favor of the Railroad Companies. About a year since, the county of Davidson (in which is Nasbville) subscribed liberally to various railway companies, as did several other counties. In the mean time, the county commissioners of some of these counties raised the question of legality, which bad to be submitted to the Supreme Court. Our correspondent at Nashville, writing on the 25th ult., says:

"The Supreme Court has this day decided the Davidson and Sumner County Bond Cases in favor of the Railroad Companies. The Davidson County case involves a million of dollars, being the subscription of the county to the Nashville and Northwestern Railroad, of $300,000; Louisville and Nashville Railroad, of $300,000; Edgefield and Kentucky Railroad, $200,000; Tennessee and Alabama, $200,000. The Sumner county case is a subscription of $300,000 to the Louisville and Nashville Railroad."

This decision will, we presume, secure the success of the Northwestern, and the Louisville Roads. The credit of Tennessee is very high, and the State gives $10,000 per mile. The Northwestern Railroad will commence with $2,500,000 as a solid foundation.

DEVELOPMENTS OF THE TIMES.

Among the many curious developments which are going on in these anomalous times, we have heard of one which we cannot refrain from giving our readers. In a township of Ohio, along the line of the Cincinnati and Chicago Railroad, live two moderately wealthy families, whose possessions border on the road. A few years ago, when the proposition to take stock was submitted to the residents, it was strongly urged on both these to take what they could afford. Mr. R. took about $3,000 worth, but his neighbors could not be prevailed upon to take a dime's worth. No, they "wanted their money where it would pay them interest, they had worked too hard for it to run the risk of losing every copper." In vain it was represented to them that it was bread thrown on the waters, and that the road would improve their land at least as much as they would put in. It was all useless, they would have their money safe. And so they brought it to Cincinnati, and deposit-

ed it at the bank of P. B. Manchester, quite sure of every dollar. They were to get at first 6 per cent., then 8 and then 10.

Two years have passed away and Manchester has failed, and pays five cents on the dollar. The Cincinnati and Chicago road is also in difficulty for want of a little ready money, although it has still real estate; but that is not cash, and its stock is down to the lowest ebb, having sold as low as five cents on the dollar, but now selling at seven, with a prospect of being worth more as the times grow easier; while Manchester's Bank is gone past redemption. Our friend Mr. R., laughs over the misfortunes of his neighbor, and tells them his bank was the best, sand bank though they called it in the outset, and that he means to hold on to his deposit till it pays him up in full.

This little incident is not without its moral, which should be read and felt by every farmer in the land. The gentleman who took the stock and gave his influence and means to promote the best interests of his county, is now pecuniarily better off by 40 per cent., than the one whose selfish and short sighted policy could see nothing beyond the seeming interest of the moment. It is true, that the lands of both share alike in the increase of valuation; but the one has the conscious satisfaction of knowing that he is enjoying the advantage which his own efforts have brought about; while the other in addition to the chagrin which the penurious cannot help feeling at the loss of their treasures, has the mortification of knowing that his money helped to pay for some of the magnificent entertainments to which he was not even an invited guest; he has paid the fiddler, but has not had a chance to dance.

ILLINOIS CENTRAL RAILROAD.

"The multiplication of new obligations of this nature is nearly at an end. Some of the most important roads in the country, such as the Illinois Central, which can command money at any time, are approaching completion. The funds they require are nearly all subscribed."—*U. S. Economist.*

The *Economist* is, in the main, a very good paper; but we have rarely seen a number which did not, in some way, brag upon the *Illinois Central;* for which, we suppose, there are good reasons.

The *Illinois Central* has been built out of bonds which the government gave, in a weak hour, without counting the quantity, and which Congress has most inconsistently denied to other roads, more beneficial to the country. This was its good luck.

But, as to *dividends*, they are to be looked for yet, and will be looked for a long while. When the *Illinois Central* people get ready to report their *earnings*, we shall be able to make some judgment as to the worth of the stock. Till then, we shall think the market for it rather high.

FENCING THE ROAD.

The necessity of fences on the line of our railroads is so obvious, both as regards safety of life and property to the company, passenger and proprietor of the soil, that we need not discuss the matter here. Why, then, are many of our railroads left unprotected from the trespassing of animals along the whole length, or any portion of the line? Simply, because the expense of fencing is enormous, and, under present laws, an onerous burden on those who have no right to bear it. Here we are aware that we are met with the answer, that such is the law, and it is therefore right. Well, what of the law? Does any one suppose that the law as well as the Pope is infallible. Let such a one live under the "good old Blue Laws of Connecticut," and if he does not cry, "hold, enough," before his first month of probation is over, it will be because he has a greater reverence for *law* than we believe a person of the present age capable of feeling. The truth is, the law is a mere expression of the people's will if they make it, or of the will of their rulers, if they have not the power to make it for themselves, and as such, may be biased by prejudice, ignorance, or fanaticism. Law in its very nature, is progressive, just as society is progressive; and no government under heaven ever did or could abide forever by a single unaltered code. It is then, clearly proper to discuss the justice and propriety of compelling a railroad to do that which an individual can escape, and on this point we decidedly incline to the opinion that a railroad should not be compelled to fence its own line.

We are aware that this is new doctrine to the many; so is the fact new that a county can well afford to build a line of road through its limits, if that will insure an easy access to its markets; yet such is the fact, proved by experience in innumerable instances, and so proved that it is beginning to be acted on extensively in the intelligent portions of the country. It was formerly thought, and that, too, universally, that a farmer who allowed a railroad to purchase of him at immense cost, a right of way through his farm, was conferring a great benefit on the company for which they ought to be forever grateful, and should cheerfully pay whatever extravagant claim he chose to make. Indeed it was a *privilege* for the company to make the road, not a privilege to the farmer to get it. Such was the feeling, and under that feeling laws were passed compelling the companies to fence their whole line. But we are glad to say that these narrow views are passing away, public opinion *is* changing, the farmer *is* frequently found *giving* the right of way. Then railroads were weak—they dare not contend for what was obviously just and reasonable; they had Hobson's choice, and must take what they could get. Now the tables are turned; the few "*brainless enthusiasts*" of the former age, have proved to the wise-acres who lamented their folly that the railroad is a practical benefit to the farmer and not an injury. The calculation has been reduced to dollars and cents, and too often *proved*, to be mistaken.

Railroads, then, so far from being an injury to the farmer for which they should pay him dearly, are his best friends; they make his farm and produce worth double what they would have been worth if he had only had the mud road and his team; why, then, should legislators treat them as his enemies? why continue a system of laws which were adapted to a public opinion long since proved erroneous and prejudiced?

But, to return to the law, what says the code on the subject of fines? To begin with county roads. The code provides a suitable means for opening the same; assessing the value of land taken for the purpose; making the road and keeping it in repair; but not one word about fences. It obviously gives the farmer his choice to fence or not, just as he deems it most to his interest. The fence is designed to protect his property, and if he chooses he may build for that puppose whatever structure he deems proper. But, it will be answered that railroads are not open to the free travel of the residents, and therefore the principle of legislation applied to the turnpike is not applicable to them. Neither is the corporate turnpike open to the free travel of those who choose to ride upon it. The turnpike collects its toll for the use of the road bed; and the railroad for the use of road, cars and motive power.

But to waive this point, without, however, conceding it, suppose that the railroad company is to be considered as a private association, designed only for the benefit of its members, and that it purchases of the land owner the track for its own purposes, what says the statute on this subject?

Be it enacted, etc., That whenever a fence, of whatever materials constructed, and in all respects such as a good husbandman ought to keep, shall hereafter be erected by any person on the line of his land, or that on which he may have a lease for one or more years, and the person owning the land adjoining thereto, or holding a lease on the same for one or more years, shall make, or cause to be made, an inclosure on the opposite side of such fence, so that such fence may answer the purpose of inclosing his field, meadow, lot, or any other inclosure, such person shall pay the owner of such fence already erected, one-half of the value of so much thereof as serves as a partition fence, to be adjudged by the fence viewers of the township in which such fence may be situated; and the amount so adjudged, if not paid, may be recovered in an action of debt before any court having competent jurisdiction, in the name of, and for the use of the owner of such fence, with costs of suit.—*Curwen's Laws of Ohio in force, page* 495.

The whole subject, then, is in a nut-shell.

If the railroad is a public accommodation, of as much value as the turnpike and ordinary mud road, it should not be taxed with any more onerous or partial burden than the turnpiko or county road. If on the contrary the railroad is only to be regarded as private property, to be used for the advantage of its owners, it should only be subjected to the restrictions imposed on private property. In either case a material change is necessary in the law of fencing. This question once settled, we see no particular necessity for especial legislation, but a direct injustice in the special and partial laws now in force.

THE ECONOMIST—OHIO.

"Michigan and Illinois have developed an equal productive power, and have enjoyed proportionate prosperity; but Indiana and Ohio, which have been overrun with small notes, have found that false money suddenly withdraws, leaving them without a market for produce, at a time when money is dearer than anything else."—*U. S. Economist.*

It is quite remarkable, that a respectable journal, and especially one dealing in statistics, should put forth such a statement as this. What authority has the *Economist* for saying, that Ohio is "without a market for produce?" There was never a day in which wheat, flour, pork, beef, or any article of produce did not command cash, at fair prices, in 1850, in any of the principal ports of Ohio; and the *Economist*, of all papers, *should* know that the exports of Ohio, in that very year, are more than those of Illinois, Michigan, and Wisconsin put together. Further more, the *Economist* knows that the free Bank paper was issued in Illinois, as fast as they could put it out, and that in the Cincinnati Market it is so depreciated, that it is entirely uncurrent. One who, in the face souud of the currency of Ohio, can put forth a statement like the above, should be sat upon by an inquest *de lunatico inquirendo.*

GRISWOLD'S RAILROAD ENGINEER'S POCKET COMPANION FOR THE FIELD.—This little book is put up in neat and convenient form for pocket use, and comprises rules for calculating deflection distances and angles; tangential distances and angles, and necessary tables for engineers. There is also a short and practical treatise on the art of levelling and calculation of earth, taken from borrowing pits.

In his preface the author says: "In offering this work to the patronage of the Assistant Engineer, I would wish to remark, that the book is composed of notes that I have long been collecting. Every engineer has his private book of rules that, should he want for memory in the field, he has only to refer to his book. This book I have intended for the same object."

We commend the work to the attention of our engineer friends. Published and for sale, by Miller, Orton & Mulligan, Buffalo, N. Y.

Railroads.

PITTSBURG AND STEUBENVILLE R. R.

The reports of Robert Woods, Esq., President of this road, and of D. Mitchell, Jr., the chief Engineer, were made to the Company, on Jan. 8th. The president says, "through the first part of the year, the work progressed steadily on the road from Cork's Run, two miles from this city, to the river at Steubenville. That part of the line through Virginia was finished by Wells and Edington, and the construction cars with one passenger car, have been running on it regularly the last summer and fall, for the convenience of the road, and the accomodation of local travel.

"Last spring the city of Pittsburgh made an additional subscription to your stock of $300,000, and the county of Allegheny a like subscription of $200,000, thus securing to the Company a sufficient basis beyond all peradventure to complete the road; at once your Directors took prompt measures to urge on the whole line, placing under contract the portion from Cork's Run to the south end of the Monongahela Bridge—largely increasing the force on all the unfinished sections, and advancing the road during the year more than $400,000.

"There is also coming to your Company $100,000 from the Chartiers Valley Railroad Compauy, at such time as it may suit said Company to pay the same, not later than May 1st, 1855, on a contract made between said companies, for the purpose of using your road to the junction for the accomodation of both companies."

The report then proceeds to notice the fact, that owing to the stringency in the money market and the large number of other securities offering under the most urgent circumstances, the bonds of this Company had been withheld from the market. The president then says: "Owing to these causes we could not do all that was desired, without a ruinous sacrifice; yet we have left so little of our work undone, that with energy, the assets and credit of your company will enable you to complete the road by the early part of summer — and this, though the times should continue hard.

"No contract for iron has been made, except for so much as has been used, so that the fall in the price of that item alone — being now but little above one-half its former price —will be a saving to the company of more than they have or can lose by the depreciation in corporation bonds, or extra interest."

On the 1st of September, the company entered into a contract with the Pennsylvania Railroad Co., to run with that road through lines in continuity or close connection with each other, to fix a uniform width of guage, and to establish uniform rates of freight and travel.

The Steubenville and Indiana Company had also agreed to continue the same guage on their line, and to run freight and passenger trains in connection with the above roads. The guage adopted is four feet eight and a half inches.

From the engineer's report we extract the following table. The total estimated value of work done upon your road up to this date is as follows, viz:

Grading and Masonry in Pennsylvania	$535,507 94
" " " and laying track in Virginia, by Edington and Wells	115,577 84
Iron ties, timber, bridging, engine and cars.	100,000 00
Engineering, superintendence and incidents.	37,519 00
Total done	$788,604 78

"The present estimated cost of completing the work from river to river under present contracts is as follows, viz:

Grading and Masonry	$280,833 00
Bridge Superstructure	25,000 00
Arching Tunnels	45,500 00
Cross Ties	30,000 00
Ballasting	28,800 00
Iron and laying	245,000 00
Total to complete	$665,133 00

"From the above statemet it will be seen that the entire cost of the work when completed will be $1,453,737,78, or about $150,000 more than the original estimate submitted upon its location. This difference is readily accounted for by the fact that all the bridge masonry was required by a resolution of the Board to be built for a double track road, and over three miles of this line, in detached portions, have also been graded for a second track. The arching of the tunnels not contemplated in the original estimate has been provided for in this—as also the fact that a large amount of the cost of the work is payable in the stock of the company at par, which may be chiefly regarded as profit to the contractors. These items deducted at a fair value, and it will be found that the cash cost of the work first contemplated is under, rather than over, the original estimate.

"That part of the road in Virginia built by Edington and Wells, seven miles in length, was opened on the 4th day of July last, and has been in use since that time for transporting materials for the work in Pennsylvania, adjacent to the State line to the head of Harmon's Creek, near Burgetstown, will only require an expenditure of about $12,000 in addition to what has already been done. From that point to Mansfield, within seven miles of Pittsburgh, the grading may be completed for abont $122,000. The balance of the $280,833, required to complete the whole of the grading being required on the seven miles next Pittsburgh, where the heaviest work to be done occurs."

The work has been suspended since the 1st of December for want of funds to carry it on. On the 20th of November notice was given to the contractors, that the Company would be unable to proceed, unless the con-

tractors would take the bonds of the Company in payment. This they were unable to do, and work was suspended.

"Since that time, however, arrangements have been made with several of those on the heaviest jobs to proceed with their works on the terms proposed, and it has been recommenced, and is now steadily progressing on the heaviest sections."

TERREHAUTE AND RICHMOND RAILROAD ANNUAL REPORT.

The account of the stewardship rendered, by the managers of this road, is such as should be most satisfactory to the stockholders, and to all others interested in its welfare. We shall give the results of this report, by comparing it with the previous ones, which we have. The following is an account for three successive years, ending with the 31st December, viz:

	Receipts.	Expenses.
In 1852	$105,943	$34,497
" 1853	177,975	66,331
" 1854	239,992	80,669
Three years	$523,910	$181,497
Nett Receipts		$342,413
Actual cost of Road		1,465,321
Nett Receipts in 1854		159,323

It appears that the aggregate receipts and the *nett* receipts have *doubled in three years*; and that the nett receipts are now 10½ per cent. The consequence is, that the Bonds of the road are now being converted into Stock; so that the debt of the Company will soon be wiped out.

The Company has paid its interest punctually, and made *five* dividends, amounting in all to 22 per cent. on the stock, which averages 7 per cent. for the three years. The last dividend was 10 per cent. in cash. When the Terrehaute and Alton road is completed, probably the stock of this road will be among the very best in the country. There is no doubt, that if, as now, the road is prudently managed, it can pay 10 per cent. forever.

N. E. and S. W. Alabama Railroad.

We have looked with interest at the progress of this road as one of the class of roads which will place Cincinnati in communication with Mobile and New Orleans, and, as such, of great importance, in a commercial point of view, an importance which we can not appreciate until the chain is completed, and we have the interior of the States which it traverses, opened and improved. We take the following from the Chattanooga Advertiser, of January 20:

THE MEETING OF THE STOCKHOLDERS AT EUTAW.—We have been furnished by a friend with the following facts in connection with the late meeting of the Stockholders of the N. E. and S. W. Alabama Railroad at Eutaw. At the annual meeting of the stockholders of the above Company, held at Eutaw, Alabama, on the 3d instant, the old Board of Directory, with the exception of W. W. Shearer, Esq., resigned, were elected as follows:

James Hair and Robert Houston, of Sumter county; Sol. McAlpine, Fred. Merriweather, Alfred Clement, J. I. Thornton, and S. L. Cresswell, of Greene county; J. H. Deering, A. B. Deering, Alfred Battle, and R. H. Clements, of Tuscaloosa co.

And the following officers were elected for the ensuing year: L. C. Garland, President; E. D. Sanford, Chief Engineer; Wm. Foster, Secretary and Book Keeper.

A call of 5 per cent. has been made upon the subscription to defray the expenses of a permanent location of the road and what contingencies may arise for the coming year. This will yield a sum of about $35,000 sufficient for active operations. While the location is going forward it is desirable to increase the cash subscription to $1,000,000, so that every emergency may be fully provided for and the company be subjected to no inconvenience or delay.

The Board have authorized the employment of a full corps of Engineers, and the entire road, from the M. and O. Railroad to the Chattanooga, is to be located and prepared for letting at the earliest time practicable. The prospects are indeed cheering; the entire grading and $600,000 in cash is subscribed, and the remaining amount needed for bridging, masonry, and general management, will doubtless be subscribed during the interval occupied in preparing the road for the contractors.

The policy of the Board is to place the speedy completion of the road beyond a doubt before actually commencing the work, but at the same time to provide amply for its speedy preparation for letting, and thus, to lose no time in the final completion of the road.

INTERNAL IMPROVEMENTS IN FLORIDA.

The Board of Internal Improvement of Florida has recently recommended to the General Assembly a grand system of internal improvements, much needed in the garden State. The Board is composed of David L. Yulee, James T. Archer, Richard H. Long, A. S. Baldwin, and John C. Pelot.

The first work proposed is a road from Pensacola to Jacksonville, 320 miles in length, with branches to St. Andrew's Bay, and St. Marks, on Apalachee Bay. This line extends nearly the length of the State from east to west, and crosses the bed of all the principle streams, which flow from Alabama and Georgia through Florida to the gulf. It would, therefore, transport either to Jacksonville on the Atlantic, or Pensacola on the Gulf, all the surplus products of its own region and the vallies of these streams.

The second proposal is, to connect by railroad Amelia Island on the north-east, with Tampa Bay, on the south-west with a branch road to Cedar Key in East Florida. This improvement is principally of importance to develop the central portions of the State, and would amply compensate for its construction. The Board also propose a canal to connect Indian river with the St. John's.

When these two grand trunk lines shall have been completed with the necessary branches, Florida will have great advantages for commercial and agricultural development.

We learn by the *Floridian and Journal*, that the bill submitted by the Board, passed the House on the 29th of December, by a vote of 30 to 5. It went to the Senate on the 30th, where it will be acted upon at once. In the opinion of the Journal it will become a law.

ANNUAL REPORT OF THE SIXTH-AVENUE N. Y. CITY RAILROAD COMPANY.

The Annual Report of the Sixth-Avenue Railroad Company for the year 1854, shows that during that period the track of the road has been extended on the Sixth-Avenue to and through Forty-four street, thence through the Company's property to Forty-third street, and through Forty-third street to the Avenue, with a single, double and tripple track. This expenditure, it is stated, was unavoidable, inasmuch as the City authorities had forbidden the Company longer encumbering the street with their cars.

The mortgage indebtedness of the Company is unmatured mortgages on the real estate of the Company, amounting to $12,700. The mortgages receivable amount to $7,920, leaving the mortgage debt reduced to $4,680. To effect this balance, the Company held surplus lots yet unsold, which cost $7,200. The expenditures on capital stock account, now amount to $776,226 50. This sum is represented by $750 000 capital paid in, by $4,780 balance mortgages, and by $21,486 50 borrowed from the earnings fund. The report further says, that during the past year the receipts from passengers have amounted to $223,600 39. The expenses were $188,463 73. Net profit, $35,226 66. As the fiscal year does not close until 1st February, the estimated profits of January, $3,000, and balance on hand at the beginning of the year, $3,412 25, may be added, to show the amount applicable to the next dividend, say $41,639 01, less the dividend, $26,250, paid in August. Could this Company have charged omnibus fare, 6 1-4 cents, the net profits of the year would have been more than doubled. The total receipts from travel amounted, in 1853, to $264,832 36—being $41,141 97 more than 1854. During the past year the business of the road has, therefore, been much smaller than the previous year. The receipts for the year 1853 were largely swelled by the adventitious circumstance of the Crystal Palace attraction, which drew crowds who would not otherwise have traveled over the road.

In regard to motive power, the report states that the substitution of mules, as a less expensive power than horses, was tried, and as far as it has yet been possible to effect the change of force from horses to mules, the experiment justifies all that was hoped from it. At this time, the change of power has been so far effected as to have reduced the number of horses from 590 to 208; a reduction of 182 head of horses—in whose place 131 mules are doing their work, saving the feeding of 51 head. The amount of food consumed by mules is found to be much less per head, than that consumed by horses.

The company complain of the hard times, and enter in a detailed statement of several channels, viz: motive power, abolishment of the free list, reduction of salaries, substitution of single cars, etc., through which a large diminution in the cost of working the road may be made.

Among the proposed savings for 1855, we

notice the entire abolition of free tickets and the whole race of dead heads.

In 1854 there were carried on the road:

Paying passengers	4,473,803	
Free passengers	176,153	
Total	4,649,961	
Amount of fares collected		$223,990 39
During the present year the Company estimate to carry, Paying passengers	4,649,951	
Free passengers		
Total	4,649,951	
Amount of Fares		$236,398 05
Difference in receipts		$ 8,807 06
Deduct 25 per cent. for rides not taken when to be paid for		2,201 91
Anticipated saving		$ 6,605 75

Miscellaneous.

From the New Orleans Delta.

COAL FIELDS OF ARKANSAS AND NEW ORLEANS.

There are rich and extensive coal fields, of the finest coal—both bituminous and anthracite—much nearer New Orleans than those of Kentucky—in fact, almost or quite as near again, and which can be made far more accessible. These fields seem to be very little known—in fact, scarcely any; and I wish, through the medium of your paper, to call the public attention to them. When at Little Rock, some two years since, I saw specimens of the coal, and can bear testimony to its existence and value.

These fields, as discovered, begin about forty miles above Little Rock, near or at the Arkansas river, as I was informed, somewhere about Johnson county; and, in *that part* of Arkansas, extend over some counties and fractions of counties. But these discoveries I take to be only a portion of the great coal-field of Arkansas, and perhaps only a small portion—the northern and north-western rim or side of the coal-basin.

Again, I see from the papers recently that rich and extensive mines of fine coal have been discovered about and not far from Camden, in the southern and south-eastern part of Arkansas; and when in that county—in Union county—about two years since, I was informed, on reliable authority, that mines of coal had been found below Camden, and, perhaps, in Union. This is the lower side or rim of the basin.

From these facts and data, we can see somewhat the shape, extent, and direction of this great coal-field; that it begins above Little Rock, where the discoveries have been made of which I have spoken—then makes a deep dip south and south-east, under the Little Rock and Hot Spring regions and the country between—and then appears again, or "crops out" above Camden, where the late discoveries have been made. This I judge to be the shape and extent of the basin. And I think it very probable that, at a great depth below Little Rock—perhaps two hundred feet or more—there are rich beds of coal, and which the sinking of a shaft would show. The character of the country about Little Rock and Hot Springs indicates the existence of coal, I think, below the surface of the country. From the former to the latter place, it is of a slaty character nearly all the way. The slate is everywhere "cropping out" in the hill-sides and slopes, and to be seen on the bottoms of the streams; and at Little Rock is an extensive quarry of as fine slate as ever I saw anywhere—and which is said to extend some forty or fifty miles in a south-westerly direction. It is, no doubt, this which I crossed on my way from that place to the Hot Springs.

Now, this is the coal-field from which New Orleans must ultimately draw her supplies, as well as Memphis, and the intermediate places on the Mississippi. And all that is necessary is for Arkansas to build the roads, projected in her, to the Mississippi river, have branches to these mines, and mine the coal and send it to market.

In fact, coal could now be mined above Little Rock, in the coal regions there, and taken down the Arkansas river to New Orleans, (as easily as down the Ohio,) and made a profitable business; and also from the mines above Camden, and taken down the Ouachita river.

I think that I am warranted in these views of the Arkansas coal basin, from analogy. North of the Ohio, in Indiana or Ohio, are coal-fields; and then, again, in north-western Kentucky. It was supposed the coal dipped under the Ohio at Evansville. A shaft was sunk, and, at upwards of 200 feet, coal was found. Such is the result of geological observations.

Yours respectfully, JNO. R. HOWARD.
Paducah, Ky., Dec., 1854.

A New Crane.

In the last number of the *Proceedings* of the Birmingham Institution of Mechanical Engineers, a very interesting paper appeared, which was read by Mr. William Fairbairn, of Manchester, before that Society—descriptive of a newly-invented steam traveling crane, the construction of Messrs. Dunn, Hatterslay & Co., of that city. The economy of manual labor in working traveling cranes has long been a matter of great importance to the builder and contractor for heavy works, and steam-power has been for some time employed for the lifting and removal of heavy weights by a steam traveling crane. Although the amount of saving in wages thus effected by machinery, compared with the ordinary hand-labor machine, has been sufficiently proved during the last four years, it was found that longitudinal shafts or bearings, where a fixed engine was employed, were very expensive. The great length of the longitudinal travel in the remarkably extensive works for the viaducts and bridge of the Grand Trunk Railway, of Canada, and the lubrication and friction of the longitudinal shafting, rendered it peculiarly so; the saving of those shafts and bearings was not the only consideration—the wear, tear, and lubrication being a further source of expense, and the repairs were found to be very inconvenient.

The advantages proposed by the new crane were, that the steam power travels with the traversing carriage, and does not require any longitudiual shafts or bearings, the machine closely resembling the general appearance of the ordinary traveling cranes commonly used by masons and contractors. The longitudinal way, transverse carriage and crab, are arranged in the ordinary manner; while the steam engine and boiler, with the driving gear, are supported on a platform at one extremity of the transverse carriage, being fixed to it, and traveling with it in a longitudinal direction wherever so required. The steam traveling crane which formed the subject of the paper was designed for the contractors, Messrs. Peto, Brassey, and Betts, and intended to be employed in the construction of the works of that railway, and is, in effect, a new application of the portable steam-engine. A pair of small direct acting horizontal high pressure steam-engines are secured to the main timbers of the traversing carriage, the boiler being constructed for burning wood, the cheapest and most abundant Canadian fuel; the tubes are made of solid copper, without seam or joint, so that the acid from the wood should not corrode them. The engine and boiler, with the driving gear, are protected from the weather by a cabin, constructed of light frame work, and covered with a corrugated iron roof, so as to render the machinery complete.

The power of the engine is transmitted by a spur-pinion upon the middle of the crank-shaft, through a spur-wheel, placed on the horizontal main driving shaft, which communicates the motion for hoisting, traversing, or moving the crane longitudinally, and every motion can be used independently of either of the others, or simultaneously if required. The communication of the power to the different motions is effected by three sets of mitre-wheels, upon the main shaft, which are engaged or disengaged at pleasure, by means of three handles that move the sliding clutch-boxes, as required by the attendant; three mitre-wheels being furnished to each motion, so that, whilst the engine revolves continually in one direction, the reversing of any motion can be effected by the intermediate wheels, as in the ordinary manner. The motion for moving the carriage longitudinally is conveyed through the wheels at the extremity of the driving shaft furthest from the boiler, the arrangement for moving the crane longitudinally, by means of spur-gear, driving the traveling wheels, being similar to the plan adapted to a hand traveling crane, while the traveling wheels run upon rails, which are fixed at a guage centre to centre. The hoisting and lowering motion is transmitted to the chain barrel of the crab by means of an endless chain, which is placed in the longitudinal direction of the traversing carriage, and is driven by a pulley upon a counter shaft parallel to the main one, the motion being communicated by a pair of mitre-wheels through the short intermediate shaft at right angles. This endless chain is also connected with a pair of mitre-wheels fixed at the lower end of the crab-carriage, which give motion to a worm-wheel, the latter being keyed upon the chain-barrel.

The transverse motion of the crab is obtained by another chain, placed in a parallel position on the opposite side of the main timbers of the traverse carriage; this chain is attached to the four-wheeled crab, and passes over a pulley on the axis of the worm-wheel, which is driven by the level gear, while an additional handle is provided for the purpose of throwing out of gear the chain of the hoisting motion, by means of a clutch-box, at the time of the transverse motion of the crab, and the chain then runs with the crab. A simple apparatus for adjusting the requisite tension of these chains is provided at the furthest extremity of the two main timbers of the traversing carriage, at the opposite end of the engine, consisting of a tightening pulley, slidiug in grooves, and drawn back by a screw. The engines are six-horse power, collectively; the crane is constructed to lift at the rate of six feet per minute, while the longitudinal motion works at the rate of 30 feet per minute, and the transverse motion at the rate of 20 feet per minute. The motions can be worked all together or separately, as desired, and the clutch-box levers are so arranged that the man in attendance can work all the motions from one place.

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

CORRECTED TO WEDNESDAY OF EACH WEEK.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'D.	ASK'D.
Alabama and Tennessee	1st mortgage, convertible till 1872	7	1872		
Baltimore and Ohio	Transferable. Taxed	6	1885		
Do do	Coupons. Not Taxed	6	1875		
Do do	" "	6	1880		
Do do	"	7	1860		
Do do		6	1885		
Bellefontaine and Indiana	1st mortgage, convertible	6	1866		
Buffalo and Penn. State Line	1st mortgage, not convertible	7	1866		
Chicago and Rock Island	1st mortgage, convertible	7.	1870	89	90
Chicago and Mississippi	1st " "	7	1862		
Do do	2d " "	7	1874	55	
Chicago and Aurora	1st " "	7	1866		
Cincinnati and Fort Wayne			....		
Cleveland, Columbus, and Cincinnati	1st mortgage, convertible	7	1859		
Do do do	No mortgage, convertible	7	1855		
Cleveland and Mahoning			....		
Cleveland, Painesville and Ashtabula	1st mortgage	7	1861		
Do do	2d " not convertible	7	1861		
Cleveland and Pittsburgh	1st " convertible	7	1860		
do do	1st " 2d sec. convertible	7	1873		
Cleveland and Toledo,	1st mort. not conv. '73	7	1863	72¼	
Cleveland, Zanesville, and Cincinnati			....		
Cincinnati, Hamilton and Dayton	1st mortgage " till 1855	7	1867		
do do do	2d mortgage	7	1868		80
Cincinnati, New Castle and Michigan	1st mortgage, real estate, convertible	10	5 & 10 y's		
Cincinnati Western	1st " " " "	10	5 & 10 y's		
Cincinnati, Wilmington and Zanesville	1st "	7	1862		
Cincinnati, Indianapolis and Chicago			....		
Columbus and Lake Erie			....		
Columbus, Piqua and Indiana	1st mortgage, convertible	7	1862	75	76
Do do do	2d "		1852		
Columbus and Xenia	1st mortgage, convertible	7	1859		80
Covington and Lexington	2d " till 1862	7	1883	62½	65
Do do	1st " not "	6	1862		
Dayton and Michigan	1st " "	7	1867		
Dayton and Western	1st " "	7	1862		
Dayton, Xenia and Belpre	1st "	10	1864	50	50
Eaton and Hamilton	1st mortgage	7	1862		60
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.	7	1862		
Evansville and Illinois	1st Mortgage, convertible 1857	7	1862		
Frankfort and Lexington	1st " "	6	....		
Franklin and Warren			....		
Galena and Chicago Union	Pledge of 2d section, convertible	10	1853-6	90¼	
Do do do	1st mort., 2d " not convertible	7	1862		
Illinois Central	1st mortgage, not convertible	6	1875	71½	73
Illinois and Wisconsin		10	....		
Indiana Central	1st mortgage, convertible	7	1866	63¾	75
Do do	" "	10	1857		80
Indianapolis and Bellefontaine	1st " "	7	1860-1		75
Indianapolis and Lafayette	" "	7	1861		
Jeffersonville	1st " not "	7	1861		
Junction (Ohio)	1st " "	7	1867		
Do do	2d " "	7	....		
Lawrenceburg and Upper Mississippi	1st mortgage, convertible	7	1866		75
La Crosse and Milwaukee		8	1864	77	82
Little Miami	1st mortgage, not convertible	6	1863		
Do	" " till 1855	7	1861		
Louisville and Nashville			....		
Lyons', Iowa, Central	1st mortgage, convertible	7	1873		
Mad River and Lake Erie	1st mortgage, convertible till 1855	7	1855-6		75
Do do	2d " "	7	1866		75
Do do	Dividend	7	1860		75
Madison and Indianapolis	1st mortgage, convertible after 1853	6	1861		
Marietta and Cincinnati }	1st "	7	1868		
Do Do. } united	2d "				
Hillsborough and Cincinnati }	1st "				
Maysville and Big Sandy			....		
Maysville and Lexington	1st mortgage, convertible	6	1873		
Memphis and Charleston			....		
Michigan Central	No mortgage, convertible	8	1860	97	
Do do	" "	8	1855-6		
Do do	" not "	8	1857-8		
Michigan Southern	1st " "	7	1860-90	100	100
Milwaukie and Mississippi	1st " " 1857	8	1862		
Mobile and Ohio	1st mortgage 6s. 1884		....		
Nashville and Chattanooga			....		
New Albany and Salem	mortgage on 1st section	10	1858-62		
Do do	1st " on other sections, convert.	8	1864-75		
New Castle and Richmond	1st " convertible	6	1873		
New York Central			....	87	88
New York and Erie	1st mortgage, not convertible	7	1867		
Do do	2d " convertible	7	1875	80¼	85
Do do	Income, not convertible	7	1855	103½	104
Northern Cross, Ill.	1st mort. conv	8	1873		
Northern Indiana	1st mortgage, not convertible	7	1861	79	
Do do	1st mortgage Goshen line		1868		
Do do	Construction Bonds		....	79	80
Ohio Central	1st mortgage, convertible,	7	1861 69		
Ohio and Mississippi	2d " convertible	7	1880	55	67¼
Ohio and Indiana	1st " "	7	1867		
Ohio and Pennsylvania	" "	7	1865-		
Do do	Income. No mortgage, convertible	7	1872		
Pacific, Mo			....		
Panama	1st mortgage, convertible	7	1866	83¾	91
Parkersburgh (or Northwestern Va.)	" Guar. City of Baltimore	7	1873		
Pennsylvania	1st mortgage, convertible till 1860	6	1880		
Peru and Indianapolis	1st " convertible	7	....		
Rock River Valley Union	1st " convertible	7	1872		
Sandusky and Mansfield	1st "	7	1860		
Do do	2d "	10	1853-7		
Scioto and Hocking Valley	1st " conv. coupons	7	1861		
Southwestern, Tennessee			....		
Springfield and Columbus			....		
Steubenville and Indiana	1st mortgage, convertible	7	1865		
Terre Haute and Alton	1st " convertible		1862-72		
Do do	2d " do	8	1865		
Terre Haute and Richmond	1st mortgage, convertible	6	1866		
Toledo, Norwalk and Cleveland	1st "	7	1863	87	88
Do do do	2d "		....		
Do do do	" Guar of C. C. & C.		1883		

TABLES OF RAILROAD SHARES.

☞ The following quotations are not PER SHARE, but upon the HUNDRED DOLLARS.

	shares.	off'd.	ask'd.
Baltimore and Ohio	100	44	44
Bellefontaine and Delaware	50		
Bellefontaine and Indiana	50	37½	40
Belleville and Illinoistown			
Buffalo and Pennsylvania State Line			
Central Military Tract			
Central Ohio	50	47½	50
Chicago and Rock Island		80	81
Chicago & Miss., (Alton & Springf'd.)			
Cincinnati, Cambridge and Chicago			
Cincinnati and Fort Wayne		10	
Cincinnati Hamilton and Dayton	100	65	70
Cincinnati, Indianapolis and Chicago			
Cincinnati, Logansport and Chicago,	50	7	10
Cincinnati Western	50	10	20
Cin. Wilmington and Zanesville	50	32	35
Cleveland, Columbus and Cin	100	96	98
Cleveland, Medina and Tuscarawas,			
Cleveland, Painesville and Ashtabula	100		
Cleveland and Pittsburgh	50		40
Cleveland and Mahoning			
Cleveland and Toledo	50	58½	59
Cleveland, Zanesville, and Cincinnati			
Clinton Line			
Columbus and Lake Erie			
Columbus, Piqua and Indiana			
Columbus and Xenia		83	84
Covington and Lexington	50	25	35
Covington and Ohio, Va			
Dayton and Michigan	50		
Dayton and Western	50	15	
Dayton Short Line	50		
Dayton, Xenia and Belpre			
Detroit and Pontiac			
Eaton and Hamilton	25	2	
Eaton and Piqua			
Erie and Northeast			
Erie and Kalamazoo			
Evansville and Crawfordsville			
Fort Wayne and Mississippi	50		
Fort Wayne and Southern	25	10	
Franklin and Warren			
Galena and Chicago Union	100	89	90
Greenville and Miami	50	20	
Hannibal and St. Joseph			
Harlem,		32	
Hudson River		37	40
Henderson and Nashville			
Hillsboro' and Cincinnati	50	20	25
Illinois Central 10 per cent	100	99	100
Illinois and Wisconsin			
Indiana Central	50	45	47
Do do 10 per cent	50		
Indianapolis and Bellefontaine	25	42½	
Indianapolis and Cincinnati	50	45	50
Indianapolis and Lafayette	50		—
Jeffersonville and Indianapolis	50		
Junction (Ohio)	50	12	
La Crosse and Milwaukie	100		
Lake Erie, Wabash and St. Louis			
Lawrenceburg and Upper Mississippi	50		
Lexington and Frankfort			
Lexington and Danville			
Little Miami	50	88	95
Logansport and Pacific			
Logansport and Marion			
Louisville and Frankfort	50		
Louisville and Nashville	100		
Macon, Georgia	10		
Mad River and Lake Erie	50	36¾	40
Madison and Indianapolis	50		—
Madison, Indianapolis and Peru	50	23	
Marietta and Cincinnati	50	23	30
Marion and Mississinewa Valley			
Maysville and Lexington	50		
Maysville and Big Sandy			
Memphis and Charleston			
Michigan Central		76	81
Michigan Southern		85	86
Milwaukie and Mississippi			
Mobile and Ohio			
Nashville and Chattanooga			
New Albany and Salem	50	15	
New Orleans and Ohio			
New York Central		88½	89
New York and Erie	100	46	48
Northern Indiana		85	86
Ohio and Indiana			
Onio and Mississippi	50	29	33
Ohio and Pennsylvania	50		85
Ohio River and Wabash			
Pacific, Mo			
Panama		83	
Parkersburg, or Northwestern Va.			
Pennsylvania	50	43¾	44
Peru and Indianapolis	25	27½	
Sandusky and Mansfield	50		
Sandusky, Mansfield, and Newark	50		
Reading		74	75
Scioto and Hocking Valley	50		
Southwestern Indiana			
Southwestern, Tonu			
Springfilled Mt. Vernon and Pittsb'gh.	50		
Springfield and Columbus			
Steubenville and Indiana			
Terre Haute and Alton			
Terre Haute and Richmond			
Toledo and Illinois			
Toledo, Norwalk and Cleveland	5		

STOCK TABLE.

CORRECTED WEEKLY.

Government Securities.

	INT.	DUE.	OFF'D.	ASK'D.
U. S. Loan	6	1856	102	105
Do	6	1862	112	114
Do	6	1867	115¼	116
Do	6	1868	116¾	118
Do (int. ceased July 1).	5	1853		102
Do Coupons		1862		118
Do "	6	1867		118
Do "		1853		101

State.

Alabama	5	....		
California	7	1870	84	85
Arkansas	6	....		96
Georgia	0	....	95	95
Do	7	....		
Illinois Canal Bonds		1860		
Do do registered		1860		
Do do		1847		
Do do registered		1847		
Do do Internal Impt.	6	1847	90	91
Do Interest do		....		60
Indiana	5	....	83	85
Do	2½	....	47	50
Do Canal Loan	6	....		
Do do preferred	5	....		
Do special preferred	5	....		
Kentucky, 30 years	0	1871	95½	
Do 15 years	6	....		
Do large bonds	6	1869-72	97	
Do	5	....		
Louisiana,	6	....-	81	
Michigan,	6	....	96	95½
Missouri,	6	....	91¾	100
North Carolina	6	....	96	97
Ohio	6	1856	100	
Do	6	1860	100	98
Do	6	1870		
Do	6	1875	97	
Do	5	1855		
Do	5	1864		
Ponnsylvania	6	....		
Do	5	1870	83	84
Tennessee, new loan	6	1890		90
Do Coupons	5	....		
Virginia Coupons	6	1880	96	97

City Securities.

Albany	6	1871-81		97½
Allegheny	6	1875-7		77
Baltimore	6	1870-90	91½	92
Do	5	1865		
Boston Bonds	4½	1860		
Chicago	6	1873-7	92½	95
Cleveland	6	1879	101¾	102¼
Cincinnati	6	1860-92	89¾	90½
Do	6	1897		
Do	5	1884		
Do W. W	6	1865		
Jeffersonville, Indiana	7	1872-82		
Lawrenceburgh, Ia	7	....		
Louisville	6	1880	84	89
Memphis	6	1882		
New York	7	1857	100⅓	
Do	5	1858-60	96	98
Do	5	1870-5	100	
Do	5	1890		
Philadelphia	6	1876-90	87½	88
Pittshurgh	6	1869-78	75¼	76½
Do coupons	6	1883		
Racine	7	1873	61½	63
St. Louis	6	1870	79	80
Wheeling	6	1872		

County Bonds.

Bourbon, Ky	6	1881		
Darke, O	7	....		
Fairfield, O	7	1862		
Fayette, Ky	6	1881-3	70	72½
Hancock Co	7	....	60	
Mason, Ky	6	1881	67	66½
McCraken co. Ky., endorsed by New Orleans and Ohio R.R.				
St. Louis	6	1866	76	77
Do	7	1871		

Banks.

OHIO.

Ohio Life Insurance and Trust Co	76½	78
Franklin do		
Commercial do		
Cincinnati Ins. Co	84	
State Branches		

KENTUCKY.

Bank of Kentucky and Branches		
Northern, and Branches	100	
Southern, and Branches		
Bank of Louisville	93	
Kentucky Trust Co		
Farmers' Bank of Kentucky	93	98
Newport Safety Fund Bank		
Commercial Bank of Kentucky		

INDIANA.

State Bank and Branches		

TENNESSEE.

State Bank and Branches		
Union		
Planters'		

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g.
On New York	Sight	½	1 prem.
Boston	Sight	½	1 prem.
Philadelphia	Sight	½	1 prem.
Baltimore	Sight		1 prem.
New Orleans	Sight		prem.
England		108½	109.

SPECIE.

GOLD.

California clean, ℔ oz	$17 60	@	$17 65
Spanish Doubloons	16 00	@	16 00
Patriot Doubloons	15 60	@	15 80
Sovereigns	4 84	@	4 86
Guineas	5 00	@	5 00
American, new	1 00	@	1 01
American, old	1 06	@	1 06½
Portuguese	1 00	@	1 01

SILVER.

American Dollars	1 04	@	1 04
American, halves	1 04	@	1 04
Spanish Dollars	1 00	@	1 00
Spanish Quarters	1 00	@	1 00
Mexican Dollars	1 05	@	1 05
Five Franc pieces	97	@	

LAND WARRANTS.

	Off'd.	Ask'd
160 acre warrants	$178	
80 acre warrants	89	
40 acre warrants	44½	

CINCINNATI STOCK SALES.

AT THE STOCK BOARD,

MERCHANTS' EXCHANGE

And at Private Sale.

BY HEWSON & HOLMES.

For one week ending January 31st, 1855.

$5000	Cov. & Lexington 2d Mortgage Bonds,			62½
$3000	Ohio & Miss.	"	"	55
$2000	"	"	"	57½
125	Shares Bellefou. & Indiana R. R. Stock			37½ to 40
25	"	Cincin. Ham. & Dayton	"	65
435	"	Cincinnati and Chicago	"	7 to 7½
200	"	Cin., Wil. & Zanesville	"	22 & int.
300	"	Columbus & Xenia	"	83 to 84
242	"	Covington & Lexington	"	25 & int.
38	"	Greenville & Miami	"	20
36	"	Hillsboro' & Ciucin.	"	20
55	"	Indiana Central	"	45 to 47
20	"	℔ " "	"	45
12	"	Indianapolis & Bellefon.	"	45
117	"	Junction	"	10
50	"	Little Miami	"	88
200	"	Mad River & Lake Erie	"	36¼
10	"	New Albany & Salem	"	15
73	"	Ohio & Mississippi	"	29
30	"	Farmers' Bank of Ky.	"	93 ex div.
20	"	" " "	"	94 " "
5	"	" " "	"	98 w' "

Monetary and Commercial.

Since our last, the money market has not exhibited any very striking feature. A general quiet and settled tone seems to pervade business circles, not interrupted by any unusual disposition to force operations. The river is filled with floating ice, and navigation is to a great extent impeded. Hence shippers are not busy Confidence is gradually returning, and there is every prospect of a decided improvement.

There is but little doing in discount business, although we may remark a slight increase over previous reports. We quote rates for first class paper from 10 to 12 per cent., other varieties varying from 15 to 36 per cent., according to the necessities of the borrower, though there is not much doing at the latter rates.

Gold is in moderate supply at 1 per cent premium. Eastern exchange is buying at ⅛ per cent. and selling at 1 per cent. Exchange on New Orleans is scarce, with an increased demand, and commands a premium of ⅜ to 1 per cent, selling rate. The activity in this particular, is probably due to the purchases of sugar and other southern products.

The stock market exhibits already decided marks of returning confidence. Transactions are made with greater freedom, and there is, on the whole, a decided improvement observable.

Our advices from the east notice continued ease in monetary affairs, with a disposition to increase business operations. The last steamer from California brought $1,270 000 to New York. The banks show an increase in specie, loans and deposits.

Orders are going out to Europe for Spring importations, and the increase of imports is already manifesting itself in the renewed shipments of small quantities of gold; the last steamer took out $75,000.

Stocks are more active, and large sales are made at improved prices.

Sales at the New York Stock Board, Jan. 24, 1855.

$ 500	Ohio 6's, '56		100
5,000	Indiana State 5's		83
5,000	Virginia 6's		96
1,000	Missouri 6's		91½
1,000	Louisiana 6's		81
2,500	Califoruia 7's, '70		84
1,000	Erie Income Bonds		102½
10,000	Ill. Central Railroad		71½
1,500	N. Y. Central Railroad		87
100	Shares N. Y. Central Railroad		88½
300	" Erie "		46
200	" Reading "		74
200	" Hudson River "		37½
10	" Mich. Cent. "		76
27	" Mich. Southern "		86
5	" North. Indiana "		84
150	" Illinois Cent. "		99
65	" Galena & Chic. "		89
30	" Clev. Col. & Cin. "		96

Sales by A. H. Nicolay, January 26–7, 1855.

$ 5 000	Michigan So. R. R. Bonds '63 (and int.)	79½
10,000	Col. Piqua & Ind. 1st Mort. Conv.	75
8,000	Clev. & Pitts. R. R. Income Bonds	50¾ to 51
16,000	Ohio & Miss. R. R. 2d Mort. Bonds	50¾ to 51
5,000	Toledo, Nor. & Clev. 1st Mort. (and int.)	87
5,700	La Crosse & Milwaukie R. R. Bonds Conv.	77
10	Shares Erie Railrod	46½

GRAND TRUNK RAILWAY OF CANADA.

AUDIT OFFICE,
MONTREAL, Jan. 13, 1855.

Return of Traffic for the week ending Saturday, the 30th Dec., 1854:

No. 3909½	Passengers, First Class,	$3917,99½
520	" Sec'd "	263,15
3447½	Tons Merchandise	7443,47½
212279	Feet of Lumber	1055,72
622½	Cords of Fire Wood	982,30
	Mails, etc.,	813,88
	Total,	$14576 52
	Currency,	£3644 2s 7d

COMPARATIVE STATEMENT.

	Currency.
1854—Week ending Dec. 30	£3644 2 7
1853—Week ending Dec. 31	2271 17 8
Increase	£1372 4 11
Miles open	262
Total receipts for current half year commencing July 1st, up to week ending Dec. 30, 1854,	£119,823 9s 6d

JAMES HARDMAN, *Auditor.*

The Albany Lumber Market.

The lumber business for the year 1854 has presented some peculiar features. The receipts show a large decrease on those of the previous season, amounting to 82,154,922 feet of boards and scantling. Heretofore they have shown a large increase in each succeeding year, as will be seen by our table of receipts given below. The falling off this year was caused mostly by want of snow last winter for logging, and partly by the diversion of Canada lumber to Quebec, (where, in consequence of increased foreign shipments, the market, in the early part of the season was better than ours,) and to Chicago of a larger proportion of Michigan pine. This was anticipated by the trade, and we last spring estimated the falling off in receipts at 1,000,000 feet. Another marked feature is, that prices, notwithstanding the money pressure and consequent stagnation in business, have ruled higher than in 1853—commencing at an advance of full 5 per cent. and closing at about the same figures as that year. This was partially caused by the diminished receipts, but more by the enlargement of the area of sales, in consequence of the supply from Maine being largely cut off by the extreme and lasting drought there experienced. This opened up a market for Albany lumber in Eastern ports, the West Indies, and South America, heretofore mostly monopolized by Bangor, Calais, St. Johns, etc. Had the usual quantity been manufactured West, and East, prices would have gone down below the cost of pro-

duction, but the decreased supply has enabled manufacturers to realize remunerative rates.

The receipts of Albany for the last five years, as reported by the Canal Department, are as follows :

	Boards and Scantling, ft.	Shinglos, M.	Timber. a. ft.	Staves. lbs.
1850	316,791,538	31,226	28,832	150,515,280
1851	260,238,063	34,130	110,200	115,087,290
1852	317,135,620	31,636	291,714	106,961,289
1853	393,726,673	27,587	19,916	128,666,750
1854	311,571,151	24,003	28,909	135,895,661

The estimated value of the receipts of 1854 is $6,200,000.

The quantity left in market to be wintered is large, though not well assorted. It is estimated at 50,000,000 feet, consisting principally of tally boards and plank with but small proportions of box pine, spruce, or hard woods, and scarcely any clear pine or hemlock. Of staves the quantity now in market is much greater than usual. The prices have been high, exceeding those of '53, 10 per cent.; but the heavy stock now on hand, both here and in New York, with the small demand for export, renders it probable that prices will fall off the coming season, unless the quantity coming to market should be much diminished. It must be recollected that the demand for staves comes, in a large degree, from the grape-growing countries ; this crop in France and Italy was largely cut off by disease, and they will consequently consume a much less amount of our staves for the ensuing year. The prospect for sawed lumber is also far from flattering. From present appearances there will be no lack of snow for lumbering purposes, so that the quantity manufactured will probably be large. The Eastern mills will also probably be enabled to saw about their usual quantity, and if so, nothing can keep up prices or afford an adequate market but ease in money affairs and a revival of business. At present, the trade in the retail yards, supplied from our market, is small, and although their stock on hand is less than usual, it is much in excess of the quantity wanted for consumption.

A few words as to the relative lumber business of Albany and other places. We have heretofore said that her position at the termination of the canals, where a general assortment of the different kinds of lumber first meet each other, at the head of navigation, on a river which affords the means of transit for the vessels that freight lumber to the different Atlantic ports, the large capital engaged in the trade, and the unrivalled facilities here provided for storage and transhipment, would ensure her continuing to be, what she now is, the largest lumber market in the world. We find a spirited rival springing up, however, in Chicago, whose papers claim a superiority.

A comparison of the receipts of lumber for the last five years, will exhibit what grounds there are for the assumption :

	Albany.	Chicago.
1850	316,791,890 feet.	100,361,797 feet.
1851	260,238,063 "	125,0 6,187 "
1852	317,135,620 "	117,816,232 "
1853	393,726,673 "	191,271,274 "
1854	311,571,151 "	230,000,000 "

Our receipts for the last year were diminished by transient causes, which will not effect the steady growth of the trade. We must besides recollect that here the reported quantities are accurately ascertained by Canal Inspectors, and on which tolls are accurately paid to the State ; whereas those of Chicago, being only the figures given by each dealer, of his business for the year, may be grossly exaggerated, and the amounts duplicated, in many instances, by sales to each other. In staves we have no accounts from there except as to the receipts of 1854. These are stated at 110,293 pieces, whereas those of Albany are 134, 805,091 pounds, equal to 15,750,000 pieces. We have no wish to detract from the lumber business of Chicago, which is great and growing, but only desire that its relative position with our own may be truly shown and stated.—*Eve. Jour.*

Business and Growth of Carlinville.

We find in the St. Louis *Republican*, a statement of the business of Carlinville, during the past year. It appears that the exports of that place, for 1854, amount to about 100,000 bushels of wheat, 100,000 bushels of corn, 50,000 bushels oats, 7,000 to 10,000 hogs, 800 to 1,000 tons of hay.

The most of these articles were shipped to St. Louis and to Alton, some little to Chicago, but not much. About 4,000 barrels flour, shipped from Carlinville, 600 barrels of which were shipped to Chicago, and the balance to St. Louis.

During the year, there has been manufactured in the county not less than 20,000 barrels of flour, but the greater proportion for home consumption.

The present population of Carlinville is 1,100. Increase, since 1851, about 650. Present population of the county is supposed to be not less than 18,000. Increase since 1851, 6,000. In Carlinville there are 10 dry-good stores, 2 drug stores, 2 family grocery stores, two tailor shops, one tinware establishment, 2 saddle and harness makers, 3 wagon makers, 3 blacksmiths, 1 gunsmith, 1 cabinet warehouse, 1 clock and watchmaker, doing a business of about $250,000 a year.

During last year, 70 or more buildings have been erected in Carlinville, among which is a brick jail, and at present there is being constructed a very fine brick church for the Methodist denomination.

North Western Railroad. — The election for President and Directors of the North Western Railroad, held at Butler on the 8th inst., resulted in the choice of the following gentlemen, to serve for the ensuing year.

President—Samuel M. Lane, of Butler.

Directors—C. C. Sullivan, John N. Purviance, S. A. Purviance, John Graham, of Butler ; D. Sankey, R. W. Cunningham, A. L. Crawford, of Lawrence ; Wm. Mahew, Dr. John M'Farland, Indiana ; C. B. Lane, John M'Candless, J. L. Reed, of Philadelphia.

George V. Bacon, Esq., Treasurer of the Pennsylvania Railroad Company, fell dead on Tuesday evening, at his residence in north Eleventh street, after partaking of his supper. Mr. Bacon had been complaining for some days, but he seemed better during the day. This sudden visitation is attributed to gout in the heart. He was a well known citizen, and enjoyed a large share of public confidence.—*Phil. Sun.*

Champlain and St. Lawrence R. R.— The annual meeting of the stockholders in this Company, was held on Monday last, when the following gentlemen were elected directors for the ensuing year : R. Anderson, Esq., B. Brewster, Esq., W. Dow, Esq., Hon. John Molson, W. Molson. Esq., C. S. Pierce, Esq., John Rose, Esq., Johnston Thompson, Esq., Wm. Workman, Esq.—*Mont. Pilot.*

North Carolina State Bonds. — The Treasurer of the State of North Carolina has given notice that proposals will be received at his office until the 31st of January for the purchase of three hundred and seventy thousand dollars in bonds, bearing six per cent. and running thirty years. These bonds are issued by the North Carolina Railroad ; and in addition to the faith of the State all the stock held by the State in the road, and the dividends arising therefrom, are pledged for the redemption of the bonds. Proposals will also be received for the purchase of eight thousand dollars in bonds running ten years, for the construction of the Weldon and Gaston Railroad and the improvement of the navigation of the Neuse and Tar rivers.—*Balt. American.*

FALLS OF THE OHIO—WRECK.

One of the most singular occurrences we know of, happened in the recent snap of cold. It was the wreck of a ferry boat on the Falls of the Ohio. The boat from Jeffersonville to Louisville got entangled in ice and was drifted on to the rocks of the Falls, where the ice accumulated around her, so that for a few minutes, the loss of all on board seemed inevitable. Happily, they escaped. We know of no instance of so dangerous a wreck in comparatively so safe a place.

T. N. RAFFINGTON.
GENERAL ENGRAVER,
North East Corner Fourth and Walnut Streets, over Ohio Savings Bank,
CINCINNATI.



ALBERTH. NICOLAY,
AUCTIONEER.
HOLDS his regular auction sales of Stocks, Bonds, and other securities, every Monday and Thursday, at 12½ o'clock, at the Merchants' Exchange. First class Stocks, and Bonds, at private sale.
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NOTICE TO CONTRACTORS.

Nashville & North-Western R. R.

PROPOSALS will be received at the Office of the Nashville and North-Western Railroad Company, for the Graduation and Masonry of said road, in sections of twenty or thirty miles.

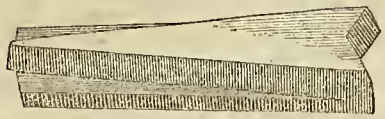
The Company reserve the right to reject all the proposals, if none are satisfactory.

The length of the road is one hundred and sixty miles, and proposals are invited from contractors of ability for the entire work, including track, stating what amount of bonds, stock and cash will be received in payment.

Any information required, can be received by application to N. MACNEALE, *Chief Engineer.*

Nashville, Tenn., 25 Jan., 1855. fehtolmy

Important to Railroad Companies, etc.



Leavitt's Railroad Frog-Points, Cast Steel Tools, etc.

THE undersigned, having discovered that cast steel, in a liquid state, can be moulded into any shape or form, are, by means of this valuable discovery, manufacturing

RAILROAD FROG-POINTS,

Lathe Mandrels, Guages

of every description for blacksmiths use; Steps for Mill Spindles and Shafting, Sledge Hammers, and almost all the different variety of tools which are difficult to forge. Articles made in this manner, are much superior to forged productions, as the steel out of which they are manufactured, loses none of the carbonic element, but retains it in all its original purity, while under the repeated heats to which it is subjected by the old and tedious process, it loses much of this valuable property. They are also produced in a much more perfect state, needing little or no fitting or dressing, having all the accuracy of shape which moulded articles possess. They can, also, be furnished at one-half the cost of the others.

The qualities of the Frog points have been already tested by the Ohio and Mississippi Railroad Company, to whom the manufacturers are furnishing them through G. Recker & Co., Cincinnati.

Measures have been taken to secure a patent for this valuable invention. LEE & LEAVITT,
15 Walnut-st, Cin'ti.

N. B.—They would also call the attention of the public to their valuable and extensive assortment of cast steel saws, and circular saw mills, etc.

CINCINNATI STOCK SALES.

HEWSON & HOLMES,

Have constantly on hand and for sale at the Stock Board, Merchant's Exchange, and at private sale, Railroad, Bank, and Insurance Stock, and Railroad Bonds.

Regular sales at Stock Board on Wednesday and Saturday of each week.

FOR SALE.

Bellefontaine and Indiana Railroad Stock.
Central Ohio Railroad Stock.
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Columbus, Piqua & Indiana Stock and Bonds.
Columbus & Xenia Stock.
Covington & Lexington Stock and Bonds.
Eaton & Hamilton Stock.
Fort Wayne & Southern Stock.
Greenville & Miami Stock.
Hillsboro' & Cincinnati Stock.
Indiana Central Stock.
Indianapolis & Cincinnati Stock.
Junction (Indiana) Stock.
Little Miami Stock.
Mad River & Lake Erie Stock.
Madison, Indianapolis & Peru Stock.
Marietta & Cincinnati Stock.
New Albany & Salem Stock.
Ohio & Mississippi Stock.
Peru & Indianapolis Stock.
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THE subscriber is prepared to make contracts to sell at auction any class of property that may offer on reasonable terms. ISAAC OSBORN DAVIS.

Locomotive for Sale.

ONE 8 wheel, 16 ton Engine, Cylinder 13 by 20, 4½ feet driving wheels, 2 pair drivers connected, and truck. Tender holding about 1400 gallons.

The Engine is in good condition; manufactured by Rogers, Ketchum & Grosvenor, Patterson, N. J.

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We deem it unnecessary for us to say a word in their commendation, as their reputation for accuracy, adaptation, and durability, is too well known to require it. HEWSON & HOLMES,
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dec27

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Hold their regular Auction Sales of Stocks, Bonds and other Securities every Wednesday at 12½ o'clock, at the Merchants' Exchange. They would respectfully tender their services in the negotiation of the same, either at private or public sale.

Office, No. 2, Pine Street, corner of Broadway, Metropolitan Bank Building.

REFERENCES BY PERMISSION:

Moses Taylor, Esq.; W. W. DeForest, Esq.; Geo. S. Robins, Esq.; Dow D. Williamson, Esq., Pres. Farmers' Loan and Trust Co.; Wm. F. Hayemeyer, Esq., Pres. Bank North America; Edward Whitehouse, Esq.; Messrs. Camman & Co.; Messrs. Carpenter & Vermilye; Messrs. Fisher, Denny & Co.; Messrs. Wm. & Jno. O'Brien; Messrs. Week, & Co. mh96*

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Railroad Materials and Machinery,

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HAVING OPENED a depot for the sale of all articles used by Railroad Companies, we will fill orders promptly at manufacturers' prices, and are now prepared to furnish

Locomotives, Cars, Car-Wheels, and Axles. Ames' Tire and Crank Axles, Chairs and Spikes. Locomotive Head Lights, (of several makers) Car, Conductor's, Signal, Switch, Stoker and other Lanterns. Drawbridge and cross Road signal Lights; Gum Packing and Hose, assorted Car Trimmings, Enameled head and seat Linings, Plated and White Metal Letters.

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Machinists' Tools, particularly adapted to Railroad Work, Mill Work, Shafting and Shop outfits, Punching and Shearing Machines, for Boiler Work; Planers, Lathes, Drills, Portable Forges, etc., etc. Oak-Tanned Belting, of superior quality of all sizes. jy.1f3.

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141 Main St., Cincinnati, Ohio.

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Judge McLean, U. S. S. C., Prof. John Locke, Cincinnati, Ohio, Niles & Co., Cincinnati, Ohio, W. B Chapman, Prest. Pharm. Soc'y, Gen. James Semple Ills., Judge Walker, Cincinnati, Ohio. Elijah Coffin, Richmond, Ind, Col. S. H. Long, U. S. Top. Engineer

CHARLES FRODSHAM'S

IMPROVED WATCHES!

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HAVE received from Mr. Simon Willard, Boston, Agent for the United States, the sole and exclusive agency for the sale of **CHARLES FRODSHAM'S** NEW SERIES OF IMPROVED CHRONOMETER WATCHES, in the states of Ohio, Indiana, Illinois, Michigan, Iowa, Wisconsin, Missouri, Kentucky and Tennessee.

In the Watches of the New Series, Mr. FRODSHAM has succeeded by a more perfect method of compensation, a more correct adjustment in isochronism, and an entirely new and peculiar construction of the train, by which more power is obtained without increase of size, in producing timekeepers of wonderful and unrivalled accuracy. The great importance of the improved watches is a perfect regularity of time under every variety of climate, motion and position. So perfect are the adjustments, that the most violent exercise, such as horseback riding, jumping, etc., produces on them no sensible effect They are therefore, particularly adapted to Railroad purposes.

Liberty is given to refer to the following gentlemen, who, among many others, have proved the excellence of Charles Frodsham's Watches as timekeepers:

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Alvin Adams,	"	"
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The Prices of the New Series Gold Cases, are According to Size, viz:

SIZE 12	.....
" 14	..... $230
" 16	.....
" 18	 250
" 20	 275
" 22	 300

Recommendations:

Boston, Sept. 3, 1853.

The Compensated Lever Watch I purchased of you, made by Charles Frodsham, London, No. 7300, has varied but thirty seconds from mean time in six months, by actual daily comparison with your regulator.

Yours, &c., ALVIN ADAMS.

Mr. Simon Willard.

Boston, Feb. 4, 1854.

Mr. S. Willard Dear Sir—The Frodsham watch, No. 7537, I purchased of you last October, has performed wonderfully well. I have compared it almost daily by your Astronomical clock, and its variations for ninety days is but one second, or a loss of but one-hundredth of a second per day. I consider it better than any Marine Chronometer I ever used.

Yours truly,
FISHER A. NEWELL,
Late master of Sch., Honolulu.

Sandusky, Ohio. Jan. 1, 1854.

Mr. S. Willard, Dear Sir—More than six months ago I purchased of you two of Frodsham's best watches—up to this time, one of them, No. 7571, has altered from mean time but twenty-seven seconds, and the other, No. 7517, but twenty-three seconds in the same period.

Yours, respectfully,
E. F. OSBORNE.

To Mr. Simon Willard.

Gentlemen—On the 1st of April last I procured from Mr Willard, of Boston, one of Frodsham's improved series of watches. It was regulated and set to Cincinnati time. It has not, in that period, been suffered to run down, nor have the hands been moved, and to day it is 20 seconds only slow. Respectfully yours,

HENRY O. AMES,
Sup't Cin. Ham. & Dayton Railroad.
August 18, 1854.

To Messrs. Beggs & Smith.

The following is an extract from a letter of William Brown, Esq., Springfield, Ohio, engineer on the M. R. & L. E. R. R., who has personally kept the rate of several of Frodsham's watches.

"Finally from what I have known of Frodsham's watches, I am very strongly impressed with the idea, that they are a decided improvement on all other timekeepers, and were they set in gimballs and used with the same care, I think their performance would equal that of Mr. Frodsham's celebrated box chronometer, and would answer the same purpose for determining longitudes."

Sept. 21-6*



(On Baltimore & Ohio Railroad, midway between Baltimore and the Ohio River.)

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Charles H. Fisher, Esq., "
Jno. Caldwell, Esq., Pres't S.C. R.R.Co. Charleston, S.C
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Oct. 13-tf.

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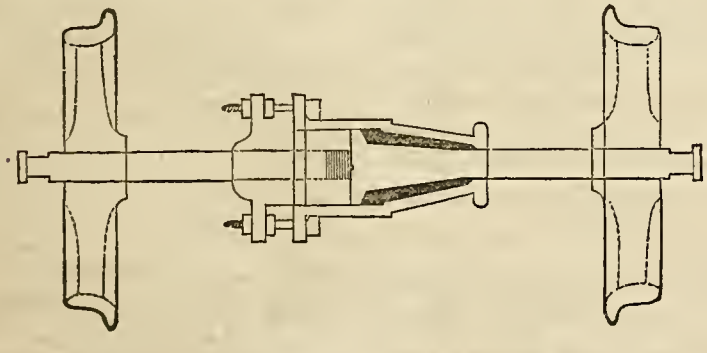
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DENNEY'S DIVIDED CAR AXLE.



PATENTED JANUARY 31ST, 1854.

THE ATTENTION OF RAILROAD COMPANIES is respectfully invited to an examination of the merits of this valuable invention, which offers to add largely to the safety of life and property.

The valuable features of this arrangement of axle are, a saving of full fifty per cent. in motive power on crooked roads: the rails are protected from being destroyed by the flanges of the wheels coming in contact with them on the curves, as is the case with the stiff or rigid axle, which not only destroys the rail but puts a constant strain upon the wheel and axle, causing the wheel on the inner rail to trip or revolve upon the rail under the weight of the car and its load, while the opposite wheel is traversing its greater distance; the tendency of which, is to wear the wheel flat, and cause it, or the axle, to break sooner or later. There is less danger of the car leaving the track from its having become spread.

Axles fitted in this way do not require to be near so large, and yet contain more strength than the common axle, for the reason that the liberty given to the wheels, which allows them to accommodate themselves to the curvatures of the road, removes wholly the strain thrown upon the ordinary axle; and therefore, it requires no more strength of iron at any point between the wheels, than is contained in the bearings, which in the ordinary axle, is not more than one-third of the strength of the other portions of the axle.

The elongated bearing which forms the connection is so proportioned as not to wedge or become tight in the alloy, the wear being almost imperceptible, requiring to be set up not oftener than once in twelve months, by a slight tightning of the screw nuts. If, from long service, the alloy becomes worn out, it can be refilled, making it as perfect as when first filled up, and the gauge of the wheels will never become changed so as to injure the running of the car.

It is after a series of the most careful experiments, conducted through a period of time sufficient to test in the most satisfactory manner, the real merits of divided car axles, and a thorough and practical test in real service of over two years, that we now offer to Railroad Companies one that we are assured will give universal satisfaction in its operations, and both simple and cheap in its construction.

We are now ready to dispose of rights to use the above axle on the following terms: We guarantee full and perfect satisfaction by giving ample time to thoroughly test its merits, and will require no payment to be made until such satisfaction has been given. All applications to be made to

SAMUEL L. DENNEY,
Christiana, Pa.
Or, to **CHRISTIAN UMBLE,**
Gap, Pa.

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TYLER DAVIDSON & CO.,

Agents for the

BOSTON BELTING COMPANY

India Rubber Machine Belting in any quantity, from 2 to 20 inches.

India Rubber Steam Packing;

Mixed	do	do	1-32 to ½ inch thick.
Plain	do	do	1-32 to 1 inch thick.
Pure	do	do	

Pipe and Manhole Rings, all sizes;
Square or Rope Packing, do.

HOSE.

India Rubber, Hydrant, Conducting, Fire Engine, and Locomotive, of all sizes, manufactured from the best of Vulcanized Rubber, and for sale only by the agents.

Car Springs, and all other kinds of Vulcanized India Rubber used for Mechanical and Manufacturing purposes.

The undersigned, having been appointed Agen of the Boston Belting Company, beg leave to adviso Dealers and Consumers that they are now prepared to supply the above goods in any quantities, on the most favorable terms. On hand and for sale,

50,000 Feet Vulcanized India Rubber Machine Beltings, from 2 inch to 20 inches, 3 and 4 ply.

TO STEAMBOATS AND RAILROADS.

India Rubber Hose, for Pavements, Streets, Gardens, Locomotives, Engines, etc.

40,000 feet Hose, 3, 4, 5, 6, and 7 plys, suitable for pavements, streets, gardens, locomotives, fire engines, etc., 1 to 3 inch, warranted extra quality. Also,

THE vulcanized India Rubber Break Springs now in use by all the Eastern Railroads, and posessing decided advantage over the Steel Springs now in use, for the following reasons:

1st, They are much easier put on.

2d, They are a great deal cheaper.

3d, They are much more durable than steel, and no time lost in making them, the weather having no effect on them.

ALSO—Large 6 inch hose for water stations. This is a new and important invention. The coldest weather will have no effect on them whatever They are warranted to remain as pliable, in the COLDEST of weather, as they are in 150 Fahrenheit heat.

Armitage Anvils,—10 casks, assorted weights n w in store.

Allen's Revolvers and Self-Cocking Pistols.—Now in store, a large assortment of the above, 3, 4, and 5 inch Revolvers; 3, 4, 5, and 6 inch Pocket Pistols. Also, Ducling Pistols.

Leland's Superior C. S. Car and Auger Bitts.—All sizes.

Brass Kettles, and Sheet Brass, &c.—Brass Kettles, assorted from 6 to 30; Sheet Brass assorted from No. 0 to 30; Brass Wire, do do do.

Star Breast Chains.—Four casks of those superior double-linked Chains, just received.

Walker's Trace Chains.—70 casks of those superior goods, warranted full length and sizes, 8 to 20 links, straight and twisted, now in store.

American Anvils.—Eagle brand, faced with with cast steel, and warranted by the manufacturers equal to Armitage's Mousehole.

Plated Spoons.—Plain, tipped, and threaded heavy plate, on best quality of German Silver.

Premium Gimlet Screws.—10,000 gross just received.

Mill Saws. Hoe & Co.'s C. S. Wm. Rowland's, and W. H. Rowland's 6, 6½, 7, 7½, and 8 ft

Cross Cut Saws.—Hoe & Co.'s C. S., Johnockerell's C. S. and G. S., Wm. Rowland's and W. & H. Rowland's 5, 5½, 6, 6½, 7, 7½, and 8 feet Also, 4 and 4½ feet Tennon Saws.

Axes—1000 doz. Axes, assorted Yankee and Kentucky patterns, first, second, and third quality

Nails.—4000 kegs Shoenberger's and Wheeling Nails, now in store.

For sale by TYLER DAVIDSON & CO.,
mr3 140 and 142 Main street

Railroad Record

PUBLISHED EVERY THURSDAY MORNING,

By T. WRIGHTSON & CO.

Office No. 167 Walnut Street,

E. D. MANSFIELD, Editor.

J. A. JAMES, W. WRIGHTSON, } Associate Editors.

Subscription Three Dollars per annum, in advance.

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T. WRIGHTSON & CO.,

Publishers, and Proprietors,

Railroad Printing.

WE have now attached to this office an extensive **Composition** and **Press Room** and **Bindery**, under the personal supervision of the proprietors of the Record. With confidence, therefore, we call the attention of Railroad Officers and others to our extensive establishment, containing every facility for turning out superior work in any and every department of the Printing Business.

We are fully prepared to furnish **Railroad** and other **Reports**, with or without **Maps** or other **Illustrations**, gotten up at short notice and in superior style. Also, **Blanks of any description**, adapted to the wants of the various departments of the **Railroad service**, and to the wishes and tastes of the parties.

Also, **Railroad Tickets** and **Conductors' Checks**. Our patent **Card Press**, enables us to supply any demand at **Short Notice** and in **Unequalled Style**.

Also, **Blank Books**, ruled to any pattern, with or without **Printed Headings**, and bound in the most substantial manner.

With the numerous facilities for doing the **Best Work**, we feel no hesitancy in promising full satisfaction to all who may favor us with their orders.

T. WRIGHTSON & CO.,

Railroad Record Office, 167 Walnut st Cin.

TO RAILROADS AND CONTRACTORS.

Horse Powers.—The undersigned being agents for the sale of R. H. Pease formerly Emery & Co.'s Horse Powers, are prepared to furnish them to order. They occupy little room and do their work effectually. T. WRIGHTSON & CO.

GAS.

Aubin's Patent.—We are agents for this new and improved furnace, and having had one in operation at our office for several months past, can confidently recommend it as being simple in its operation, occupying little room and furnishing a pure and beautiful burning gas. From the peculiar arrangement of the retort it is not liable to *burn out*, thus saving a great part of the expensive repairs of other furnaces. We are prepared to erect these furnaces at our own risk and warrant them to produce good gas.

T. WRIGHTSON & CO.,

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RAILROAD MAP.

WE have now ready A Railroad Map of the West, containing all the Railroads construct ing, completed, or proposed in the States of Ohio, Indiana, Illinois, and Kentucky, and portions of Wisconsin, Michigan Pennsylvania, Virginia, Tennessee and Canada, showing the termini, points upon the lines, connections, &c. of each line, all laid down accurately, by a compete t hand.

The size of the sheet is 24 by 38 inches, and can be sent by mail.

Price—plain	40 cents.
Colored in outlines	50 cents.
Full colored	75 cents.

Liberal discounts will be paid to those wishing them n quantities.

Railroad companies desiring a map to illustrate their road cannot find one offering greater inducements as to correctness, &c., or on better terms; as any line can be made prominent, with its connections, &c.

All orders addressed to U. P. James will secure prompt attention

ENGINEERING!!

The undersigned is prepared to furnish

SPECIFICATIONS, ESTIMATES, AND PLANS,

In general or detail of all kinds of

Steam Vessels, Engines, Boilers, Mill Work, &c

Particular attention given to the superintending of

LOCOMOTIVES, TENDERS, CARS,

And Railway Machinery of every Description,

While under construction.

AGENT FOR THE PURCHASE of, on commission, all articles required for Railroads, Steam Vessels, Locomotives. Engines, Boilers, Machinery, &c.

General Agent for

ASHCROFT'S STEAM GAUGE, ALLEN AND NOYES' METALIC SELF ADJUSTING CONICAL PACKING, DUDGEON'S HYDRAULIC JACK.

Also, for Water Gauges, Indicators, Steam Whistles, &c., &c.

CHAS. W. COPELAND,
Consulting Engineer,
x5-tf 64 Broadway, N. Y.

RAILROAD HOTEL.

CINCINNATI, O.

THE GIBSON HOUSE, Cincinnati, is situated on Walnut-street, between Fourth and Fifth, in the immediate neighborhood of all the Railroad Offices. For comfort and convenience it is believed that this hotel is unsurpassed. It is heated with steam from the first floor to the fifth, thus making it the most desirable winter house in the West. The proprietor hopes to enjoy a share of the patronage of Railroad men.

A. WETHERBEE, Proprietor.

New Works on Civil Engineering.

THE Field Practice of Laying out Circular Curves for Railroads. By John C. Trantwine, Civil Engineer.—4th Thousand, in pocket-book form with tucks.

—ALSO—

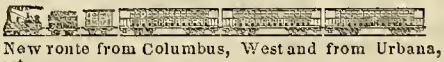
A New Method of Calculating the Cubic Contents of Excavations and Embankments, by the aid of Tables and 10 Engraved Plates of Diagrams. By John C. Trantwine, C. E.; 2d edition.

Price, one dollar each. Postage on the Curves, five cents; on the Excavations and Embankments, eight cents. For sale by WILLIAM HAMILTON.

Hall of the Franklin Institute.

Sept. 21-3* Philadelphia, Pa.

COLUMBUS PIQUA, AND INDIANA RAILROAD.



New route from Columbus, West and from Urbana, East.

On and after Monday September 19, 1853, two trains per day, (Sunday excepted) each way, will run on this Road, between Columbus and Urbana. Will leave Columbus at 4.50 a.m., and 3.30 p.m.—arriving at Urbana at 8.12 a.m., and 6.14 p.m. Returning—will leave Urbana, for Columbus, at 9.15 a.m., and 3.00 p.m.—arriving at 12.05 and 6.55 p.m.

The 4.50 a.m. train, from Columbus, will connect with he night Express train from Cleveland and arrive at Urbana in time for the morning train north for Sandusky and intermediate points. Persons arriving by the morning Cleveland and Zanesville trains can have a few hours at Columbus and leave by the 3.30 p.m. train—arriving at Urbana in time to get supper and take the 5.35 p.m. train for Dayton and Cincinnati.

The 9.15 a.m. train from Urbana connects with the morning train from Cincinnati and Dayton that arrives at Urbana 8.40 a.m.—arriving at Columbus at 12.05 p.m in time for the 1 p.m. train for Cleveland, connecting with the Buffalo and Dunkirk boats. The 3.00 p.m. train will leave Urbana on the arrival of the Sandusky train—reaching Urbana at 2.45 p.m.—and arrive in Columbus in time for the various night trains.

A line of Omnibuses will connect with the trains at Urbana for the conveyence of passengers to and from Piqua and Greenville over a good Macadamized road.

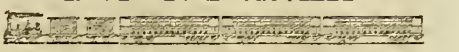
A. G CONOVER, Sup

Piqua, Sept. 13, 1853. s29-tf.

Railroad Line.

The Shortest, Quickest and Best

ROUTE TO LOUISVILLE.



MADISON, INDIANAPOLIS, PERU, TERRE HAUTE, MICHIGAN CITY, CHICAGO, GALENA, ST. LOUIS, AND NEW ORLEANS.

OHIO & MISSISSIPPI RAILROAD,

ON MONDAY, SEPTEMBER 18, AND UNTIL FURther notice, the Passenger Trains will run as follows:

For Louisville and New Albany.

Leave Cincinnati at 7.15 A. M. and 3.15 P. M., connecting with the Jeffersonville Railroad at Seymour, and arrive at Jeffersonville, opposite Louisville, at 1 o'clock P. M., and at 9 P. M.

Returning—Leave Jeffersoneille at 8.20 A. M., and 3.15 P. M., arrive in Cincinnati at 2.30 P. M., and 9.30 P. M. No delays in connecting with any other Railroad,

Fare $2 50.

For Indianapolis.

Leave Cincinnati at 7.15 A. M., and 3.15 P. M., connecting with the Indianapolis and Cincinnati Railroad at Lawrenceburg, for Indianapolis, and all the principal cities and towns of the North and West.

Returning—These trains arrive in Cincinnati at 4.05 P. M., and 9.30 P. M.

Fare $3 00.

For Lawrenceburg and Aurora.

Leave Cincinnati at 7.15 A. M., 10 45 A. M., 1.27 P. M., and 5 P. M., stopping at all the regular stations.

Returning—Leave Aurora at 6.50 A. M., 3.15 P. M., 2.55 P. M., and 8.23 P M., stopping at all the regular stations, and arrive in Cincinnati at 8.10 A. M. 2.30 P. M., 4.05 P. M., and 9.30 P. M..

Freight Trains for Jeffersonville and all intermediate stations, leave Cincinnati at 9.30 A. M.

For further information see handbills, or apply at the Ticket Office, on Fourth street, north side, four doors from Vine street, oposite new Custom-house.

S. S. POST.
Chf. Eng'r and Supt.

Passengers, by leaving their address at the Ticket Office, will be called for by St. Louis and Cincinnati Omnibus Line.

Omnibuses call at all the principal Hotels, for each train. W. S. BABCOCK, Agent,

Sept 5. St. Louis and Cincinnati Omnibus Line.

RAILROAD IRON.

I WOULD respectfully call the attention of Railroad Companies and Contractors to my facilities for

NOTCHING RAILROAD IRON

Suitable to be spiked in the Chairs. My Portable Punching Machines, for which I received Letters Patent, enable me to make contracts for punching iron at a less price than can be done with any other Punching Machine now in use.

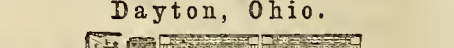
Orders solicited, and work executed in any part of the United States. Address,

S. M'KENNA,

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CAR MANUFACTORY,

Dayton, Ohio.



E. THRESHER & CO., having enlarged their shops, are prepared to contract on favorable terms, for building every variety of railroad Cars, in any quantity and on short notice, made of the best materials, and of the most approved workmanship.

They are prepared also to furnish jaws and boxes; the Washburn Wheel, 30 and 33 inch, adapted to inside or outside bearing; cast iron frogs, steel plated; and switches of the most approved patterns.

They also manufacture blacksmith tuyeres, Harris' Patent; portable bolt forges: bolt heading and bolt cutting machines; upright drills, wheel presses; wood planers; tenoning and mortising machines, etc.

They respectfully invite the attention of railroad directors and superintendents to their establishment.

Dayton, Jan. 24th, 1853. jan.25-†

PROSSER'S PATENT

Lap-Welded Iron Boiler Tubes.

TUBES screwed together, flush on both sides, for Artesian wells, etc. Free-joint Tubes, for Core Bars, Awning Frames, Leaders, etc.

Brass Boiler Tubes.

Patent Wrought Iron Blacksmiths' Water Tuyeres, Water Backs, etc.

Agents for Krupp's celebrated Cast Steel for Shafts' Railway Axles, Tires, Platers' Rollers, etc.

P. S.—All Tools necessary for the construction or keeping in order of Tubular Boilers.

THOS. PROSSER & SON

au.17† 28 Platt street, New York.

Baltimore & Ohio Railroad.

380 MILES BETWEEN WHEELING AND BALTIMORE.

THIS Road was opened to the Ohio River in the spring of 1853, and has already established a high character with the business community of the West. Its facilities for the transportation of freights are already superior to those of any other great through line—while the attractions of the country through which it runs, and its many admirable provisions for the expedition, comfort and safety of travelers, it has received such favor as a passenger road, (with its present connections,) as to show that it will become the preferred route for all portions of the West and South-West as soon as its further connections are formed by the completion of the Central Ohio, North-Western Virginia and other Railroads now rapidly finishing.

FOR PASSENGERS BY THIS ROUTE,

Through Tickets from all Parts of the West,

ARE NOW SOLD IN

Cincinnati, Louisville, Madison, Indianapolis, St. Louis, Chicago, Toledo, Detroit, Cleveland, Columbus, Zanesville and other Cities.

AT ALL OF WHICH ARRANGEMENTS HAVE BEEN EFFECTED

For Sending Travelers Direct to

WASHINGTON, BALTIMORE, PHILADELPHIA, NEW YORK, and other ATLANTIC CITIES.

FOR FREIGHTS IN EITHER DIRECTION

The fullest accommodations are provided. In motive power and Cars, the company has abundant resources, which are being further extended to meet the demands of Western Trade. In the dispatch and regularity of transpart, and in the careful landing of property, this road challenges a comparison with its rivals. At Baltimore, the road connects directly in the streets and at the wharves with the

PHILADELPHIA AND NEW YORK RAILROADS,

The numerous Steamers of the Parker Vein Line to New York and Boston, the Ericsson Steamers by Canal to Philadelphia and New York,

And various other Lines of Steamers and Sailing Vessels to the Eastern Ports, and to Richmond, Norfolk, Charleston, Savannah, etc.

J. B. FORD is the Company's Receiving Agent at Wheeling.

WM. G. HARRISON, President. *JOHN H. DONE*, Mast. of Transportation, Baltimore.

je. 8†

Pittsburgh, Philadelphia, BALTIMORE AND NEW YORK

NEW ROUTE OPENED TO NEW YORK, ALL THE WAY BY RAILROAD, VIA **CINCINNATI, HAMILTON & DAYTON RAILROAD.**

The quickest, cheapest and most pleasant route to Pittsburgh, Philadelphia, Baltimore and New York.—Depot in the West end of the city.

Only route via Pittsburgh by which through tickets can be obtained from Cincinnati to New York.

One less change of cars than any other route.

Passengers leaving Cincinnati, on 6 o'clock morning train of Cincinnati, Hamilton & Dayton Railroad, go through to Crestline without change of cars, and, after 30 minutes for dinner, proceed by Ohio & Pennsylvania Railroad, arriving at Pittsburgh at 8 o'clock P. M.: leave Pittsburgh via Pennsylvania Central Railroad, at 9 o'clock, P. M., and arrive in Baltimore and Philadelphia at 12 o'clock and 30 minutes (noon) next day; and from thence via Kensington and Jersey City, or Camden and Amboy Railroads, arriving in New York at 4 P. M.

Second Train:

Leaves Cincinnati, Hamilton and Dayton Railroad at 8 o'clock and 20 minutes every morning; arrives at Crestline at 4:20 P. M., and Pittsburgh at 12 o'clock and 30 minutes, midnight; and after a comfortable night's rest, resume by 7 o'clock A. M. Train, arriving in Philadelphia and Baltimore at 12 o'clock and 30 minutes, midnight.

The only offices in Cincinnati at which Through Tickets can be purchased from Cincinnati to New York, via Pittsburgh and Philadelphia, are under the Spencer House, and one door below the Gibson House on Walnut street.

FARE:

From Cincinnati to Pittsburgh, first class		$7 00
" " "	front car	5 00
" "	Philadelphia	14 00
" "	Baltimore	14 00
" "	New York, via Pittsburgh, and Philadelphia, all the way by railroad	16 00

For through tickets and information, please apply at Cincinnati, Hamilton and Dayton Railroad Office, north west corner of Broadway and Front streets, under the Spencer House, or to J. W. SHIPLEY, at Railroad office on Walnut street, between Fourth and Fifth streets, one door south of the Gibson House, or at Sixth street Depot.

H. O. AMES, Superintendent.
W. A. LATHAM, Agent.

The Omnibus Line will call for passengers by leaving their orders at the offices.

Sep. 7,-tf. WM. H. SMITH, Conductor.

1855. Winter Arrangement, 1855.

COMMENCING MONDAY, JAN. 29.

LITTLE MIAMI AND COLUMBUS AND XENIA RAILROAD.—Passengers by the 6 o'clock A. M., Train, Little Miami and Columbus and Xenia Railroad, breakfast at Cincinnati, and dine the following day in New York, Philadelphia, Baltimore or Washington City.

FROM CINCINNATI TO

To New York in	32½ hours.
To Philadelphia in	31½ "
To Washington in	29 "
To Baltimore in	28 "
To Buffalo in	16½ "
To Dunkirk in	15 "
To Cleveland in	9⅓ "
To Sandusky in	8¾ "
To Pittsburgh in	14 "
To Wheeling, in	10½ "

FOUR DAILY TRAINS.

FIRST TRAIN.—Cleveland, Pittsburgh, and Wheeling Lightning Express, at 6 o'clock A. M., for Columbus, Cleveland, Dunkirk, Buffalo, Albany, New York and Boston; Crestline, Pittsburgh, Baltimore, Philadelphia and New York; Zanesville, Wheeling, Baltimore, Philadelphia, and New York; Washington City, etc. Connects to Sandusky; also, at Xenia to Yellow Springs, and Springfield. This train stops between Cincinnati and Columbus at Loveland, Morrow, Xenia and London only.

SECOND TRAIN.—Cleveland and Pittsburgh Accommodation Express, at 9 o'clock, A. M., for Columbus, Cleveland Dunkirk, Buffalo, Albany, New York and Boston; Crestline and Pittsburgh; Newark and Zanesville; Circleville and Lancaster; Blanchester and Chillicothe; Hillsborough, connects to Sandusky. This train stops at all points between Cincinnati and Columbus, except Linwood and Branch Hill.

THIRD TRAIN.—Accommodation at 3 P. M., for Circleville and Lancaster; Blanchester and Chillicothe; Hillsborough. This train stop at all points between Cincinnati and Morrow.

FOURTH TRAIN.—Cleveland and Pittsburgh Night Express, at 5 P. M., for Columbus, Cleveland, Dunkirk, Buffalo, Albany, New York and Boston; Crestline, Pittsburgh, Philadelphia and New York; connects at Xenia to Yellow Springs and Springfield. This train stops at all points between Cincinnati and Columbus, except Linwood and Branch Hill.

One Train on SUNDAY, at 2.30 o'clock P. M. for Columbus.

Trains run by Columbus time—7 minutes faster than Cincinnati.

FARE AND THROUGH TICKETS.

For prices of fare, through tickets, and all information, please apply at the company's new office, No. 233 west side of Walnut street, between Fifth and Sixth streets, six doors south of the United States Hotel, or at the old established General Railroad office, in the three-story yellow building, south-east corner of Broadway and Front-street, directly opposite the Spencer House, Railroad Hotel and Mail-boat Landing, or at the Eastern (Little Miami) Depot, East Front-street.

WM. H. CLEMENT, Superintendent.
P. W. SRADER, General Agent.

OMNIBUS LINE.

The Omnibus Line calls at all the principal hotels; and by leaving directions at the office, as above, they will make private calls in any part of the city.

Change of Time on Cincinnati, Hamilton, Eaton & Richmond Railroad.

ON and after TUESDAY, April 4th, 1854, the Morning Train for Richmond and Indianapolis, will leave Depot, foot of Sixth street, at 6.10 o'clock, A. M.

Passengers by this Train connect at Indianapolis with the 1 o'clock, P. M. Train on Lafayette and Indianapolis Railroad for Lafayette and Chicago; arriving at Chicago by 9 o'clock, P. M., of same day, being 9 hours less time than by any other railroad route leaving Cincinnati.

Also, connect at Indianapolis with 1.15 P. M. Train for Terre Haute.

Trains for St. Louis leave Chicago at 11 o'clock P. M., after the arrival of 1 P. M. Train from Indianapolis in the morning, making this the quickest route by far between Cincinnati and St. Louis.

Evening Train will leave as usual, at 3.30 P. M. connecting at Richmond with 7 P. M. Train for Indianapolis; arriving at Indianapolis at 10.30 P. M.

FARE—Cincinnati to Richmond	$1 75
Cincinnati to Indianapolis	3 00
Cincinnati to Chicago	9 00

ap. 6 D. M. MORROW, Sup't.

ENGINEERS' MATERIALS.

EGGERS & CO.,

WHOLESALE DEALERS IN

PAPER & STATIONERY,

Since first January.

No. 127 Walnut St., bet. Third and Fourth.

CINCINNATI,

Keep the most complete stock in the West of every thing used by Engineers. On application, a catalogue with prices will be forwarded. [ly.21-†.

Covington and Lexington Railroad.

1854. 1854.

OPEN to Paris.—Direct Railroad connection with Lexington, Frankfort and Louisville.

Two Daily Passenger Trains.

On and after MONDAY Oct. 9th, 1854, and until further notice, Trains will run as follows:

Express Train leaves Covington at 7 o'clock, A. M. stopping at Grant's Bend New Philadelphia, Canton Benton, Clarkson, Demossville, Butler, Irving, Falmouth, Callenville, Boyd's, Berry's, Robinson's Garnett's Cynthiana, Laird's and Kiser's and arriving at Paris at 11.30 A. M.

Returning, leave Paris at 12 o'clock M., stopping as above, and arriving at Covington at 4.35 P. M.

Through passengers by this train connect directly at Paris with Maysville and Lexington road, and arrive at Lexington at 1 o'clock P. M., connecting at Lexington with the stage lines for Danville, Winchester, etc., and with the afternoon train of the Lexington and Frankfort road, for Frankfort and Louisville.

Returning, leave Lexington at 10 o'clock, A. M., and arrive at Covington at 4.35 P. M., in time for the Evening Express Trains North and East.

The Accommodation Train leaves Paris at 5.30 A. M., stopping at all regular and flag stations and arriving at Covington at 10 25 A. M.

Returning, leave Covington at 2.40 P. M., stopping as above, and arriving at Paris at 7.35 P. M.

Through passengers by this train lie over night at Paris and arrive at Lexington at 8.30 next morning.

Freight Trains leave Covington daily, Sundays excepted, at 2.40 P. M.; freight received up to 12 M., for the train of same day.

RATES OF FARE.

Covington to Lexington	$3 00
Covington to Paris	2 40
Covington to Cynthiana	2 00

FOR THROUGH TICKETS,

Apply at the Cincinnati, Hamilton and Dayton Rail road Ticket Office, W. A. Latham, Agent; Little Miami Railroad Ticket Office, P. W. Strader, Agent; or at the Depot, Covington.

J. M. DOUGHERTY, Superintendent.

☞ The Omnibus Line will call for Passengers in any part of the city, by leaving directions at the above offices. CLAYTON & GRANT.

oct. 17.

Shortest Route to Indianapolis, Chicago, and St. Louis by Indianapolis & Cincinnati Railroad,

VIA LAWRENCEBURG,

IN connection with the **OHIO & MISSISSIPPI RAILROAD.** Passenger Trains leave Cincinnati at 7:15 A. M., and 3:15 P. M. Arrive at Indianapolis at 11.30 A. M., and 8:30 P. M.

By morning train passengers arrive at Chicago in 14 hours, and St. Louis in 28 hours.

Freight shipped to Indianapolis and all other points West and North without delay at cheapest rates.

Cars run from Lawrenceburgh to Terre Haute, Lafayette, Peru and Chicago, without unloading.

Office, foot of Main street corner of Water street.

SIDNEY RICE, Agent.

Cincinnati Sept. 28, 1854.

RAILROAD SPIKES,



WROUGHT IRON

Chairs and Fastenings.

THE undersigned will continue to manufacture with increased facilities, HOOK & FLATHEAD R. R. SPIKES, of all Patterns, WROUGHT and CAST CHAIRS, and FASTENINGS, BOILER RIVETS, BOLTS, SHIP and BOAT SPIKES, &c., &c.

The best quality of refined iron is used, and all orders filled with despatch. J. HOPKINSON SMITH, No. 25, South Charles st.

☞ Please direct the name in full.

Baltimore, August 31-†

BANK NOTE ENGRAVING.

DANFORTH, WRIGHT & Co.,

No. 25 West Third Street, Cincinnati.

Bank Notes, Drafts, Bills of Exchange,

RAILROAD BONDS, & CERTIFICATES

†mr3] Engraved in a style unsurpassed.

FREIGT CARS FOR SALE.

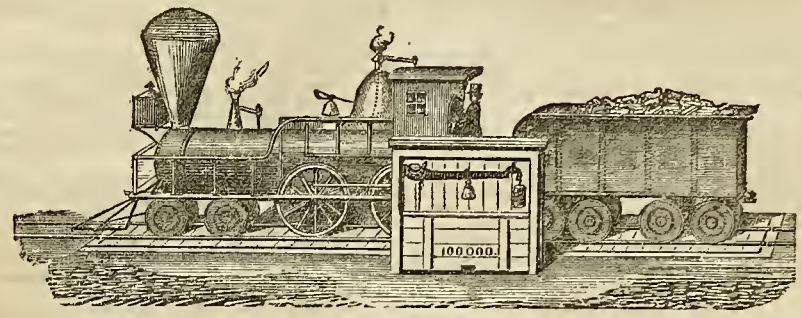
15 PLATFORM AND 15 HOUSE CARS FOR SALE. Iron Trucks adapted to guage of four feet eight and a half inches.

OLMSTED, GOODMAN & CO

jan11-tf

ISAAC RIGDON. EDWARD C. RYLAND. WM. HUDDART.

OHIO SCALE WORKS.



Rigdon, Ryland & Co.,

No. 39 Vine Street, between Front and Columbia streets,

CINCINNATI.

WE are now prepared to furnish **Railroad Track and Depot Scales** of all sizes, which we warrant in every respect equal to any manufactured in the United States.

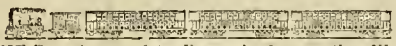
Being practical workmen ourselves, we feel confident that we can furnish the West and South with as good an ticle and cheaper than can be bought East.

rCincinnati, June 29, 1854.

KENTUCKY LOCOMOTIVE WORKS.

CORNER OF KENTUCKY AND TENTH STS.

LOUISVILLE, KY.



THE Proprietors of the Kentucky Locomotive Works would respectfully inform Railroad Companies and the public generally that, having completed their establishment, they are now prepared to recoivo and execute orders with fidelity and dispatch.

They will contract for

Locomotives, Passenger, Baggage, Freight, Gravel and Hand Cars,

Of every style and pattern, as well as all kinds of St and Machinery required for railroads.

Particular attention will be paid to repairing, which they have every facility.

They are also prepared to contract on favorable terms for building all kinds of Machine Tools, such as Turning Engines, Lathes, Planers, Drills, Slotting, Spliting, and Shaping Machines, of every variety of pattern.

Having also a large FOUNDRY connected with the establishment, orders for Castings are solicited, and will be filled with promptness.

Car Wheels of any pattern can be furnished on short notice. Double and single plate and Spoke Wheels, of all sizes constantly on hand.

☞ Communications or orders must he addressed to OLMSTED, TENNYS & PECK,.

Je.8-tf Louisville, Ky.

C. THOMSON & CO.,

MANUFACTURERS OF

PATENT PAD LOCKS,

For Railroad Switches, Merchandise Cars, Stores, Cemeteries, Iron Safes, &c.,

Cor. Railroad Avenue and Market st.,

an.12† NEWARK, N. J.

Norris' Locomotive Works,



PHILADELPHIA.

ENGAGED for many years in manufacturing Locomotives, offer to Railroad Companies to construc of any plan or size,

LOCOMOTIVES OF SUPERIOR QUALITY.

Our facilities for doing work have been largely increased this year, and orders can be executed with dispatch.

jy. 27. RICHARD NORRIS & SON.

ASHCROFT'S METALLIC STEAM GAUGE.

(BOURDEN'S PATENT)

THE subscribers offer for sale this valuable Gauge. It is adapted to Locomotive and other steam boilers, indicating with accuracy the continual variations of steam within the boiler, enabling the Engineer to maintain a uniform and safe pressure. Any of the Eastern Railroads may be referred to for proof of its importance and value. BRIDGES & BROTHER,

sep.15-tf 64 Courtlandt St., New York.

Lightner's Patent Axle Boxes for Railroad Cars.

THE attention of Railroad Managers and others is called to this valuable improvement in

AXLE BOXES.

The first cost and "fitting up" of these boxes is 20 to 25 per cent below that of most boxes in use. They will save about 75 per cent in consumption of oil. The construction is simple; they are not liable to become loose, nor "heated" by severe service. The Reservoir is held close to the shaft, and the oil journals, are secure from dust yet easy of access; the brasses may be removed from the journals, while under the car, in a few minutes. Cars furnished with these boxes run from 4 to 5 weeks without replenishing the oil, and are not detained from the road for repairs ONE TENTH part of the time which is necessary when other boxes are used.

The business of a railroad can be done with a much less number of cars, with these boxes than if any other kind are used.

The first railroad men in the country have certified that Lightner's improvements in AXLE BOXES are among the first of the times.

Models and Testimony of the above Boxes, may be examined, and arrangements may be made for the right to use the same, with the subscriber.

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PRINCIPAL AGENT.

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We would respectfully urge all contractors and consumers to call upon or correspond with either of us before arranging for their supplies elsewhere.

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August 16, 1854. [au.18†

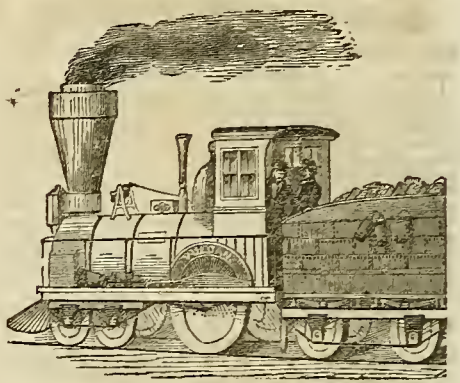
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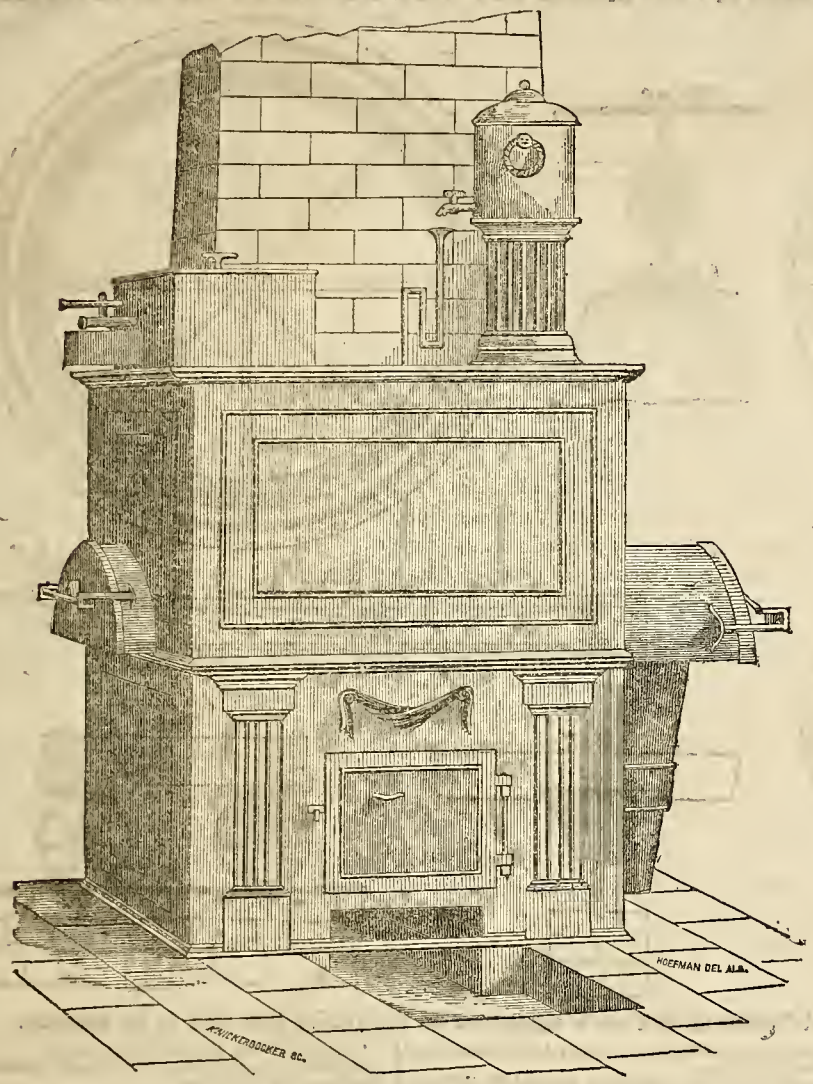
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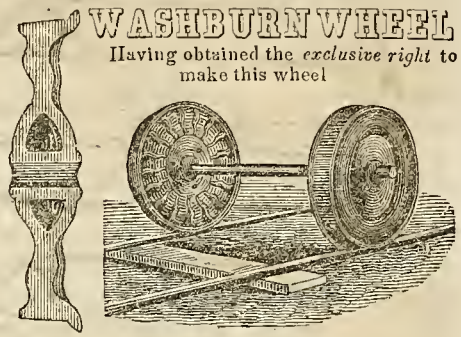
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†May 19.

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Over 2500 of which are now running on the Central Ohio Railroad, and many of these have been in use on the road over two years, having in that time only three to crack, and two to be renewed in consequence of the wearing of the Chill. We have also commenced the manufacture of the celebrated

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We have now on hand the best of dry White-Oak with which we think we can build Cars as cheap and as well as any other establishment in the States.

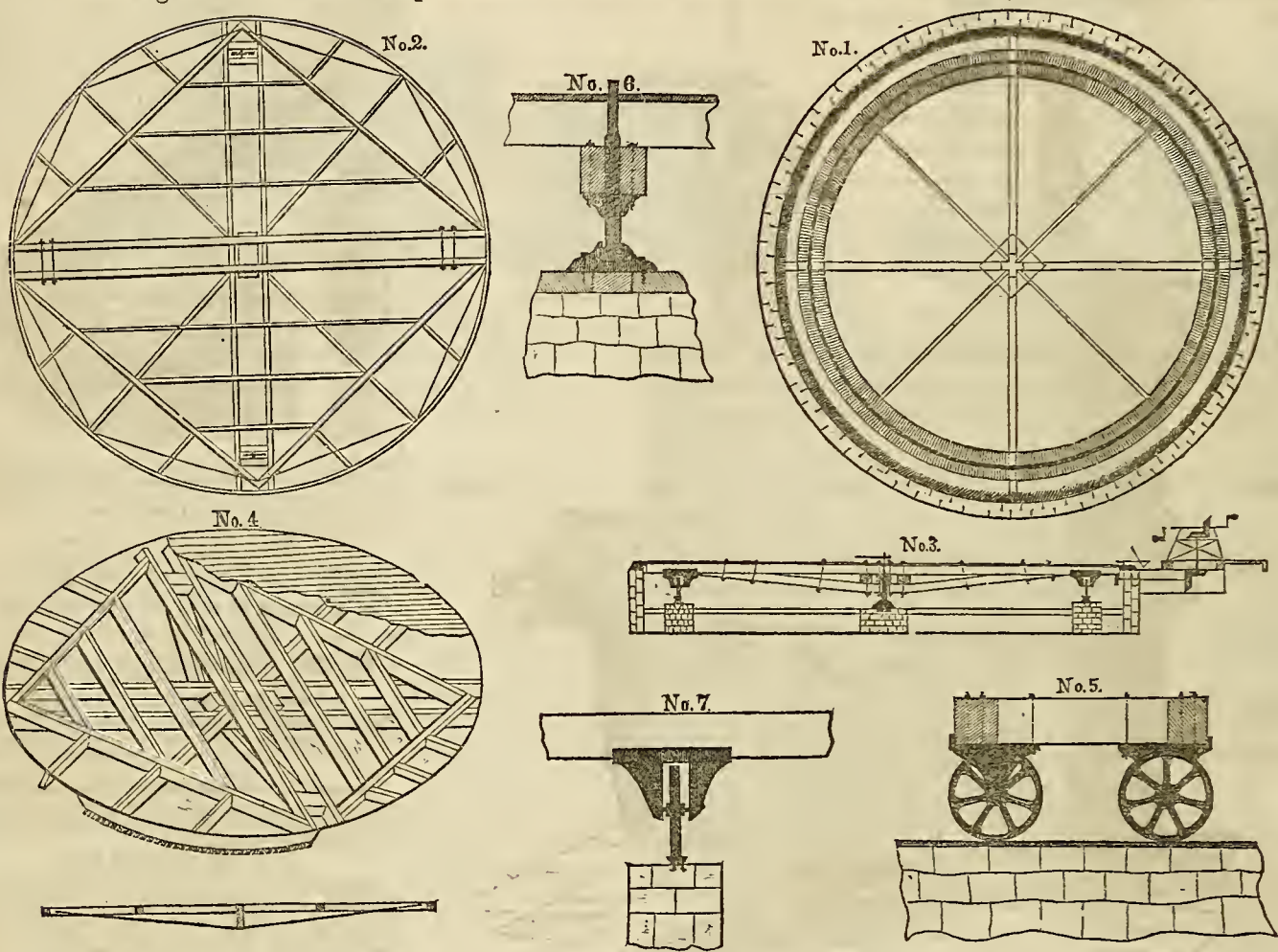
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Pennsylvania Central Railroad, O. W. Barnes, Resident Engineer, Pittsburgh.
Toledo & Cleveland Railroad, Wm. Ferguson, Chief Engineer, Cleveland Ohio.
Columbus, Piqua & Indiana Railroad, A. J. Conover, Chief Engineer, Piqua, Ohio.
Cleveland, Zanesville & Cincinnati Railroad, W. H. Grant, Chief Engineer, Akron, Ohio.
Cleveland, Columbus & Cincinnati, and Cleveland & Erie Railroads, L. Tilton, Sup't, Cleveland, Ohio.
Little Miami & Columbus & Xenia Railroads, William H. Clement, Sup't, Cincinnati, Ohio.
Cincinnati, Wilmington & Zanesville Railroad, E. W. Woodward, Engineer, Circleville, Ohio.
Central Ohio Railroad, G. W. Fulton, Sup't, and S. Medbury, Engineer, Zanesville, Ohio.
Camden & Atlantic Railroad, and Dauphin & Susquehanna Railroad, R. B. Osborne, Engineer, Philadelphia.
Bellefontaine & Indiana Railroad, W. M. Roberts, Engineer, Pittsburgh, J. Nottingham, Sup't, Marion, Ohio.
Cleveland & Pittsburgh Railroad, J. Durand, Sup't, Cleveland, Ohio.
Wilmington & Raleigh Railroad, North Carolina.
Central North Carolina Railroad.
Cincinnati & Indianapolis Railroad, Indiana.
New Albany & Salem Railroad, Indiana.
Michigan Central Railroad, Michigan.
Dayton, Xenia & Belpre Railroad, Ohio.
Pomeroy Railroad, Engineer at Cincinnati.
Springfield, Mount Vernon & Pittsburgh Railroad, Ohio, Charles Anthony, President.

DESCRIPTION OF PLAN.

Fig. 1, of the above cut, represents the foundations, consisting of *Bank* and *Track Walls*, the latter made of cut, the former of hammer-dressed stone, with cut stone coping. The Track is bent of the ordinary T rail, spiked and leaded to the stone track walls. The Center Pier is made of cut stone, with a step for screw and pivot bolted to the same.

Fig. 2, shows the framing.

Fig. 3, is a side view of Main Truss, with the mode of gearing, including the mitre-wheels, iron crank frame, rack and pinion, foundations, pivot wheels and pedestals.

Fig. 4, gives a perspective view of rim, segments, decking, etc.

Fig. 5, is an end view of the main trucks, with pedestals and wheels.

Fig. 6, is a screw for pivot, 6 inches in diameter, working in a steel step through a nut for adjustment.

Fig. 7, shows a cross section of track wall, well, and pedestal

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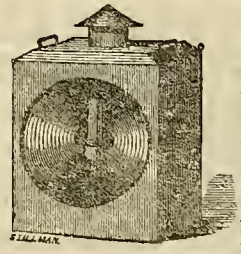
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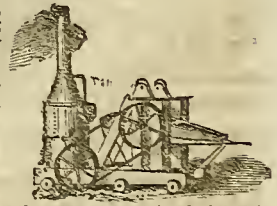
of the most approved form, with true Parabolic Silver-plated Reflectors, Copper Cases, and in every way equal to the best manufactured in the country.

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DESIGNED for Mining, Tunneling, Quarrying Use, and Rock Excavations of all descriptions, by the use of which a saving of 50 to 75 per cent. is made. This drill can be operated by hand, horse, or steam power, and works equally as well horizontally or at any angle, as perpendicularly.

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nov17†

Railroad Record.

E. D. MANSFIELD, - - - - - - Editor.
J. A. JAMES, W. WRIGHTSON, - - - Associate Editors.

CINCINNATI:
THURSDAY MORNING,.....FEB. 8, 1855.

E. D. MANSFIELD,

May be found at the office of the *Railroad Record*, 167 Walnut st., between the hours of 11 A. M. and 1 P. M.

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RUNNING ARRANGEMENTS.—Our readers will find in their proper column, the Winter arrangements of the Cincinnati, Hamilton and Dayton Railroad. The connections of this road extend to the East, North and West.

CREDITS.—We would suggest to our exchanges that we would like to have them credit us as the Railroad Record, and not as the Rutland Record; we do not know of such a paper.

HUNT'S MERCHANTS' MAGAZINE for February.—The February Number of this excellent publication is received and contains much interesting and valuable matter.

DEBOW'S REVIEW FOR FEBRUARY, 1855.

The leading articles are upon Slavery at the South, Southern Society, Cuba, The Sandwich Islands, The Slave Trade, The Present Hard Times, Progress of the United States, The Mineral Resources of the United States, Education in our Country, with a great variety of Commercial and Agricultural Statistics, etc. The work is published monthly, 144 pages, at New Orleans and Washington, at $5 per annum. Its most important papers, for the last eight years, have been condensed into three handsome octavo volumes, which are delivered without postage for $6.

STEAM NAVIGATION IN THE WEST—HUMAN MOVEMENT, AND COMMERCE.

Steam is now the great motive power on both land and water; and the increase of steam machinery, indicates almost exactly the increase of locomotion and of the industrial arts. While steam machinery applied to railways has increased in a most wonderful degree, steamboats on water have also increased very rapidly; and steam machinery applied to the arts, perhaps, more rapidly than either. Indeed, if we had the statistics of steam machinery, it would astonish the world.

But, the most astonishing part of the whole is, that while steam machinery, as a substitute for water, men, and horses has thus been added to the ordinary moving powers, in such immense amount, yet, those ordinary powers have not diminished; nay, they go on increasing! All predictions of the effects of steam, either positive or negative, have failed. No man has at all succeeded in estimating the power of steam. Dr. Lardner made a perfect demonstration that ocean steam ships could not succeed; yet, we now have steam ships on every sea, in every portion of the globe! So on the introduction of railways, it was estimated, with supposed certainty, that horses must go out of use comparatively, where railways were employed; yet, we see horses more in demand than ever, and prices higher than ever.

No man has estimated or can estimate, the power and effects of steam. Why? Because, of all the motive power within the reach of man, *there is none so expansive and so cheap as steam.* Steam is unlimited in expansion, and coal is unlimited in quantity, and when we say this, we say enough. No motive power can compete with it, and as it flies round the earth, it will in power and velocity increase, till what is, cannot compare with what will be.

It is our intention to notice the progress of steam power, and we will begin with steamboats, whose power, multiplication and effect, in the Valley of the Ohio, is really marvelous.

1. OF STEAMBOAT BUILDING.—Steamboat building commenced in the West, at Pittsburg, in 1811; but, it was 1817 before more than half a dozen boats were built. Since that time, it has continually increased. Having before us the returns of steamboat building for several years, we give below a table of the number built in five successive years, from 1847 to 1852, in the ports of the West, viz:

In Pittsburg	213	boats.
In Wheeling	16	"
In Cincinnati	138	"
In Louisville	172	"
In Nashville	9	"
In St. Louis	42	"
In Chicago	1	"
In Mackinaw	1	"
In Detroit	26	"
In Toledo	2	"
In Sandusky	2	"
In Cleveland	26	"
Aggregate	648	"

The whole number built in the U. States during this year, was 1,036; so that in that time. *six-tenths* of all the steamboat building in the U. States, was in the West. Of the above 648 boats, 548 were built on the waters of the Ohio. *One-half of all the steamboats built in the U. States, are built on the waters of the Ohio.*

It may be said, that the tonnage of boats built on the seaboard is greater; but the difference is really not very great. The *average* tonnage of boats built on tide water is only 350 tons each; and the *average* tonnage of boats built in the interior, is 300 tons each.

2. OF THE NUMBER AND TONNAGE of boats built in the West.—It is difficult to ascertain the precise tonnage of steamboats, at any one time; but in a report made to the Senate of the U. States, by Secretary Corwin, we have the exact steamboat statistics for the 1st of July, 1851. It is as follows:

	No.	Tonnage.	Crews.
On the waters of the Miss	253	67,957	6,414
On the waters of the Ohio	348	67,601	8,338
On the waters of the Lakes, West of Niagara	130	58,784	2,411
Aggregate	731	194,342	17,163

Since 1851, the number has undoubtedly increased. In the three and a half years elapsed, there have been built about 400 boats; and of the old ones, nearly one-third have been destroyed or worn out—making 240. We have, then, an increase of 160, making the whole number of steamboats on the Western rivers and Lakes about 900, and tonnage 260,000 tons.

3. OF VOYAGES.—It is an extremely difficult thing to form a correct idea of the number and extent of steamboat voyages. The *coasts* of the Western rivers and Lakes, make full 30,000 miles. The ports are as numerous as the towns, and villages on the coasts; and the voyages are complicated in every possible way. We can get an outline view, however, by taking the *arrivals and departures* at some of the principal places. Some of these are as follows, viz:

	Arrivals and Departures
Cincinnati	7,743
St. Louis	6,600
Chicago	1,120

We have no returns of arrivals and departures at other ports. But these are enough to form some estimate of the whole. Looking to New Orleans, Pittsburgh, and Louisville, as compared with Cincinnati and St. Louis, we think the *regular* steamboat voyages on the Ohio and Mississippi, must make at least 20,000 per annum; and the arrivals and departures, consequently, about 40,000. This will give an *average* of 30 voyages to each boat, which we think very near the fact.

So on the Lakes, estimating by what we know of Chicago and Toledo, we think on the Lakes there must be about 4.000 steam voyages, or 8,000 arrivals and departures.

4. Steam Tonnage of Western Ports.—In 1852, the steam tonnage of the several Western ports, were as follows, viz :

Pittsburgh	16,950 tons.
Wheeling	7 200 "
Cincinnati	24,700 "
Louisville	15,200 "
Nashville	3,600 "
St. Louis	32,000 "
Memphis	500 "
Vicksburg	1,000 "
Machinaw	1,800 "
*Chicago	—— "
Detroit	16,500 "
Toledo	1,800 "
Cleveland	6,500 "
Sandusky	500 "
Buffalo	26,000 "
Aggregate	154,250 "
In the Ohio Basin	67,650 "
In the Mississippi Basin	23,500 "
In the Basin of the Lakes	53,100 "

5. Human Movement by Steamboats.—The human movement by steamboats for 1851, was reported to the United States Senate, by Secretary Corwin, in Executive Document 42. Excluding ferry boats, and all modes of transportation, except *steamboats*, the following is the result of the principal Western towns :—

Pittsburgh	428,745 persons.
Wheeling	139,170 "
Cincinnati	270,796 "
Louisville	120,000 "
Nashville	24,340 "
St. Louis	367,798 "
Chicago	85,800 "
Detroit	369,430 "
Toledo	31,842 "
Sandusky	2,190 "
Cleveland	—— "
Mackinaw	41,212 "
Buffalo	171,557 "
Aggregate	2.002,890 "

The report gives no account of the movement at Cleveland, where there are a large number of passengers passing to and from.

More than *two millions of persons* were, in 1851, moved by steamboats on the waters of the West, *exclusive of the Lower Mississippi.* The number is much greater now.

At that time, the *aggregate of human movement in the West, exceeded five millions.* Now it is trebled, by the railways. Of that, we shall give an account hereafter.

6. Value of Steamboat Commeree.—The commerce of the Mississippi outlet, both ways, is equal to *one hundred and fifty millions.* The commerce of the Ohio Valley in steamboats, is equal to *eighty millions;* and the commerce of the Lakes West of Buffalo, is equal to *two hundred millions.* Of the Lake commerce, probably not one-half is done in steamboats. Altogether, we may safely estimate the value of commerce carried on in Western steamboats, at full *three hundred and thirty millions!* Thus we have of steamboat commerce in the West. *Eight hundred steamboats*, of nearly *two hundred thousand tons;* traversing *thirty thousand miles of coast*, and moving a *commerce valued at three hundred and thirty millions of dollars!*

This is the creation of only forty years of industry and enterprise in the Valley of the Mississippi. What will another forty years accomplish!

This is the result of steam applied to *vessels* only. What it is when applied to the Arts, and what when moving locomotives, we shall consider hereafter.

Railways have not diminished steamboats. On the contrary, they are help to them; this is a certain function for each to perform, which will always be needed, and will not diminish with time.

CITIES OF THE WEST, NO. 4.—DAYTON, O.

Dayton is one of the most interesting interior towns of the West. It is situated at the junction of the Mad river with the Miami, in a most fertile and beautiful country. No part of the United States that we know of, exceeds in natural richness, the section round Dayton. Neither the Miami nor Mad river, are here large streams; but their use and benefit to the town and country, are immense. In the valley of the Miami, lies the Miami Canal, which crosses the entire State from Cincinnati to Toledo. At Junction, it unites with the Wabash Canal, making in all near 500 miles of continuous canal navigation. On the other hand, the water of Mad river has been converted by hydraulic works into power, for the use of machinery; so that Dayton is one of the most active manufactnring towns of the interior.

It was laid out in 1785, by Daniel Cooper; but ten years after contained only five families, and in 1810, but 383 inhabitants. Since that, it has progressed rapidly, having :—

In 1820	1,139
In 1830	2,954
In 1840	6,067
In 1850	10,977
In 1853	16,562

This is doubling in each eight years, at which rate it would have 30,000 in 1860.

This town is beautifully laid out, the Main street being 132 feet broad; Main cross 112, and the others 100 feet. It is very well built, having the finest court house in the State; many churches; the Phillips' House, and numerous handsome residences.

On the line of the Hydraulic Canal, we are reminded of Lowell. Numerous large and solid factories are seen rising in succession, and indicating the vigor of its manufacturing enterprize. In fine, Dayton is one of the handsomest and most interesting towns anywhere to be found. Being entirely inland, it has none of the great display of commerce and shipping, which strikes one in the great towns on the coast. To compensate for this, Dayton has not only the canal, but a system of railways, and turnpikes, almost unequalled. Some ten or a dozen fine turnpikes lead out on every side, and make Dayton the point of shipment for the farm produce of the surrounding country. Then *six* different railways centre here, viz: The *Cincinnati Hamilton and Dayton*, a great thoroughfare; the *Dayton and Western*, leading to Indianapolis; the *Greenville and Miami*, leading to Greenville and Union; the *Hudson and Lake Erie*, leading to Sandusky; the same leading by Springfield to Mt. Vernon, and the *Dayton and Xenia.* Thus Dayton has communications of all kinds with all places around.

For many miles round Dayton, the country is densely inhabited, and most beautifully cultivated. The stranger visiting the Miami country, should not fail to see Dayton and its surroundings.

MULTIPLYING BANK NOTES BY PHOTOGRARHY.

We were shown, a day or two ago, some beautiful specimens of the Photographic art, by Mr. Fontayne, an excellent daguerreotypist, of this city. Mr. Fontayne has been experimenting for years with reference to the improvement of the art as applied to producing a perfect representation of the human face. In these experiments it was not always convenient to have a person to sit, and hence resort was had to engravings, bank notes, or anything else which could be readily placed before the camera. The result of these experiments, while they have added to the skill of the daguerreotypist, in his proper vocation, have also demonstrated that bank notes can be copied to any extent, and these copies have this point of difference between them and the counterfeit, that while the counterfeit is but an imperfect imitation, the photographic copy is a perfect counterpart of the original note. Not a line nor a shadow of the original but leaves its impress on the copy, and so perfectly disguised are all the traces of the mode of its preparation, even to the lustre of the ink, that the best judges have pronounced the photographic notes to be genuine. One note in particular, after deceiving many, was passed into the Trust Co.'s Bank, and after careful inspection on the part of the officers of the institution, was declared to be genuine. No person, unless especially skilled in photography, could detect the fraud. There is a distinction between an original engraving and the photographic copy, just as there is a difference between a natural landscape and a view of the same through a telescope, but this distinction is so obscure, that none but a connoisseur could observe it. This every one cannot be. Experience, practice, and quick perception are necessary, and few of the business community have the time or artistic skill to acquire them.

Now it becomes a serious question, what will be the influence of this discovery on our present currency. We have heard it stated that the red backs of our State Bank issue are proof against photographic counterfeiting; but this is not true, as we have seen

this perfectly imitated in the notes mentioned. So far as we know at present, the only reliable test is to be found in chemistry. Just as in our gold coin, the counterfeit may imitate the color and general appearance, but can not render his composition invulnerable to the action of acids; so in the photograph notes, the chemical test is the only reliable one that can be employed. Thus it will be seen, the skillful application of the principles of chemistry is at once the means and the detection of their process. But the chemical test is not free from objections. The acid employed as the test, if not carefully removed, will destroy whatever vegetable or woollen substance may be exposed to its action. It is, therefore, greatly to be desired that some harmless mode of detection should be discovered, or if that is impossible, that some new mode of representing the issues of our banks should be invented which can not be photographed or counterfeited.

MUSCATINE, IOWA.

The rapidity with which many of the new portions of our country are filled up, and become important, is truly astonishing. It is but a few years since Iowa was a wilderness; now it contains a number of important towns among which are some of the most rapidly increasing in the Union.

Muscatine, the statistics of which we copy from the Chicago *Press*, is situated on a bend of the Mississippi, the first great bend above the mouth of the Iowa, half way between that point and Davenport. It is the county town of Muscatine county. By reference to the map, it will be seen that this county is traversed by Cedar river, the principal branch of the Iowa, and that it is bounded on the east by the Mississippi, hence it is well irrigated and has good facilities for getting its produce to market.

Statistics of the City and County of Muscatine Iowa.

Population of Muscatine county, exclusive of city	7,500
Population of the city of Muscatine	4,600
Increase of population in city and county for 1851	4,800

There are in the place the following manufactories, public buildings, etc.; 2 steam flouring mills; 2 steam saw mills; 1 steam stave machine; 3 steam shingle machines; 1 steam barrel manufactory; 12 blacksmiths shops; 7 hotels; 2 public school-houses; 1 wind mill for sash, etc.; 1 steam foundery; 1 steam bedstead manufactory; 3 sash manufactories; 3 cabinet manufactories; 2 carriage manufactories; 52 business houses; 9 churches, and 2 pork houses—together with the usual number of tailor, shoe and other shops of the minor manufactories.

Amount of produce received in the City of Muscatine, for 1854.

Wheat.....bushels	393,550	Tim. seed....bushels	160
Rye..... "	3,176	Flaxseed..... "	716
Corn..... "	121,962	Beeswax, lbs.....	1,050
Oats..... "	22,242	Dry Hides, lbs.....	57,380
Barley..... "	2,800	Wool, lbs.....	2,228
Beans..... "	3,550	Hogs, cut.....	13,000
Potatoes.... "	11,317		

The average weight of hogs was 220 lbs., a material increase from last year.

Manufactured.

Flour, bbls	29,515
Cooperage—Pork barrels	9,800
Flour barrels	56,200
Whisky barrels	550
Staves ready for setting up and shipped	1,000,000
Bedsteads (from the log)	2,900
Plastering laths	1,433,100
Broom handles	50,000
Window sash, No. of lights	100,000
Pine lumber, feet	2,261 900
Shingles	1,126,500

Owing to the large emigration into Muscatine and the adjoining counties, we may safely put down 33 1-3 per cent. of this amount of products as consumed at home. Leading citizens of Muscatine say that St. Louis is their natural market, and, so soon as the obstructions in the Rapids are removed, no other market will be sought.

SNOW AT THE NORTH.

The storm which has brought us a little sleighing has extended over the entire north, and has been almost unprecedented in duration and the amount of snow fallen. The railroad tracks being peculiarly exposed, have been blocked up, and for several days many of the most exposed were not passable. The trains that were out were stopped in many instances by the rapidly increasing drifts, more particularly in the roads leading west and south from Chicago. In one or two cases the obstruction proved so great, that it was impossible to proceed either forward or back, and starvation stared the passengers in the face. The fires went out, the wood was all consumed, and they were compelled to break up seats and every other article that could be spared, in order to maintain a little warmth.

It is but seldom in a life time that we experience so terrible a storm, the last we remember was in 1836, nineteen years ago, and extended over the eastern states in many places to the depth of four feet.

CURIOUS APPLICATION OF THE DAGUERREOTYPE ART.

The application of scientific art to the purposes of useful life are every day becoming more important and curious. We received a day or two ago in one of our exchanges a lithograph of the daguerreotype likeness of an absconding clerk, who had contrived to obtain from the bank eleven hundred dollars of his employer's money. The likeness, together with a minute description of his personal appearance and height, would enable any officer of ordinary sagacity to detect the scamp, if he should once see him, and is thus scattered broad cast over the land.

☞ Coal, which is said to be of excellent quality, is being mined in Martin county, Ind. The coal field now opened is about one mile from the Ohio and Mississippi Railroad, and sixteen miles from the New Albany and Salem railroad.—*Madison, Ind., Banner.*

Railroads.

FORT WAYNE AND CHICAGO RAIDROAD—ENGINEER'S REPORT.

This road has been projected with reference to the portion of the trade and travel of Chicago, destined for the region lying to the south-east of that port.

With reference to its object, the report says: "The Fort Wayne and Chicago road has not been projected as a rival to the two eastern roads already in operation, but had its origin in the conviction that from a point like Chicago, with its concentration of business, these three roads would be fully sustained; and were actually needed. It is the natural extension of the Pennsylvania chain of roads to the north-west, and is now the only link wanting, but 146 miles — the Ohio and Indiana road being completed to Fort Wayne—to open the direct railway communication between Philadelphia and the Mississippi, at Rock Island, Galena, Burlington and Alton.

"The total length of the line will be 147 miles, of which 144 miles are straight line, and but three miles of curved line; shortest radius of curvatures, 3,820 feet; total deflec- is but 207 degrees, total ascent going west, 697 feet; total ascent going east, 889 feet maximum grade, 26.4 feet per mile. The formation of the country is favorable for good drainage, and excellent gaavel for ballasting is found on the line of the road. The avoidance of large water-courses cheapens the route, both in construction and repairs; only 1,100 feet of truss bridging is required on the whole road.

"The entire road, with the track laid and prepared for through business, with partial ballasting, is estimated to cost $2,683,448, including right of way and depot grounds, with commissions, exchange, insurance, and all other expenses connected with the purchase and delivery of iron rails. With full equipment, depot buildings, ballasting and fencing, it is estimated to cost $3,143,448, averaging $21,384 per mile.

"The right of way for the whole route has been arranged, as far west as the vicinity of Chicago, and, with one exception inconsiderable in amount, has been paid for. Thence to our proposed depot grounds, near the heart of the city, a large proportion has been settled and paid. Ample grounds have been purchased for the outer depot, affording a favorable connection with the lake and canal commerce. At Fort Wayne, and all important points intermediate, depot grounds have been procured.

"On the entire line to Chicago, the labor of grading and delivery of cross ties, is about two-fifths performed.

"The iron rails purchased are of the com-

mon pattern of heavy T rail, weighing 60 lbs. to the yard. The estimates and plans are all made with a view to a first class road, in all respects."

FIRST REPORT

Of the President of the Charleston and Savannah Railroad.

The President of this road, which is the continuation of the great Atlantic chain of railroads through South Carolina, has recently made a report to the stockholders, in which he briefly recounts the history of the enterprise from its origin to the date of the report.

The President says: "The first public meeting, composed of citizens of Beaufort District, in favor of uniting Charleston and Savannah by Railroad, assembled in June, 1853; the measure, after an elaborate discussion, was recommended to the favorable consideration of the people of the seaboard, and resolutions adopted, appointing committees to raise subscriptions in furtherance of the object, and to apply for Acts of Incorporation to the Legislatures of South Carolina and Georgia.

"In November of the same year, a Convention met, in Charleston, for the purpose of consulting together upon the best means of promoting the project. This convention was called together at the invitation of some of the most influential citizens of Charleston, and most numerously attended by a highly intelligent body of delegates.

"On the 20th December following, a charter was granted by the Legislature of South Carolina, with a capital of $1,500,000, and on the 18th of February, 1754, we received a very liberal charter from the State of Georgia. In February, 1854, the experimental surveys under Mr. John McRae, were commenced. We were enabled to make these surveys, through the very liberal appropriation afforded by the City Council of Charleston, which had from the first appreciated the vast importance of the proposed scheme for connecting the two cities.

"In July following, the requisite amount to secure the charter having been subscribed, a meeting of Stockholders was called together in Charleston, when the Company was duly organized and the President and twelve Directors elected."

The report then proceeds to notice the arrangements for the depots at Savannah and the crossing of the Savannah river by a bridge above the city. The President then says: "In the location and construction of the road we shall conform to the 'shortest practicable route,' *so far as the topographical feature of the country and other contingencies may render expedient.* We hope that the line will be so laid down that no shorter and better one between Charleston and Savannah can hereafter be brought into successful competition with it.

"There are many well managed and well built roads in the country, which, from having yielded in the beginning to the prospect of a local trade and other collateral considerations, to the neglect of those rules that should govern the proper location of a road, have been most injuriously affected by the rivalry of new and shorter lines between the same termini. Now, the true line for a railroad, all things being equal as regards trade in both directions, would be a strictly straight and level one, and how far any departure from these conditions may be judicious, is a scientific and economical question to be solved by the Engineer.

"By way of illustration, let us suppose a road connecting two points, 100 miles apart. The Engineer is induced, from some motive or other, to increase the distance to 101 miles. Now, what will be the tax upon the community by this increased length of *one* mile?

"The income of the road is the money paid by the public for the use of it, and is made up of receipts for carrying each passenger and each ton of freight at a fixed charge per

Suppose $1,000,000 to be the income of a road, 100 miles long, it would be $1,010,000 for a road 101 miles in length, doing an equal amount of business. In other words, the increased distance of *one* mile imposes an annual tax upon the public of $10,000 per mile over and above what their expenditure would have been, had the road been only 100 miles long. This annual expenditure represents a capital of $142,857, at 7 per cent. interest, and of course increases as the income or gross receipts of the road increases.

"But this is not all. Every mile of road is usually estimated to cost the Company annually $3,000. This $3,000 is the sum deemed necessary to keep each mile of road in running order, and represents a capital of $42,857 at 7 per cent. per annum. And lastly the item of construction per mile is an additional element of cost.

"These are the penalties incurred for increasing unnecessarily your distance.

"Now this subject of deviating from the true direction, in order to secure a local trade, should be a secondary consideration, and should not weigh with the obligations which the stockholders owe to the masses who use the road. The local business can be more economically provided for by a branch road."

The report devotes considerable time to the discussion of the comparative advantage of free and slave labor, which we will reserve for future notice.

NEW YORK CENTRAL RAILROAD.—The following is a comparative statement of receipts from passengers and freight during the month of December, 1853 and 1854:—

	Passengers.	Freight.	Total.	Increase.
1854....	$200,364.76	$251,459.25	$451,823.61	
1853....	201,581.78	245,382.37	446,964.15	$4,859.46

N. B.—In consequence of the severe snow storms in December, the freight and a portion of the passenger business on the western division was nearly suspended for the first seven days of the month.

TROY AND GREENFIELD RAILROAD.

We learn from our eastern correspondent, that this Company have recently put their whole road, including the Hoosac Tunnel, under contract, to a single party.

There are to be built 37½ miles of road and 4½ miles of tunnel in one line; contract price, $3,570,000. The contractor is allowed five years in which to build the tunnel and three to build the road, with the use of road and tunnel for that period if completed before.

The tunnel, which is the largest, we believe, in the country, is to be made circular, 24 feet in diameter, and suited for a double track. This gigantic undertaking is to be commenced immediately.

The road now put under contract extends from Greenfield on the Connecticut River Road to a point on the Western Railroad near North Bennington, and from thence on the Troy and Rutland Railroad to Troy. On the east by the Vermont and Massachusetts Railroad to Fitchburg, and by the Fitchburg Railroad to Boston. It will thus be seen that this short line of 42 miles will open another avenue to Boston and the east through Northern Massachusetts.

PANAMA RAILROAD.

This enterprise, so important to the commerce of the world, is now at the point of completion. A grand excursion in honor of its opening, was to leave New York in the steamer *George Law*, on the 5th of February. The excursion consists of the principal stockholders and invited guests of the road. They are to go over the road from Chagres to Panama, and there have a splendid festival. We trust the excursion will prove as pleasant as it promises to be interesting.

OHIO AND INDIANA RAILROAD.

At a meeting of the stockholders, held at Bucyrus on the 10th inst., the following were elected directors for the ensuing year: Wm. Robinson, Jr., of Pittsburgh, Pa.; S. Hanna, of Fort Wayne, Indiana; Pliny Hoagland, of Fort Wanyne, Ind.; P. S. Marshall, of Bucyrus, Ohio; R. MacKelly, Upper Sandusky, Ohio; T. K. Jacobs, of Lima, Ohio; D. W. Burt, of Van Wert, Ohio. Mr. Burt is elected in place of Dr. Merriman, who declined re-election. The others were all members of the old board.

The new board organized and elected S. Hanna, President; J. R. Straughan, Superintendent; —— Davis Secretary and Principal Clerk; G. Quimby, Treasurer.

The principal office of the railroad has been removed to Fort Wayne.

We are gratified to learn that the business and prospects of the company fully equal the most sanguine expectations of its friends. The number of passengers carried is unexpectedly large, and the amount of freight offered, tasks to the utmost the capabilities of the company for its transportation; 200 additional freight cars have been put upon the road, and more are in course of construction. A daily freight train, heavily laden, now arrives and departs regularly. The receipts of the company for the current year will reach $250,000 or $300,000.—*F. Wayne Sentinel.*

MEASURES OF DIFFERENT COUNTRIES.

The Newburyport *Herald*, in the course of an article on Weights and Measures, remarks that no two nations have the same—though the same name to designate them may be used in many countries. Take the mile measure for instance: In England and the U. States, a mile means 1,760 yards; in the Netherlands, it is 1,093 yards; while in Germany, it is 10,120 yards, or nearly six English miles; in France 3,025 yards. The Scotch mile is 1,984 yards, and the Irish 2,038 yards. The Spanish mile is 2,472 yards, and the Swedish mile 11,700 yards. These are computed in English yards; but the yard itself, of three feet in length, has divers significations in different places. The English yard is 36 inches; the French 39.13 inches; the Geneva yard 57.60; the Austrian 37.35; the Spanish yard, 33.0e; the Prussian, 36.57; the Russian, 39.51. For measures of capacity, the dissimilarity is yet wider, and more perplexing. The British have two sorts of bushels, the Imperial and the Winchester, of different capacity. The Winchester bushel is the United States standard; but the State of New York has another of different capacity, and other states have varying standards of their own. These are incommeasurable with the measures of any other nation.—*Com. Adv.*

THE MICHIGAN CENTRAL RAILROAD STEAMERS.—The Detroit papers inform us that the fine new steamers of the Michigan Central Railroad line for Buffalo, the *Plymouth Rock* and *Western World* are undergoing great alterations and repairs in order to increase their safety and render them more the equals of the Sandusky and Buffalo steamers, *St. Lawrence* and *Mississippi*, and the Cleveland steamers, *Crescent City* and *Queen of the West*, in point of comfort and speed. Their boilers have been set forward thirty-two feet, and watertight bulkheads have been put in. The double tiers of state rooms on the upper deck have been overhauled, and made to extend from saloon to guard. By this means a better system of ventilation is obtained, and the comfort of passengers greatly enhanced. The *Advertiser* say, "it is contemplated to expend in these repairs about $25,000, and bring them out in the spring the fastest, the best, and most comfortable boats ever put upon these waters. Whether they can be made to fill the place of the favorite old *Mayflower*, remains to be seen." This is pretty big "brag," but, forgivable, perhaps. It would have been more modest(however, to have said, "it is contemplated, by a heavy expenditure in alterations, to make them the equals of the steamers running on the Southern shore of the Lake to Cleveland and Sandusky.—*Com. Reg., Feb.*

THE RAILROAD BRIDGE ACROSS THE SUSQUEHANNA, on the line between Philadelphia and Baltimore, is a very formidable and expensive undertaking. It will require a year and a half from the present time to complete it. Much work in the way of preparation has already been done, and a diving bell of new construction and great power has been engaged, and is ready to commence its operations as soon as the weather will permit. The construction of the piers will be pushed forward as fast as possible. In the meantime the new and splendid ferry boat now used at the crossing, obviates all unnecessary delay, and affords to passengers every comfort and convenience. The management of the road receives encomiums from all quarters for the successive improvements that have made the line one of the best in the country.—*Balt. Am.*

WESTERN RAILROAD, MASS.—The gross income and expenditures of the Western Railroad Company of Massachusetts, for the past two years, were as follows:

	Total Earnings.	Expenses.	Net Income.
1853	$1,525 223	$ 778 487	$745 736
1854	1.763 944	1,044 241	719 703

The large increase in the expenses of 1854, beyond those of 1853, is owing to the high cost of materials and labor, and the large amount of renewal of rails. The fuel of 1854 cost $50,000 more than in 1853, owing both to increased price and increased amount used. There were $121,000 spent in 1854 for the renewal of rails, against $65,000 in 1853. The necessary expenditure by cars, new, and repairs of old, in 1854, was $30,000 in advance of 1853. The excess of expenditure in the locomotive department, was also about $40,000.

RAILROAD DECISION.

McMILLAN vs. Maysville and Lexington Railroad Company, Nicholas county.

The appellant (among others) agreed to pay to the Maysville and Lexington Railroad Company $50 on each share of stock subscribed by them, upon condition that said road should be so located and constructed as to make the town of Carlisle a point; otherwise, the subscriptions were to be null and void.

The appellant contends that the stock was to be paid not until the road was finished; that the road should be so *located* and *constructed* as to make Carlisle a point, etc.

The Court, per Justice Simpson, held—

That the *construction* of the road and payment of the stock were to be concurrent acts. That the stock was subscribed for the very purpose of aiding in the construction of the road, and must be paid as the construction of the road progresses. That the postponement in the payment of the stock is inconsistent with the very end to be accomplished—that therefore such postponement could not have been intended. Thus much his honor says as regards the nature of the enterprise, and in aid of the express terms of the writing as regards time of payment, which are that the subscribers agree to pay the stock subscribed, in such instalments and at such times as might be required by the board of directors of said company.

[The appellant contends also that the agreement sued on is void on the ground that the company has no authority under their charter to receive any but unconditional subscription of stock.]

His Honor refers to the 24th section of the charter (Session Acts, 1849–50,) by which the only limit on the power of the president and directors in the matter of disposing of the subscribed is, that the same should not be disposed of under its par value, and rules that their power to dispose conditionally of the stock seems to be unquestionable. The stock itself was not conditional in this case, but only the agreement to take it. That, when the condition was performed, the subscribers became unconditional stockholders; and that this mode of obtaining stock was sanctioned by the charter, and does not seem to be prohibited by sound policy, besides being usual.

That the fact that the company has suspended operations upon the road, or even that the means of the company are wholly inadequate to the completion of the road, does not furnish sufficient reason why appellant should not pay his stock, as it may be necessary to aid in the payment of debts or completion of the road.

His Honor says that a final abandonment of the work by the company, and the fact that the stock sued for was not necessary to the payment of demands against the corporation, would release appellant from obligation.—*Kentucky Yeoman, Jan.* 19.

Judgment affirmed.

Miscellaneous.

GEOLOGY OF THE STATE OF MISSISSIPPI.

It has already been published in several papers of our State, that I have discovered on my geological tour through the south-eastern counties of the State of Mississippi, a very important and really inexhaustible deposit of Shell-Marl. This deposit is in the southern part of Clark county; I found it first on the plantation of Gen. W. B. Trotter, in a deep gully, with high and perpendicular bluffs, on Section 3, Township 10, Range 7 West, about 20 feet under the surface, cropping out in the gully. This really invaluable deposit of Marl, is evidently a member of the Tertiary (Eocene) Lime Formation which is so well developed in the south-eastern part of our State. This formation is similar to the Cretaceous formation of the Secondary period, of which it is most evidently a continuation. It consists:

1. Of a hard Carbonate of Lime, or white Limestone, in many localities eminently fit for burning Quick-Lime:

2. Of a soft Aluminous Carbonate of Lime, an inferior kind of Marl, and

3. Of a fine Green-Sand, full of tertiary shells and of a superior quality, generally better than our Green Sands of the upper and lower Cretaceous formation of the secondary period, and eminently fit for a Marl of Prairie and heavy clay soils.

The deposit of fine Marl, above mentioned, takes the place of the Green Sand of the tertiary Lime formation; it consists to a large extent of the detritus of shells and their former inmates, the decayed Mollusks. This bed of Green Sand is not confined to Gen. Trotter's plantation, I found it also outcropping along the bluff of the Chickasawhay river. This bluff is in that locality (Sec. 3, Township 10, Range 7, West) very nearly 100 feet high; the deposit of Marl appears for miles along the river, and forms its bed for more than one mile; it is in some places at least 50 feet thick. This deposit appears to dip from East to West, its strike is decidedly from North to South. At the first view of this deposit of Marl, I recognized its superior quality and its great importance for a purely agricultural State as ours is; I declared it instantly the best Marl I ever had seen, but a rapid analysis to which I have, since my return to our University, submitted the specimens of Marl collected partly on Gen. Trotter's plantation, partly on the bluff of the Chickasawhay river, has by far exceeded my expectation.

According to this analysis the Marl contains in 100 parts:

Iron and soluble Alumina	8.000
Carbonate of Lime	32.954
Phosphate of Lime	3.352
Sulphate of Lime	3.648
Chloride of Magnesium	900
Potash and Ammonia	7.840
Insoluble Silica and Alumina	41.530
Hygroscopic water and loss	1.740
	100.000

According to the above analysis 100 lbs. of the Marl contain 58.460 parts of soluble matter: this soluble matter consists of 8 lbs. of Oxide of Iron and Alumina; nearly 33 lbs. of Carbonate of lime; 3.352 lbs. of Phosphate of Lime; 3.684 lbs. of Sulphate of Lime; 9-10 of a lb. of Chloride of Magnesium; 7.840 or very nearly 8 lbs. of Alkalies, mostly Potash and a small quantity of Ammonia. It is, therefore, very evident that this Marl must be a most excellent manure especially for light soils, of which the northern, middle, and southern parts of our State abound. It contributes to the value and importance of the deposit of Marl, that it is not only situated in a region where it is eminently applicable, but that it is immediately on a navigable river, and within a mile or two only from the Mobile and Ohio Railroad; it can, therefore, easily be transported to many counties of this State and of Alabama.

Of what importance good Marl is for an agricultural State, is shown their example of the States of North Carolina, Virginia, and New Jersey; a large part of the land of those States is actually renewed by the effect of Marl, and I doubt whether either of those States can produce such a superior Marl as that of the deposite of Clarke county, which is, indeed, not much inferior to Guano, and for some soils of our State even better.

The great importance of this deposit of Marl for our State has induced me to hasten the publication of its discovery and quality, and I now invite the agricultural public to avail themselves as soon as possible of this fine manure, and to inform the undersigned of its effect.

The tertiary Lime-formation in Clarke and Wayne counties, does not only afford this fine Marl, but as I have already remarked, the upper part of it, the hard Carbonate of Lime or Limestone yields in some places, a most excellent material for burning Quick-lime. Such a locality I found in Wayne county on round Hill, near Lime-stone creek, immediately on the Mobile and Ohio Railroad, and on the plantation of Dr. E. A. Miller. There are three different kinds of lime-stone to be found, viz: a very hard, white lime-stone, hard enough for building; a soft lime-stone of a yellowish color, and rather brittle, and lastly, a shell lime-stone nearly entirely formed of tertiary shells especially of the genus Pecten, and still more mixed with Oxide of Iron, and, therefore, very yellow. I collected specimens of all those three different kinds, and an analysis of them have given the following results:—

No. 1. The hard lime-stone consists in one 100 parts of:

1. Insoluble Silica and Alumina.....	6.300 per cent.
2. Oxide of Iron and soluble Alumina...	7.200
3. Carbonate of Lime.....	86.500

No. 2. The soft Limestone contains in 100 parts:

1. Insoluble Silica and Alumina.....	15.050
2. Iron and soluble Alumina.....	5.350
3. Carbonate of Lime.....	79.500

No. 3. The Shell Limestone contains:

1. Insoluble Silica and Alumina.....	9.200
2. Oxide of Iron and soluble Alumina...	6.650
3. Carbonate of Lime.....	84.150

Carbonate of Lime contains besides the Lime, Carbonic Acid Gas at the rate of 43.-708 per cent. No. 1. contains, therefore, in 100 lbs. only 48.693 lbs. of pure Quick-Lime; No. 2. only 44.809 lbs., and No. 3. only 47.-370 lbs. If well burnt, 100 lbs. of No. 1. will, nevertheless, weigh 62.193 lbs., but 13,500 lbs. are impurities, and only 48.693 lbs. are pure lime; 100 lbs. of No. 2. well burnt will yield 65,304 lbs. but 44,809 lbs. are only pure lime and 20,495 lbs. are impurities mixed with it. 100 lbs. of No. 3. well burnt, will yield 63,220 lbs., but 47,370 lbs. are only pure lime, and 15,850 lbs. are impurities. It is, therefore, evident, No. 1. the hard lime-stone, is the best for making Quick-Lime, it not only yields most, but gives also the purest lime. If we have such fine material for manufacturing Quick-Lime in our own State, why do we not use it? why do we purchase our lime from other states, especially from the hostile North, if we can make it ourselves fully as good and much cheaper than we buy it? L. HARPER.

University of Mississippi, December 22d, 1854. Geological and Agricultural Department.

Columbus Sent., Miss.

STEAM ENGINE AND BOILER HORSE POWER.

Amongst our earlier experiments, on a small scale, was one with a common furnace pot, or boiler, of cast iron, such as are usually set in kitchens, sometimes called a *copper*; it was capable of holding 18 or 20 gallons; the fire grate was 6 inches by 8, or one-third of a square foot in area, and the whole of the heating furnace exposed to the fire was about 3 square feet. Into this boilor was measured 2 cubic feet of water, which was made to boil, after which it was found that by feeding the furnace with coal and the boiler with water, and at the same time managing the draft of the chimney so as to keep the water boiling nearly at a uniform rate, the consumption of good coal is at the rate of 4½ lbs per hour, and the quantity of water boiled away in that time was exactly two gallons, or very nearly one-third of a cubic foot; the temperature of the water supplied to make up for the evaporation, being 62°.

As it is very common to reckon the evaporation of a cubic foot of water per hour as sufficient to furnish steam for one horse power, we have only to multiply each of the foregoing data by three to obtain the following proportion:

1 cubic foot of water evaporated per hour requires
9 sq. feet, or 1 square yard of heating surface,
1 square foot of surface of fire grate, and
13½ lbs. of good coal.

We thus obtain what may be called a rough estimate of a boiler of one-horse power, and with an expenditure of fuel approaching to what was formerly considered by the oldest disciples of the Boulton and Watt school, the proper though very ample allowance of 14 lbs. of coal per horse power, per hour.

This experiment, which was frequently repeated and verified in a variety of ways, was of course made with an open topped boiler, which induced me to make several other experiments with a variety of small closed boilers, more nearly assimilated to the condition of an ordinary steam boiler attached to an engine at work; the results were in all cases, whether under a pressure of 4 or 5 lbs. per square inch, or open to the pressure of the atmosphere alone, so nearly agreeing with the above, that, excepting increasing the quantity of water in the boiler, which increased the quantity of fuel used in getting up the steam, but at the same time lessened the other portion of the general consumption by lessening the difficulty of regulating the fire, the evaporation being steadier, there was no other alteration that materially affected the results as given above.

There is a remarkable coincidence in the figures expressing the dimensions of the apparatus and the effect produced in the above experiment, which renders it extremely convenient for forming a *unit measure* of steam boiler power; for we have only to conceive a vessel say a cube, for instance, of three feet square, or *a cubic yard* in capacity, with its lower side of *one square yard* in area, and exposed to the action of a fire on a grate of *one square foot* in area; let this vessel be nearly half filled with water, and then, after the steam is once got up, we have, by burning away 13 or 14 lbs. of coal in an hour, one cubic foot of water converted into steam, equal to the pressure of the atmosphere or a little above. This, if well applied, in a good Boulton and Watt engine, is well known to be at all times amply sufficient for one-horse power. It will do this even in a small short-stroke engine working without expansion, besides allowing various sources of waste and leakage from imperfect packing, etc.; but in larger and long-stroked engines, made to work to certain extent expansively by means of "Lap" on the valves or otherwise, and not loaded much beyond the nominal horse-power of the engine, as was the practice of the above celebrated firm for the last twenty years of its existence, the steam from a cubic foot of water usually produced an effect approaching more nearly to *one-and-a-half*-horse power, thereby reducing the above rate of consumption below 10 lbs, instead of 14 lbs. per nominal horse-power per hour. The entire mechanical force developed in the evaporation of a cubic foot of water is, however, much greater than this; but the above may be taken as the worst result obtained from the low pressure condensing engine throughout the cotton manufacturing district of Lancashire for the last quarter of a century, where the coal is generally of an inferior quality; and where, until within the last ten years, such engines, with steam not exceeding 6 lbs. or 7 lbs. per square inch above the atmosphere, and wagon boilers, were all but universal.

The measure of a steam engine horse's power, as originally settled by Mr. Watt, and to which both Farey, Tredgold, and all other engineers of eminence have agreed to refer, as a standard, is a power equal to lift 150 lbs. 220 feet high per minute, or, what is equivalent thereto, 33,000 lbs. raised one foot high in the same time. It may be remembered that this was no fanciful standard of Mr. Watt's, but really taken by him as the average power exerted by a mill-horse, traveling at the rate of 2½ miles an hour (or 220 feet a minute) and raising a weight of 150 lbs. by a rope, passing over a pulley, as appears by Mr. Watt's letter to Dr. Brewster, in the 2d volume of Dr. Robinson's Mechanical Philosophy, 1822. This standard horse-power of Mr. Watt's ought not to be departed from, it having the merit of great simplicity and convenience. *One hundred and fifty* pounds being exactly divisible by *six*, which is the effective pressure per *circular inch* on the pistou (nearly equal to 8 lbs. per square inch) considered most suitable for the best modern engines, working with little expansion, gives exactly 25, which is the number of circular inches per horse-power in Boulton and Watt's original 40-horse engines very nearly. Hence, a cylinder 5 inches diameter, (= 25 circular inches area), with an effective pressure of 6 lbs. per circular inch on a piston traveling at the rate of 220 feet a minute, will give out one horse-power.—*Weale's Series.*

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

CORRECTED TO WEDNESDAY OF EACH WEEK.

COMPANY.	NATURE OF BND.	INT.	DUE.	OFF'O.	ASK'D.
Alabama and Tennessee	1st mortgage, convertible till 1872	7	1872		
Baltimore and Ohio	Transferable. Taxed	6	1885		
Do do	Coupons. Not Taxed	6	1875		
Do do	" "	6	1880		
Do do	"	7	1860		
Do do		6	1885		
Bellefontaine and Indiana	1st mortgage, convertible	6	1866		
Buffalo and Penn. State Line	1st mortgage, not convertible	7	1866		
Chicago and Rock Island	1st mortgage, convertible	7	1870	90	90
Chicago and Mississippi	1st " "	7	1862		
Do do	2d " "	7	1874	55	
Chicago and Aurora	1st " "	7	1866		
Cincinnati and Fort Wayne			....		
Cleveland, Columbus, and Cincinnati	1st mortgage, convertible	7	1859		
Do do do	No mortgage, convertible	7	1855		
Cleveland and Mahoning			....		
Cleveland, Painesville and Ashtabula	1st mortgage	7	1861		
Do do	2d " not convertible	7	1861		
Cleveland and Pittsburgh	1st " convertiblo	7	1860		
do do	1st " 2d sec. convertible	7	1873		
Cleveland and Toledo,	1st mort. not conv. '73	7	1863	72¼	
Cleveland, Zanesville, and Cincinnati			....		
Cincinnati, Hamilton and Dayton	1st mortgago " till 1855	7	1867	75	80
do do do	2d mortgago	7	1868		80
Cincinnati, New Castle and Michigan	1st mortgage, real estate, convertible	10	5 & 10 y's	30	
Cincinnati Western	1st " " " "	10	5 & 10 y's		
Cincinnati, Wilmington and Zanesville	1st "	7	1862		
Cincinnati, Indianapolis and Chicago			....		
Columbus and Lake Erio			....		
Columbus, Piqua and Indiana	1st mortgage, convertible	7	1862	75	76
Do do do	2d "		1852		
Columbus and Xenia	1st mortgage, convertible	7	1859		80
Covington and Lexington	2d " till 1862	7	1883	62½	65
Do do	1st " not "	10	....	65	66
Dayton and Michigan	1st " "	7	1867		
Dayton and Western	1st " "	7	1862		
Dayton, Xenia and Belpre	1st "	10	1864	32	35
Eaton and Hamilton	1st mortgago	7	1862		60
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.	7	1862		
Evansville and Illinois	1st Mortgago, convertible 1857	7	1862		
Frankfort and Lexington	1st " "	6	....		
Franklin and Warren			....		
Galena and Chicago Union	Pledge of 2d section, convertible	10	1853-6	90¼	
Hudson River	1st mort.		....	100	
Illinois Central	1st mortgage, not convertible	6	1875	72½	73
Illinois and Wisconsin		10	....		
Indiana Central	1st mortgage, convertible	7	1866	63¾	75
Do do	" "	10	1857		80
Indianapolis and Bellefontaine	1st " "	7	1860-1		75
Indianapolis and Lafayette	" "	7	1861		
Jeffersonville	1st " not "	7	1861		
Junction (Ohio)	1st " "	7	1867		
Do do	2d " "	7	....		
Lawrenceburg and Upper Mississippi	1st mortgage, convertible	7	1866		75
La Crosso and Milwaukee		8	1864	77	82
Little Miami	1st mortgage, not convertible	6	1863		
Do	" " till 1855	7	1861		
Louisville and Nashville			....		
Lyons', Iowa, Central	1st mortgage, convertible	7	1873		
Mad River and Lake Erie	1st mortgage, convertible till 1855	7	1855-6		75
Do do	2d " "	7	1866		75
Do do	Dividend	7	1860		75
Madison and Indianapolis	1st mortgage, convertible after 1853	6	1861		
Marietta and Cincinnati	1st "	7	1868		
Do Do. } united	2d "				
Hillsborough and Cincinnati }	1st "				
Maysville and Big Sandy			....		
Maysville and Lexington	1st mortgage, convertible	6	1873		
Memphis and Charleston			....		
Michigan Central	No mortgage, convertible	8	1860	97	
Do do	" "	8	1855-6		
Do do	" not "	8	1857-8		
Michigan Southern	1st " "	7	1860-90	100	100
Milwaukie and Mississippi	1st " " 1857	8	1862		
Mobile and Ohio	1st mortgago 6s. 1884		....		
Nashville and Chattanooga			....		
New Albany and Salem	mortgage on 1st section	10	1838-62		
Do do	1st " on other sections, convert.	8	1864-75		
New Castle and Richmond	1st " convertible	6	1873		
New York Central			....	87	88
New York and Erie	1st mortgage, not convertible	7	1867		
Do do	2d " convertible	7	1875	80½	85
Do do		7	1883	87	
Northern Cross, Ill	1st mort. conv	8	1873		
Northern Indiana	1st mortgage, not convertible	7	1861	79	
Do do	1st mortgago Goshen line		1868		
Do do	Construction Bonds		....	79	80
Ohio Central	1st mortgage, convertiblo	7	1861 69		
Ohio and Mississippi	2d " convertible	7	1880	60	65½
Ohio and Indiana	1st " "	7	1867		
Ohio and Pennsylvania	" "	7	1865-		
Do do	Income. No mortgage, convertible	7	1872		
Pacific, Mo			....		
Panama	1st mortgage, convertible	7	1866	88½	91
Parkersburgh (or Northwestern Va.)	" Guar. City of Baltimore	7	1873		
Pennsylvania	1st mortgage, convertiblo till 1860	6	1880		
Peru and Indianapolis	1st " convertiblo	7	....		
Rock River Valley Union	1st " convertible	7	1872		
Sandusky and Mansfield	1st "	7	1860		
Do do	2d "	10	1853-7		
Scioto and Hocking Valley	1st " conv. coupons	7	1861		
Southwestern, Tennessee			....		
Springfield and Columbus			....		
Steubenville and Indiana	1st mortgage, convertible	7	1865		
Terre Haute and Alton	1st " convertible		1862-72		
Do do	2d " do	8	1865		
Terre Haute and Richmond	1st mortgage, convertiblo	6	1866		
Toledo, Norwalk and Cleveland	1st "	7	1863	87	88
Do do do	2d "		....		
Do do do	" Guar of C. C. & C.		1883		

TABLES OF RAILROAD SHARES.

☞ The following quotations are not PER SHARE, but upon the HUNDRED DOLLARS.

	shares.	off'd.	ask'd.
Baltimore and Ohio	100	44	44
Bellefontaine and Delaware	50		
Bellefontaine and Indiana	50	37½	40
Bellevillo and Illinoistown			
Buffalo and Pennsylvania State Line			
Central Military Tract			
Central Ohio	50	47½	50
Chicago and Rock Island		80	81
Chicago & Miss., (Alton & Springf'd,)			
Cincinnati, Cambridge and Chicago			
Cincinnati and Fort Wayne		10	
Cincinnati Hamilton and Dayton	100	65	70
Cincinnati, Indianapolis and Chicago			
Cincinnati, Logansport and Chicago	50	8	10
Cincinnati Western	50	10	20
Cin. Wilmington and Zanesville	50	32	35
Cleveland, Columbus and Cin	100	96	98
Cleveland, Medina and Tuscarawas			
Cleveland, Painesville and Ashtabula	100		
Cleveland and Pittsburgh	50		40
Cleveland and Mahoning			
Cleveland and Toledo	50	60½	62
Cleveland, Zanesville, and Cincinnati			
ClintonLine			
Columbus and Lake Erie			
Columbus, Piqua and Indiana			
Columbus and Xenia		85	86
Covington and Lexington	50	25	35
Covington and Ohio, Va			
Dayton and Michigan	50		
Dayton and Western	50	15	
Dayton Short Line	50		
Dayton, Xenia and Belpre			
Detroit and Pontiac			
Eaton and Hamilton	25	2	
Eaton and Piqua			
Erie and Northeast			
Erie and Kalamazoo			
Evansville and Crawfordsville			
Fort Wayne and Mississippi	50		
Fort Wayne and Southern	25	12¼	
Franklin and Warren			
Galena and Chicago Union	100	89	90
Greenville and Miami	50	20	
Hannibal and St. Joseph			
Harlem		30¼	32
Hudson River		37½	40
Henderson and Nashville			
Hillsboro' and Cincinnati	50	20	25
Illinois Central 10 per cent	100	97	100
Illinois and Wisconsin			
Indiana Central	50	46	47
Do do 10 per cent	50		
Indianapolis and Bellefontaine	25	42½	
Indianapolis and Cincinnati	50	45	50
Indianapolis and Lafayette	50		
Jeffersonville and Indianapolis	50		
Junction (Ohio)	50	12	
La Crosse and Milwaukie	100		
Lake Erie, Wabash and St. Louis			
Lawrenceburg and Upper Mississippi	50		
Lexington and Frankfort			
Lexington and Danville			
Little Miami	50	90	95
Logansport and Pacific			
Logansport and Marion			
Louisville and Frankfort	50		
Louisville and Nashville	100		
Macon, Georgia	10		
Mad River and Lake Erie	50	36½	40
Madison and Indianapolis	50		—
Madison, Indianapolis and Peru	50	23	
Marietta and Cincinnati	50	25	30
Marion and Mississinewa Valley			
Maysville and Lexington	50		
Maysville and Big Sandy			
Memphis and Charleston			
Michigan Central		76	81
Michigan Southern		84	86
Milwaukie and Mississippi			
Mobile and Ohio			
Nashville and Chattanooga			
New Albany and Salem	50	17½	
New Orleans and Ohio			
New York Central		89	90
New York and Erie	100	46½	48
Northern Indiana		85	86
Ohio and Indiana			
Ohio and Mississippi	50	28	35
Ohio and Pennsylvania	50		85
Ohio River and Wabash			
Pacific, Mo			
Panama		98	
Parkersburg, or Northwestern Va			
Pennsylvania	50	43¾	44
Peru and Indianapolis	25	27½	
Sandusky and Mansfield	50		
Sandusky, Mansfield, and Newark	50		
Reading		72¾	75
Scioto and Hocking Valley	50		
Southwestern Indiana			
Southwestern, Tenn			
Springfiled Mt. Vernon and Pittsb'gh.	50		
Springfield and Columbus			
Steubenville and Indiana			
Terre Haute and Altou			
Terre Haute and Richmoud			
Toledo and Illinois			
Toledo, Norwalk and Cleveland	50		

STOCK TABLE.

CORRECTED WEEKLY.

Government Securities.

	INT.	DUE.	OFF'D.	ASK'D.
U. S. Loan	6	1850	102	105
Do	6	1862	112	114
Do	6	1867	115¼	116
Do	6	1868	116¾	118
Do (int. ceased July 1).	5	1853		102
Do Coupons		1862		118
Do "	6	1867		118
Do "		1853		101

State.

Alabama	5	....		
California	7	1870	84	85
Arkansas	6	....		96
Georgia	6	....	95	95
Do	7	....		
Illinois Canal Bonds		1860		
Do do registered		1860		
Do do		1847		
Do do registered		1847		
Do do Internal Impt.	6	1847	90	91
Do Interest do		....		60
Indiana	5	....	80	85
Do	2½	....	47	50
Do Canal Loan	6	....		
Do do preferred	5	....		
Do special preferred	5	....		
Kentucky, 30 years	6	1871	95½	
Do 15 years	6	....		
Do large bonds	6	1869-72	97	
Do	5	....		
Louisiana	6	....	85	
Michigan	6	....	96	95½
Missouri	6	....	92½	95
North Carolina	6	....	96	97
Ohio	6	1856	100	
Do	6	1860	100	98
Do	6	1870		
Do	6	1875	97	
Do	5	1855		
Do	5	1864		
Pennsylvania	6	....		
Do	5	1870	83	84
Tennessee, new loan	6	1890		90
Do Coupons	5	....		
Virginia Coupons	6	1886	95¾	97

City Securities.

Albany	6	1871-81		97½
Allegheny	6	1875-7		77
Baltimore	6	1870-90	91½	92
Do	5	1865		
Boston Bonds	4½	1860		
Chicago	6	1873-7	92½	95
Cleveland	6	1879	101¾	102¼
Ciucinnati	6	1860-92	89¾	90½
Do	6	1897		
Do	5	1884		
Do W. W	6	1865		
Jeffersonville, Indiana	7	1872-82		
Lawrencoburgh, Ia	7	....		
Louisville	6	1880	84	89
Memphis	6	1882		
New York	7	1857	100¾	
Do	5	1858-60	96	98
Do	5	1870-5	100	
Do	5	1890		
Philadelphia	6	1876-90	87½	88
Pittsburgh	6	1869-78	75¼	76½
Do coupons	6	1883		
Racine	7	1873	61¼	63
St. Louis	6	1870	79	80
Wheeling	6	1872		

County Bonds.

Bourbon, Ky	6	1881		
Darke, O	7	....		
Fairfield, O	7	1862		
Fayette, Ky	6	1881-3	70	72½
Hancock Co	7	....	60	
Mason, Ky	6	1881	67	66½
McCraken co. Ky., endorsed by New Orleans and Ohio R.R.				
St. Louis	6	1866	76	77
Do	7	1871		

Banks.

OHIO.

Ohio Life Insurance and Trust Co	80	85
Franklin do		
Commercial do		
Cincinnati Ins. Co	84	
State Branches		

KENTUCKY.

Bank of Kentucky and Branches		
Northern, and Branches	100	
Southern, and Branches		
Bank of Louisville	93	
Kentucky Trust Co		
Farmers' Bank of Kentucky	93	98
Newport Safety Fund Bank		
Commercial Bank of Kentucky		

INDIANA.

State Bank and Branches		

TENNESSEE.

State Bank and Branches		
Union		
Planters'		

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g.
On New York	Sight	½	1 prem.
Boston	Sight	½	1 prem.
Philadelphia	Sight	½	1 prem.
Baltimore	Sight		1 prem.
New Orleans	Sight	¼	½ to 1 prem.
England		109	109½.

SPECIE.

GOLD.

California clean, ℔ oz	$17 60	@	$17 65
Spanish Doubloons	16 00	@	16 00
Patriot Doubloons	15 60	@	15 80
Sovereigns	4 84	@	4 86
Guincas	5 00	@	5 00
American, new	1 00	@	1 01
American, old	1 00	@	1 00½
Portuguese	1 00	@	1 01

SILVER.

American Dollars	1 04	@	1 04
American, halves	1 04	@	1 04
Spanish Dollars	1 00	@	1 00
Spanish Quarters	1 00	@	1 00
Mexican Dollars	1 05	@	1 05
Five Franc pieces	97	@	

LAND WARRANTS.

	Off'd.	Ask'd
160 acre warrants	$178	
80 acre warrants	89	
40 acrew arrants	44½	

CINCINNATI STOCK SALES.

AT THE STOCK BOARD,

MERCHANTS' EXCHANGE

And at Private Sale.

BY HEWSON & HOLMES.

For one week ending Februuary 7th, 1855.

$10000	Cin. Ham. & Day. 7 per c't.	Mort. B's		75
5000	Ohio & Miss.	"	" (& int)	60
2000	Cov. & Lexing. 10 per cent. Income.		"	55
7000	Day., Xenia & Bel. 10 per c't. 1st Mort. B's			32
1000	Cin., New. & Mich. 10 per cent. B's. (& int)			30
500	Cin., Ham. & Dayton, dividend script			75
95	Shares Cincin. Ham. & Dayton R. R.			65
382	"	Cincinnati and Chicago	"	7¾ to 8¼
100	"	Cin., Wil. & Zanesville	"	32
100	"	Columbus & Xenia	"	85
161	"	Covington & Lexington	" (& int)	25
160	"	Fort Wayne & Soutbern	"	12¾
20	"	Indiana Central	"	46
40	"	Indianapolis & Cincin.	"	45
60	"	Junction	"	12¾
25	"	Little Miami	"	90
100	"	Mad River & Lake Erie	"	36½
16	"	Marietta & Cincinnati	"	25
40	"	New Albany & Salem	"	17½
170	"	Ohio & Mississippi	" (& int)	28

Monetary and Commercial.

The week that has past, has been marked by no very important feature. Navigation is suspended in consequence of the ice, although the river is not frozen entirely over. Freight, therefore, is not moving on the river, and shipping is decidedly dull.

The payments due on the 1st, were generally met promptly. In one house, out of 43 notes, there were but three protests, and those inconsiderable. This is a gratifying state of things, as it shows our business men to be in a much more sound condition, than could have been expected.

Manufactures are beginning to operate to a limited extent, but use exttreme caution in making time sales, preferring in most instances to decline any but cash transactions.

In the money market we have to notico a better supply of capital. Strictly first class business paper is discounted at 10 to 12 per cent., other varieties range from 15 to 24; but there is a class of paper which is not discounted at any price.

There is a fair demand for exchange on the east. to meet obligations which are contracting for spring business. The stock of goods throughout the country being light, merchants will be compelled to purchase. We quote buying rates at ½ to ¾ per cent., selling at 1 per cent. Gold commands a premium of 1 to 1¼ per cent. Exchange on New Orleans continues scarce with a fair demand, and sells readily at ¾ to 1 per cent.

The stock market is gradually becoming easier, and returning to a more natural tone. Low-price stocks are in demand, indicating a disposition to embark to a limited extent in speculation.

At the East we have to quote a moderate demand for money at the rates of our former quotations, with a supply sufficient for legitimate business purposes. The banks are discounting freely for their customers. Loans on stock securities are quoted as readily negociable at 6 to 7 per cent., call loans and those at short sight at 6 to 8 per cent. In the street first class paper sells at 7 to 9 per cent. Second class in proportion. Sterling exchange ranges at 109 to 109¼. The bank statement shows a larger amount of specie on hand than heretofore, there being nearly $17,000,000.

With reference to the stock Market, Thompson's Reporter says:

"Stocks are without any material change in prices. The rise in exchange early in the week, with consequent apprehensions of specie shipments. was used by the *bears* to depress the market, but it has since recovered, and the general tone of the market is buoyant. State stocks are a trifle lower, owing to a temporaray falling off in the demand, rather than to any increased supply."

Sound, dividend paying stocks are in fair request for investment, and prices are firm. The Erie Railroad Company have paid off a great portion of their Income Bonds, and are ready to pay the balance as fast as presented.

Sales at the New York Stock Board, Feb. 2, 1855.

$ 5,000	Indiana 5's		80
30,600	Virginia 6's		95¾
20,000	Erie Bonds '75		80½
2,000	Hudson River 1st Mort		100
25,000	Illinois Central		72½
5,000	Chicago and Rock Island		90
200	Shares Illinois Central R. R		97
131	" Chic. and Rock Island R. R		80

Sales by A. H. Nicolay. February 1st, 1855.

$10,000	New Castle and Rich. 1st Mort.	(& int)	60
7,000	Nor 1nd., Goshen branch	"	85
1,000	Gr. West. Ill.. 1st Mort. 10 per c't.	"	79
5,000	Missouri 6's 1873	"	94
2,000	Cleveland and Toledo, Conv. In.	"	71
5,000	Cleveland, Painesville and Ashta		85 to 86
5,000	Cleveland and Pittsburgh		55
50	Shares Mich. Southern Railroad		84
150	" Ohio Central "		67½
25	" Nor. 1nd. Const		76¾ to 77¼
50	" Nor. 1nd. R. R		83¾

GRAND TRUNK RAILWAY OF CANADA.

BUSINESS ON THE GRAND TRUNK RAILWAY.

AUDITOR'S OFFICE,
MONTREAL, Jan. 18th, 1855.

Return of Traffic for the week ending Saturday, Jan. 6th, 1855.

3290½	Passengers. First Class	$3159 53
722	" Sec'd "	590 82
3194	Tons Merchandise	7102 92
283383	Feet of Lumber	1188 94
981	Cords of Fire Wood	1579 87
	Mails, etc	813 88
	Total,	$14,435 96
	Currency	£3608 19 9½

COMPARATIVE STATEMENA.

1855—week ending Jan. 6th	£3608 19 9½
1854—week ending Jan. 7th	2600 8 7½
Inerease	£1608 11 2
Miles open	292
Total receipt for the current half year, commencing Jan. 1st, up to week endiug Jan. 6th, 1855,	£3608 19 9½
	$14,435 96

JAMES HARDMAN, *Auditor.*

AUDIT OFFICE,
MONTREAL, Jan. 25, 1855.

Return of Traffic for the week ending Saturday, the 13th inst., 1855:

No. 3295½	Passeugers, First Class,	$3289 88
384½	" Sec'd "	616 32
2600	Tons Merchandise	7246 55
333468	Feet of Lumber,	1295 18
1279½	Cords of Fire Wood,	2091 92
	Mails, etc.,	813 88
		$15351 68
	Total, Currency,	£3837 18 4½
	Miles open	292

COMPARATIVE STATEMENT.

1855—Week ending Jan. 13	£3837 18 4½
1854—Week ending Jan. 14	2117 10 0
Inerease	£1620 8 4½
Total receipts for current half year commencing July 1st, up to week ending Jan. 13, 1855.	£7446 13s 2d

JAMES HARDMAN, *Auditor.*

ONTARIO, SIMCOE, AND HURON RAILROAD.

SUPERINTENDENT'S OFFICE,
Toronto, Jan. 18th, 1855.

Traffic return for the week ending January 13, 1855. (94 miles open):—

2,612 passengers	$1,628 21	
921 tons of freight	1,333 09	
Other sources	122 03	
		$3,083 33
Corresponding week in 1854, (63 miles open):—		
1,671 passengers	$978 30	
480 tons freight	617 48	
Other sources	19 33	
		$1,615 11
Increase in 1855		$1,468 22
Earnings per mile per week, in 1855		$31 74
Do do do in 1854		25 63
Increased earnings per mile per week in 1855		$6 11

A. BURNELL, *Superinteddent.*

GREAT INCREASE OF TRAFFIC. — The annual report of the English Railway Commissioners, for the half year ending June 30th, 1854, shows the following results, as compared with those of the previous year :

	Miles open.	Number of Passengers.	Receipts.
England and Wales	5,965	41,987,969	
Scotland	994	5,256,231	
Ireland	843	3,123,603	
For 6 mos. to June 30, '54	7,802	50,307,404	£9,424,603
Do. " 30, '53	7,512	45,080,316	8,191,183
Increase	290	5,227,088	£1,223,420

This shows a greater relative increase than any previous period in history of railroads.

SYNOPSIS OF TH TIMBER TRADE AT QUEBEC.

We had the pleasing duty of alluding to the increasing and prosperous trade of our port last year ; and we feel equal pleasure in recording another great increase this year ; but we fear it will not be attended with the same prosperous results as that of the last.

This year's business opened with very flattering prospects, our great staple—timber—commanded a high price in the English markets, and continued to do so for a considerable time after the business season had commenced. This state of the markets induced large speculative shipments to be made, and the consequent great demand for ships, run up freights from 52s. to 60s. for Timber, and £7 10s. to £8 10s. for Deals, and these rates were continued for some time, when a reaction took place in the English Markets and the price of timber began to recede and continued to that extent, as to stop its export, except it could be shipped at a mere nominal freight. The consequence was that freights fell at the close of the season to 22s. 6d. for Timber, and £3 10s. to £4 for Deals, and this in view of an exorbitant high price for labor, coupled with unusually high prices for provisions, which must have so increased the disbursements of ships as to cause heavy losses in many cases to the owners.

The total number of vessels, of all classes, from without the Province, which arrived here this year, was 1,563, forming 600,838 tons. Of that number 1,385 entered here ; and 178 passed on direct to Montreal.

The total number of vessels, of all classes, which arrived at Montreal this year, from without the Province, was 254, — forming 80,892 tons. 98 of these vessels returned to Quebec in ballast to load ; and 27 came down partly laden and completed their cargoes here.

166 of the above vessels were foreign, viz :

Norwegian	63	vessels	24,884 tons.
Prussian	18	"	7,084 "
German	7	"	2,652 "
Swedish	4	"	1,356 "
Austrian	1	"	195 "
French	2	"	455 "
Spanish	1	"	211 "
Portuguese	16	"	2,871 "
American	54	"	41,539 "
	166	"	78,447 "

Five of the above vessels were registered here as British.

34 foreign vessels, viz : 7 Norwegian and 27 American, forming 26,730 tons, loaded at the Saguenay, Father Point, and Cape Chat this year.

In addition to the above large amount of tonnage, there were built and registerd in Quebec during the year ending 1st inst. :—

43 square rigged vessels, forming			44,165 tons.
25 Schuoners		"	2,625 "
8 Steamers		"	518 "
76			47,308 "

Total number of vessels, of all classes, which cleared at this port during the past season, was 1,504—aggregate tonnage 664,345 tons.

A BREAK-NECK RAILROAD ARGUMENT.

Our friend and cotemporary of the Muscatine *Journal*, who visited our city last week, on his return homeward, was furnished with what he terms a break-neck argument in favor of the early completion of the Railroad connecting our two cities. He thus graphically describes his adventure :—

Tuesday afternoon as we jolted along in the stage toward Davenport, and noticed the crowd of laborers shoveling and carting, in the busy work of cutting through hills and raising a long line of embankment, we felt quite grateful for the prospect of a railroad in operation next summer. The opening of such a road would be a glorious celebration of the ever-glorious Fourth, and such a celebration may be confidently expected. As we passed on through a fertile region of country, already thickly dotted over with houses, surrounded by good prairie farms, we associated with that improvement a noble future for this country.

But it was on our return that we met with the most complete railroad argument. We were in one of two full coaches that left Davenport about 7 o'clock of a night, cloudy, foggy, and as dark as Egypt. The horses steamed so that the drivers could not see and the ground was extremely slippery. The drivers were very careful, drove in a walk most of the time, and stopping frequently, sent a light ahead to examine the road. We met a wagon load of pork in a ditch, which our coaches narrowly escaped, and the shouting in the dark backward and forward, was not only animating, but foreboding of harm to ourselves. We were three hours in going six miles. At last our coach, the hindmost, slipped on a sidling place, and just then striking a bridge, was whirled from it, turning a summerset, and striking on its top on the ground, about three feet below, and the top of the coach describing a circular movement of ten or fifteen feet. One got a bloody gash in his head, another a collar bone broken, and torn loose from his shoulder blade, and Judge Grant was severely injured in the shoulder, some of the muscles being probably jerked from their sockets. Another was got out raving like a maniac, ignorant of whence he came from, or whither he was going, or the name of his friend. A German named Hetzell was kind enough to take care of the wounded. Dr. Fountain, a skillful physician of Davenport, arrived about half-past four o'clock, in the morning, and attended to the wants of the invalids.—*Davenport Gazette.*

RAILROAD IRON.

I WOULD respectfully call the attention of Railroad Companies and Cuntractors to my facilities for

NOTCHING RAILROAD IRON

Suitable to be spiked in the Chairs. My Portable Punching Machines, for which I received Letters Patent, enablo me to make contracts for punching iron at a less price than can be done with any other Punching Macbine now in use.

Orders solicited, and work executed in any part of the United States. Address,

S. M'KENNA,
jan11.–tf. Box 705. Cincinnati P. O., Ohio.

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HOLDS his regular auction sales of Stocks, Bonds, and other securities, every Monday and Thursday, at 12½ o'clock, at the Merchants' Exchange. First class Stocks, and Bonds, at private sale.

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NOTICE TO CONTRACTORS.

Nashville & North-Western R. R.

PROPOSALS will be received at the Office of the Nashville and North-Western Railroad Company, for the Graduation and Masonry of said road, in sections of twenty or thirty miles.

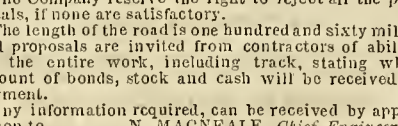
The Company reserve the right to reject all the proposals, if none are satisfactory.

The length of the road is one hundred and sixty miles, and proposals are invited from contractors of ability for the entire work, including track, stating what amount of bonds, stock and cash will be received in payment.

Any information required, can be received by application to N. MACNEALE, *Chief Engineer.*

Nashville, Tenn., 25 Jan., 1855. febtolmy

Important to Railroad Companies, etc.



Leavitt's Railroad Frog-Points, Cast Steel Tools, etc.

THE undersigned, having discovered that cast steel, in a liquid state, can be moulded into any shape or form, are, by means of this valuable discovery, manufacturing

RAILROAD FROG-POINTS,

Lathe Mandrels, Guages

of every description for blacksmiths use; Steps for Mill Spindles and Shafting, Swage Hammers, and almost all the different variety of tools which are difficult to forge. Articles made in this manner, are much superior to forged productions, as the steel out of which they are manufactured, loses none of the carbonic element, but retains it in all its original purity, while under the repeated heats to which it is subjected by the old and tedious process, it loses much of this valuable property. They are also produced in a much more perfect state, needing little or no fitting or dressing, having all the accuracy of shape which moulded articles possess. They can, also, be furnished at one-half the cost of the others.

The qualities of the Frog points have been already tested by the Ohio and Mississippi Railroad Company, to whom the manufacturers are furnishing them through G. Recker & Co., Cincinnati.

Measures have been taken to secure a patent for this valuable invention. LEE & LEAVITT,
15 Walnut-st, Cin'ti.

N. B.—They would also call the attention of the public to their valuable and extensive assortment of cast steel saws, and circular saw mills, etc.

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Regular sales at Stock Board on Wednesday and Saturday of each week.

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Columbus & Xenia Stock.
Covington & Lexington Stock and Bonds.
Eaton & Hamilton Stock.
Fort Wayne & Southern Stock.
Greenville & Miami Stock.
Hillsboro' & Cincinnati Stock.
Indiana Central Stock.
Indianapolis & Cincinnati Stock.
Junction (Indiana) Stock.
Little Miami Stock.
Mad River & Lake Erie Stock.
Madison, Indianapolis & Peru Stock.
Maricttta & Cincinnati Stock.
New Albany & Salem Stock.
Ohio & Mississippi Stock.
Peru & Indianapolis Stock.
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In quantities varying from 10 and upward.

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ONE 8 wheel, 16 ton Engine, Cylinder 13 by 20, 4½ feet driving wheels, 2 pair drivers connected, and truck. Tender holding about 1400 gallons.

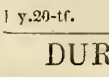
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HAVING OPENED a depot for the sale of all articles used by Railroad Companies, we will fill orders promptly at manufacturers' prices, and are now prepared to furnish

Locomotives, Cars, Car-Wheels, and Axles. Ames' Tire and Crank Axles, Chairs and Spikes. Locomotive Head Lights, (of several makers) Car, Conductor's, Signal, Switch, Stoker and other Lanterns. Drawbridge and cross Road signal Lights; Gum Packing and Hose, assorted Car Trimmings, Enameled head and seat Linings, Plated and White Metal Letters.

—ALSO—

Machinists' Tools, particularly adapted to Railroad Work, Mill Work. Shafting and Shop outfits, Punching and Shearing Machines, for Boiler Work; Planers, Lathes, Drills, Portable Forges, etc., etc. Oak-Tanned Belting, of superior quality of all sizes. jy.1-13.

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141 Main St., Cincinnati, Ohio.

REFER TO

Judge McLean, U. S. S. C., Prof. John Locke, Cincinnati, Ohio, Niles & Co., Cincinnati, Ohio, W. B Chapman, Prest. Pharm. Soc'y, Gen. James Semple Ills., Judge Walker, Cincinnati, Ohio. Elijah Coffin, Richmond, Ind, Col. S. H. Long, U. S. Top. Engineer

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IMPROVED WATCHES!

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HAVE received from Mr. Simon Willard, Boston, Agent for the United States, the sole and exclusive agency for the sale of **CHARLES FRODSHAM'S** NEW SERIES OF IMPROVED CHRONOMETER WATCHES, in the states of Ohio, Indiana, Illinois, Michigan, Iowa, Wisconsin, Missouri, Kentucky and Tennessee.

In the Watches of the New Series, Mr. FRODSHAM has succeeded by a more perfect method of compensation, a more correct adjustment in isochronism, and an entirely new and peculiar construction of the train, by which more power is obtained without increase of size, in producing timekeepers of wonderful and unrivalled accuracy. The great importance of the improved watches is a perfect regularity of time under every variety of climate, motion and position. So perfect are the adjustments, that the most violent exercise, such as horseback riding, jumping, etc., produces on them no sensible effect They are therefore, particularly adapted to Railroad purposes.

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David Dyer,	"	"
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The Prices of the New Series Gold Cases, are According to Size, viz:

SIZE 12	.....
" 14	..... $230
" 16	.....
" 18	 250
" 20	 275
" 22	 300

Recommendations:

Boston, Sept. 3, 1853.

The Compensated Lever Watch I purchased of you, made by Charles Frodsham, London, No. 7300, has varied but thirty seconds from mean time in six months, by actual daily comparison with your regulator.

Yours, &c., ALVIN ADAMS.

Mr. Simon Willard.

Boston, Feb. 4, 1854.

Mr. S. Willard Dear Sir—The Frodsham watch, No. 7557, I purchased of you last October, has performed wonderfully well. I have compared it almost daily by your Astronomical clock, and its variations for ninety days is but one second, or a loss of but one-hundredth of a second per day. I consider it better than any Marine Chronometer I ever used.

Yours truly,
FISHER A. NEWELL,
Late master of Sch., Honolulu.

Sandusky, Ohio, Jan. 1, 1854.

Mr. S. Willard, Dear Sir—More than six months ago I purchased of you two of Frodsham's best watches—up to this time, one of them, No. 7551, has altered from mean time but twenty-seven seconds, and the other, No. 7517, but twenty-three seconds in the same period.

Yours, respectfully.
E. F. OSBORNE.

To Mr. Simon Willard.

Gentlemen—On the 1st of April last I procured from Mr Willard, of Boston, one of Frodsham's improved series of watches. It was regulated and set to Cincinnati time. It has not, in that period, been suffered to run down, nor have the hands been moved, and to day it is 20 seconds only slow. Respectfully yours,

HENRY O. AMES,
Sup,t Cin. Ham. & Dayton Railroad.

August 18, 1854.

To Messrs. Beggs & Smith.

The followiug is an extract from a letter of William Brown, Esq., Springfield, Ohio. engineer on the M. R. & L. E. R. R., who has personally kept the rate of several of Frodsham's watches.

"Finally from what I have known of Frodsham's watches, I am very strongly impressed with the idea, that they are a decided improvement on all other timekeepers, and were they set in gimbals and used with the same care, I think their performance would equal that of Mr. Frodsham's celebrated box chronometer, and would answer the same purpose for determining longitudes."

Sept. 21-6*



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Oct. 13-tf.

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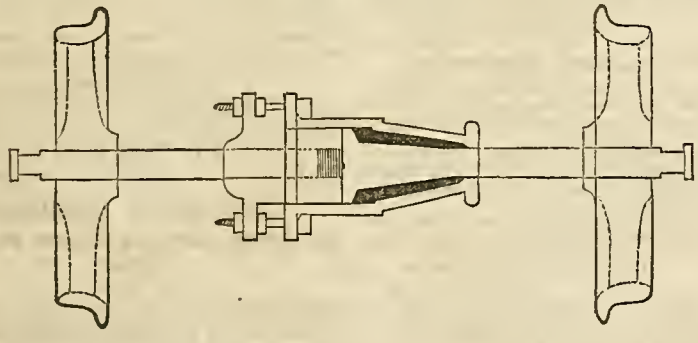
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DENNEY'S DIVIDED CAR AXLE.



PATENTED JANUARY 31ST, 1854.

THE ATTENTION OF RAILROAD COMPANIES is respectfully invited to an examination of the merits of this valuable invention, which offers to add largely to the safety of life and property.

The valuable features of this arrangement of axle are, a saving of full fifty per cent. in motive power on crooked roads: the rails are protected from being destroyed by the flanges of the wheels coming in contact with them on the curves, as is the case with the stiff or rigid axle, which not only destroys the rail but puts a constant strain upon the wheel and axle, causing the wheel on the inner rail to trip or revolve upon the rail under the weight of the car and its load, while the opposite wheel is traversing its greater distance; the tendency of which, is to wear the wheel flat, and cause it, or the axle, to break sooner or later. There is less danger of the car leaving the track from its having become spread.

Axles fitted in this way do not require to be near so large, and yet contain more strength than the common axle, for the reason that the liberty given to the wheels, which allows them to accommodate themselves to the curvatures of the road, removes wholly the strain thrown upon the ordinary axle; and therefore, it requires no more strength of iron at any point between the wheels, than is contained in the bearings, which in the ordinary axle, is not more than one-third of the strength of the other portions of the axle.

The elongated bearing which forms the connection is so proportioned as not to wedge or become tight in the alloy, the wear being almost imperceptible, requiring to be set up not oftener than once in twelve months, by a slight tightning of the screw nuts. If, from long service, the alloy becomes worn out, it can be refilled, making it as perfect as when first filled up, and the gauge of the wheels will never become changed so as to injure the running of the car.

It is after a series of the most careful experiments, conducted through a period of time sufficient to test in the most satisfactory manner, the real merits of divided car axles, and a thorough and practical test in real service of over two years, that we now offer to Railroad Companies one that we are assured will give universal satisfaction in its operations, and both simple and cheap in its construction.

We are now ready to dispose of rights to use the above axle on the following terms: We guarantee full and perfect satisfaction by giving ample time to thoroughly test its merits, and will require no payment to be made until such satisfaction has been given. All applications to be made to

SAMUEL L. DENNEY.
Christiana, Pa.

Or, to **CHRISTIAN UMBLE.**
Gap, Pa.

1-05

TYLER DAVIDSON & CO.,

Agents for the

BOSTON BELTING COMPANY

India Rubber Machine Belting in any quantity, from 2 to 20 inches.

India Rubber Steam Packing;

Mixed	do	do	1-32 to ¼ inch thick.
Plain	do	do	1-32 to 1 inch thick.
Pure	do	do	

Pipe and Manhole Rings, all sizes;
Square or Rope Packing, do.

HOSE.

India Rubber, Hydrant, Conducting, Fire Engine, and Locomotive, of all sizes, manufactured from the best of Vulcanized Rubber, and for sale only by the agents.

Car Springs, and all other kinds of Vulcanized India Rubber used for Mechanical and Manufacturing purposes.

The undersigned, having been appointed Agen of the Boston Belting Company, beg leave to advise Dealers and Consumers that they are now prepared to supply the above goods in any quantities, on the most favorable terms. On hand and for sale,

50,000 Feet Vulcanized India Rubber Machine Beltings, from 2 inch to 20 inches, 3 and 4 ply.

TO STEAMBOATS AND RAILROADS.

India Rubber Hose, for Pavements, Streets, Gardens, Locomotives, Engines, etc.

40,000 feet Hose, 3, 4, 5, 6, and 7 plys, suitable for pavements, streets, gardens, locomotives, fire engines, etc., 1 to 3 inch, warranted extra quality. Also,

THE vulcanized India Rubber Break Springs now in use by all the Eastern Railroads, and posessing decided advantage over the Steel Springs now in use, for the following reasons:

1st, They are much easier put on.

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3d, They are much more durable than steel, and no time lost in making them, the weather having no effect on them.

ALSO—Large 6 inch hose for water stations. This is a new and important invention. The coldest weather will have no effect on them whatever. They are warranted to remain as pliable, in the COLDEST of weather, as they are in 150 Fahrenheit heat.

Armitage Anvils,—10 casks, assorted weights n w in store.

Allen's Revolvers and Self-Cocking Pistols.—Now in store, a large assortment of the above, 3, 4, and 5 inch Revolvers; 3, 4, 5, and 6 inch Pocket Pistols. Also, Dueling Pistols.

Leland's Superior C. S. Car and Auger Bitts.—All sizes.

Brass Kettles, and Sheet Brass, &c.—Brass Kettles, assorted from 6 to 30; Sheet Brass assorted from No. 0 to 30; Brass Wire, do do do.

Star Breast Chains.—Four casks of those superior double-linked Chains, just received.

Walker's Trace Chains.—70 casks of those superior goods, warranted full length and sizes, 8 to 20 links, straight and twisted, now in store.

American Anvils.—Eagle brand, faced with with cast steel, and warranted by the manufacturers equal to Armitage's Mousehole.

Plated Spoons.—Plain, tipped, and threaded heavy plate, on best quality of German Silver.

Premium Gimlet Screws.—10,000 gross just received.

Mill Saws. Hoe & Co.'s C. S. Wm. Rowland's, and W. H. Rowland's 6, 6½, 7, 7½, and 8 ft

Cross Cut Saws.—Hoe & Co.'s C. S., Johnockerell's C. S. and G. S., Wm. Rowland's and W. & H. Rowland's 5, 5½, 6, 6½, 7, 7½, and 8 feet Also, 4 and 4½ feet Tennon Saws.

Axes.—1000 doz. Axes, assorted Yankee and Kentucky patterns, first, second, and third quality

Nails.—4000 kegs Shoenberger's and Wheeling Nails, now in store.

For sale by TYLER DAVIDSON & CO.,
mr3 140 and 142 Main street

Railroad Record

PUBLISHED EVERY THURSDAY MORNING,

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E. D. MANSFIELD, Editor.

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T. WRIGHTSON & CO.,
Publishers, and Proprietors,

Railroad Printing.

WE have now attached to this office an extensive **Composition** and **Press Room** and **Bindery**, under the personal supervision of the proprietors of the Record. With confidence, therefore, we call the attention of Railroad Officers and others to our extensive establishment, containing every facility for turning out superior work in any and every department of the Printing Business.

We are fully prepared to furnish **Railroad** and other **Reports**, with or without **Maps** or other **Illustrations**, gotten up at short notice and in superior style. Also, **Blanks of any description**, adapted to the wants of the various departments of the **Railroad service**, and to the wishes and tastes of the parties.

Also, **Railroad Tickets** and **Conductors' Checks**. Our patent **Card Press**, enables us to supply any demand at **Short Notice** and in **Unequalled Style**.

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T. WRIGHTSON & CO.,
Railroad Record Office, 167 Walnut st Cin.

TO RAILROADS AND CONTRACTORS.

Horse Powers.—The undersigned being agents for the sale of R. H. Pease formerly Emery & Co.'s Horse Powers, are prepared to furnish them to order. They occupy little room and do their work effectually. T. WRIGHTSON & CO.

GAS.

Aubin's Patent.—We are agents for this new and improved furnace, and having had one in operation at our office for several months past, can confidently recommend it as being simple in its operation, occupying little room and furnishing a pure and beautiful burning gas. From the peculiar arrangement of the retort it is not liable to *burn out*, thus saving a great part of the expensive repairs of other furnaces. We are prepared to erect these furnaces at our own risk and warrant them to produce good gas.

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167 Walnut-st., Cin'ti.

RAILROAD MAP.

WE have now ready A Railroad Map of the West, containing all the railroads constructing, completed, or proposed in the States of Ohio, Indiana, Illinois, and Kentucky, and portions of Wisconsin, Michigan Pennsylvania, Virginia, Tennessee and Canada, showing the termini, points upon the lines, connections, &c. of each line, all laid down accurately, by a compete t hand.

The size of the sheet is 24 by 38 inches, and can be sent by mail.

Price—plain..... 40 cents.
Colored in outlines..... 50 cents.
Full colored ..... 75 cents.

Liberal discounts will be paid to those wishing them in quantities.

Railroad companies desiring a map to illustrate their road cannot find one offering greater inducements as to correctness, &c., or on better terms; as any line can be made prominent, with its connections, &c.

All orders addressed to U. P. James will secure prompt attention

ENGINEERING!!

The undersigned is prepared to furnish

SPECIFICATIONS, ESTIMATES, AND PLANS,

In general or detail of all kinds of

Steam Vessels, Engines, Boilers, Mill Work, &c

Particular attention given to the superintending of

LOCOMOTIVES, TENDERS, CARS,

And Railway Machinery of every Description,

While under construction.

AGENT FOR THE PURCHASE of, on commission, all articles required for Railroads, Steam Vessels, Locomotives, Engines, Boilers, Machinery, &c.

General Agent for

ASHCROFT'S STEAM GAUGE, ALLEN AND NOYES' METALIC SELF ADJUSTING CONICAL PACKING, DUDGEON'S HYDRAULIC JACK.

Also, for Water Gauges, Indicators, Steam Whistles, &c., &c.

CHAS. W. COPELAND,
Consulting Engineer,
5-tf 64 Broadway, N. Y.

RAILROAD HOTEL.

CINCINNATI, O.

THE GIBSON HOUSE, Cincinnati, is situated on Walnut-street, between Fourth and Fifth, in the immediate neighborhood of all the Railroad Offices. For comfort and convenience it is believed that this hotel is unsurpassed. It is heated with steam from the first floor to the fifth, thus making it the most desirable winter house in the West. The proprietor hopes to enjoy a share of the patronage of Railroad men.

A. WETHERBEE, Proprietor.

New Works on Civil Engineering.

THE Field Practice of Laying out Circular Curves for Railroads. By John C. Trautwine, Civil Engineer.—4th Thousand, in pocket-book form with tucks.

—ALSO—

A New Method of Calculating the Cubic Contents of Excavations and Embankments, by the aid of Tables and 10 Engraved Plates of Diagrams. By John C. Trautwine, C. E.; 2d edition.

Price, one dollar each. Postage on the Curves, five cents; on the Excavations and Embaukments, eight cents. For sale by WILLIAM HAMILTON.

Hall of the Franklin Institute.
Sept. 21-3* Philadelphia, Pa.

CAR MANUFACTORY,

Dayton, Ohio.

E. THRESHER & CO., having enlarged their shops, are prepared to contract on favorable terms, for building every variety of railroad Cars, in any quantity and on short notice, made of the best materials, and of the most approved workmanship.

They are prepared also to furnish jaws and boxes; the Washburn Wheel, 30 and 33 inch, adapted to inside or outside bearing; cast iron frogs, steel plated; and switches of the most approved patterns.

They also manufacture blacksmith tuyeres, Harris' Patent; portable bolt forges: bolt heading and bolt cutting machines; upright drills, wheel presses; wood planers; tenoning and mortising machines, etc.

They respectfully invite the attention of railroad directors and superintendents to their establishment.

Dayton, Jan. 24th, 1853. jan.25-†

PROSSER'S PATENT

Lap-Welded Iron Boiler Tubes.

TUBES screwed together, flush on both sides, for Artesian wells, etc. Free-joint Tubes, for Core Bars, Awning Frames, Leaders, etc.

Brass Boiler Tubes.

Patent Wrought Iron Blacksmiths' Water Tuyeros, Water Backs, etc.

Agents for Krupp's celebrated Cast Steel for Shafts, Railway Axles, Tires, Platers' Rollers, etc.

P. S.—All Tools necessary for the construction or keeping in order of Tubular Boilers.

THOS. PROSSER & SON
au.17† 28 Platt street, New York.

NORTH, EAST, AND WEST!

BY WAY OF

Cincinnati, Hamilton and Dayton R.R.

WINTER ARRANGEMENT.

COMMENCING MONDAY, DEC. 11, 1854.

Passenger Trains will leave the Sixth-street Depot as follows:

FOR INDIANAPOLIS, CHICAGO, ST. LOUIS, &c., &c., &c.

At 6 A. M. and 2.15 P. M.,

Trains leave the Hamilton, Eaton, Richmond, Indianapolis, Terre Haute, Lafayette, Chicago, Galena, Rock Island, St. Louis, &c.

At 8 A. M.,

For Dayton, Sandusky, Cleveland, Pittsburg, Philadelphia, Baltimore, New York, &c.

At 2. 15 P. M. and 4 P. M.,

For Hamilton, Dayton and intermediate points.

At 5.20 P. M.,

For Hamilton, Richmoud and intermediate points.

The 6 A. M. Train will connect at Richmond, at 9 A. M., with Train of Indiana Central Road for Indianapolis; arrive there at 11.20, A. M; thence to Terre Haute, Lafayette, and Chicago, without detention. Time as short as any other route.

The 8 A. M. Train will connect at Dayton, at 10.50, A. M., with Mad River Train for Sandusky and intermediate points; also at Crestline at 4.20 P. M. with Ohio and Pennsylvania train for Pittsburgh, Philadelphia, Washington, &c. The same Train will connect Clyde with Toledo and Cleveland Train to Toledo, Chicago, and intermediate points. Also, with Dayton and Michigan Railroad to Troy and Piqua, and with Dayton and Greenville Railroad to Greenville, Union, and all points on Bellefontaine and Indianapolis Railroad, at 2.45 P. M.

The 2.15 P. M. Train connects at Richmond with Indiana Central Train for Indianapolis Terre Haute, Lafayette, and Chicago. Also, with Train for Hagerstown and Neweastle.

The 4 P. M. Train connects at Dayton with Train for Troy, Piqua, &c.

For further information or tickets, apply to W. A. LATHAM, General Agent, at the Office, corner Broadway and Front street, under Spencer House, or at the office on Walnut street, next door to the Gibson House, or at the Sixth-street depot.

HENRY O. AMES, Sup'l.

The Omnibus Line will call for passengers, by leaving their name at the office. W. H. SMITH, Conductor.

WINTER ARRANGEMENT.

SAFETY——SPEED——COMFORT.

Cincinnati to Indianapolis.

St. Louis, Chicago, Galena and Rock Island,

BY THE WAY OF THE

CINCINNATI, HAMILTON AND DAYTON, AND EATON & HAMILTON RAILROADS.

TO CHICAGO, in.....15 HOURS.
TO ST. LOUIS, in.....31 HOURS.

Passengers will find this the most pleasant route of any in the West, as it passes through the richest and most thickly settled portion of the State of Indiana. In taking this route, passengers will reach Terre Haute, Lafayette, Peru, Michigan City, Chicago, Rock Island, Galena and St. Louis, as soon as any other leaving Cincinnati, and with but little fatigue, in consequence of the superior manner in which the roads are constructed and managed.

THROUGH BY DAYLIGHT TO TERRE HAUTE, LAFAYETTE, PERU, &c.

Trains leave the Depot of the Cincinnati, Hamilton and Dayton Railroad as follows, viz:

First Train—Lightning Express at 6, A. M.

Second Train—Accommodation, at 2.15, P. M., connecting at Richmond with train for Hagerstown, Newcastle, &c., &c.

Third Train—Accommodation, at 5.20, P. M., for Richmond and intermediate points.

Returning, reach Cincinnati at 10, A. M. and 12 M. and 6, P. M.

Fare to Indianapolis.....$3 50
" Lafayette.....5 50
" Terre Haute.....5 75

For through tickets and information, please apply at the General Railroad Ticket Office, No. 169 Walnut-st., or to W. A. LATHAM, at Cincinnati, Hamilton and Dayton Railroad Office, corner of Broadway and Front streets, under the Spencer House, or at the Sixth-street Depot, JOHN W. SHIPLEY, Agent.

The Omnibus Line will call for passengers by leaving their orders at the offices.

WM. H. SMITH, Conductor.
feb. 8-1y D. M. MORROW, Superintendent.

Baltimore & Ohio Railroad.

380 MILES BETWEEN WHEELING AND BALTIMORE.

THIS Road was opened to the Ohio River in the spring of 1853, and has already established a high character with the business community of the West. Its facilities for the transportation of freights are already superior to those of any other great through line—while the attractions of the country through which it runs, and its many admirable provisions for the expedition, comfort and safety of travelers, it has received such favor as a passenger road, (with its present connections,) as to show that it will become the preferred route for all portions of the West and South-West as soon as its further connections are formed by the completion of the Central Ohio, North-Western Virginia and other Railroads now rapidly finishing.

FOR PASSENGERS BY THIS ROUTE,

Through Tickets from all Parts of the West,

ARE NOW SOLD IN

Cincinnati, Louisville, Madison, Indianapolis, St. Louis, Chicago, Toledo, Detroit, Cleveland, Columbus, Zanesville and other Cities.

AT ALL OF WHICH ARRANGEMENTS HAVE BEEN EFFECTED

For Sending Travelers Direct to

WASHINGTON, BALTIMORE, PHILADELPHIA, NEW YORK, and other ATLANTIC CITIES.

FOR FREIGHTS IN EITHER DIRECTION

The fullest accommodations are provided. In motive power and Cars, the company has abundant resources, which are being further extended to meet the demands of Western Trade. In the dispatch and regularity of transpart, and in the careful landing of property, this road challenges a comparison with its rivals. At Baltimore, the road connects directly in the streets and at the wharves with the

PHILADELPHIA AND NEW YORK RAILROADS,

The numerous Steamers of the Parker Vein Line to New York and Boston, the Ericsson Steamers by Canal to Philadelphia and New York, And various other Lines of Steamers and Sailing Vessels to the Eastern Ports, and to Richmond, Norfolk, Charleston, Savannah, etc.

J. B. FORD is the Company's Receiving Agent at Wheeling.

WM. G. HARRISON, President. *JOHN H. DONE*, Mast. of Transportation, Baltimore.

Je. 8†

The Shortest, Quickest and Best ROUTE TO LOUISVILLE.

MADISON, INDIANAPOLIS, PERU, TERRE HAUTE, MICHIGAN CITY, CHICAGO, GALENA, ST. LOUIS, AND NEW ORLEANS.

OHIO & MISSISSIPPI RAILROAD,

ON MONDAY, SEPTEMBER 18, AND UNTIL FURther notice, the Passenger Trains will run as follows:

For Louisville and New Albany.

Leave Cincinnati at 7.15 A. M. and 3.15 P. M., connecting with the Jeffersonville Railroad at Seymour, and arrive at Jeffersonville, opposite Louisville, at 1 o'clock P. M., and at 9 P. M.

Returning—Leave Jeffersonville at 8.30 A. M., and 3.15 P. M., arrive in Cincinnati at 2.30 P. M., and 9.30 P. M. No delays in connecting with any other Railroad,

Fare $2 50.

For Indianapolis.

Leave Cincinnati at 7.15 A. M., and 3.15 P. M., connecting with the Indianapolis and Cincinnati Railroad at Lawrenceburg, for Indianapolis, and all the principal cities and towns of the North and West.

Returning—These trains arrive in Cincinnati at 4.05 P. M., and 9.30 P. M.

Fare $3 00.

For Lawrenceburg and Aurora.

Leave Cincinnati at 7.15 A. M., 10 45 A. M., 1.27 P. M., and 5 P. M., stopping at all the regular stations.

Returning—Leave Aurora at 6.30 A. M., 3.15 P. M., 2.55 P. M., and 8.23 P. M., stopping at all the regular stations, and arrive in Cincinnati at 8.10 A. M. 2.30 P. M., 4.05 P. M., and 9.30 P. M.

FREIGHT TRAINS for Jeffersonville and all intermediate stations, leave Cincinnati at 9.30 A. M.

For further information see handbills, or apply at the Ticket Office, on Fourth street, north side, four doors from Vine street, opposite new Custom-house.

S. S. POST.
Chf. Eng'r and Supt.

Passengers, by leaving their address at the Ticket Office, will be called for by St. Louis and Cincinnati Omnibus Line.

Omnibuses call at all the principal Hotels, for each train. W. S. BABCOCK, Agent,
Sept 5. St. Louis and Cincinnati Omnibus Line.

1855. Winter Arrangement, 1855. COMMENCING MONDAY, JAN. 29.

LITTLE MIAMI AND COLUMBUS AND XENIA RAILROAD.—Passengers by the 6 o'clock A. M., Train, Little Miami and Columbus and Xenia Railroad, breakfast at Cincinnati, and dine the following day in New York, Philadelphia, Baltimore or Washington City.

FROM CINCINNATI TO

To New York in	32½ hours.
To Philadelphia in	31½ "
To Washington in	29 "
To Baltimore in	28 "
To Buffalo in	16½ "
To Dunkirk in	15 "
To Cleveland in	9¼ "
To Sandusky in	8¾ "
To Pittsburgh in	14 "
To Wheeling, in	10¼ "

FOUR DAILY TRAINS.

FIRST TRAIN.—Cleveland, Pittsburgh, and Wheeling Lightning Express, at 6 o'clock A. M., for Columbus, Cleveland, Dunkirk, Buffalo, Albany, New York and Boston; Crestline, Pittsburgh, Baltimore, Philadelphia and New York; Zanesville, Wheeling, Baltimore, Philadelphia, and New York; Washington City, etc. Connects to Sandusky; also, at Xenia to Yellow Springs, and Springfield. This train stops between Cincinnati and Columbus at Loveland, Morrow, Xenia and London only.

SECOND TRAIN.—Cleveland and Pittsburgh Accommodation Express, at 9 o'clock, A. M., for Columbus, Cleveland Dunkirk, Buffalo, Albany, New York and Boston; Crestline and Pittsburgh; Newark and Zanesville; Circleville and Lancaster; Blanchester and Chillicothe; Hillsborough, connects to Sandusky. This train stops at all points between Cincinnati and Columbus, except Linwood and Branch Hill.

THIRD TRAIN.—Accommodation at 3 P. M., for Circleville and Lancaster; Blanchester and Chillicothe; Hillsborough. This train stops at all points between Cincinnati and Morrow.

FOURTH TRAIN.—Cleveland and Pittsburgh Night Express, at 5 P. M., for Columbus, Cleveland, Dunkirk, Buffalo, Albany, New York and Boston; Crestline, Pittsburgh, Philadelphia and New York; connects at Xenia to Yellow Springs and Springfield. This train stops at all points between Cincinnati and Columbus, except Linwood and Branch Hill.

One Train on SUNDAY, at 2.30 o'clock P. M. for Columbus.

Trains run by Columbus time—7 minutes faster than Cincinnati.

FARE AND THROUGH TICKETS.

For prices of fare, through tickets, and all information, please apply at the company's new office, No. 233 west side of Walnut street, between Fifth and Sixth streets, six doors south of the United States Hotel, or at the old established General Railroad office, in the three story yellow building, south-east corner of Broadway and Front street, directly opposite the Spencer House, Railroad Hotel and Mail-boat Landing, or at the Eastern (Little Miami) Depot, East Front-street.

WM. H. CLEMANT, Superintendent.
P. W. SRADER, General Agent.

OMNIBUS LINE.

The Omnibus Line calls at all the principal hotels; and by leaving directions at the office, as above, they will make private calls in any part of the city.

COLUMBUS PIQUA, AND INDIANA RAILROAD.

New route from Columbus, West and from Urbana, East.

On and after Monday September 19, 1853, two trains per day, (Sunday excepted) each way, will run on this Road, between COLUMBUS and URBANA. Will leave Columbus at 4.50 a.m., and 3.30 p.m.—arriving at Urbana at 8.12 a.m., and 6.14 p.m. Returning—will leave Urbana, for Columbus, at 9.15 a.m., and 3.00 p.m.—arriving at 12.05 and 6.55 p.m.

The 4.50 a.m. train, from Columbus, will connect with no night Express train from Cleveland and arrive at Urbana in time for the morning train north for Sandusky and intermediate points. Persons arriving by the morniug Cleveland and Zanesville trains can have a few hours at Columbus and leave by the 3.30 p.m. train—arriving at Urbana in time to get supper and take the 5.35 p.m. train for Dayton and Cincinnati.

The 9.15 a.m. train from Urbana connects with the morning train from Cincinnati and Dayton that arrives at Urbana 8.40 a.m.—arriving at Columbus at 12.05 p.m in time for the 1 p.m. train for Cleveland, connecting with the Buffalo and Dunkirk boats. The 3.00 p.m. train will leave Urbana on the arrival of the Sandusky train—reaching Urbana at 2.45 p.m.—and arrive in Columbus in time for the various night trains.

A line of Omnibuses will connect with the trains at Urbana for the conveyence of passengers to and from Piqua and Groenville over a good Macadamized road.

A. G CONOVER, Sup
Piqua, Sept. 13, 1853. s29-tf.

Covington and Lexington Railroad.

1854. 1854.

OPEN to Paris.—Direct Railroad connection with Lexington, Frankfort and Louisville.

Two Daily Passenger Trains.

On and after MONDAY Oct. 9th, 1854, and until further notice, Trains will run as follows:

Express Train leaves Covington at 7 o'clock, A. M. stopping at Grant's Bend New Philadelphia, Canton Benton, Clarkson, Demossville, Butler, Irving, Falmouth, Callenville, Boyd's, Berry's, Robinson's Garnett's Cynthiana, Laird's and Kiser's and arriving at Paris at 11.30 A. M.

Returning, leave Paris at 12 o'clock M., stopping as above, and arriving at Covington at 4.35 P. M.

Through passengers by this train connect directly at Paris with Maysville and Lexington road, and arrive at Lexington at 1 o'clock P. M., connecting at Lexington with the stage lines for Danville, Winchester, etc., and with the afternoon train of the Lexington and Frankfort road, for Frankfort and Louisville.

Returning, leave Lexington at 10 o'clock, A. M., and arrive at Covington at 4.35 P. M., in time for the Evening Express Trains North and East.

The Accommodation Train leaves Paris at 5.30 A. M., stopping at all regular and flag stations and arriving at Covington at 10 25 A. M.

Returning, leave Covington at 2.40 P. M., stopping as above, and arriving at Paris at 7.25 P. M.

Through passengers by this train lie over night at Paris and arrive at Lexington at 8.30 next morning.

Freight Trains leave Covington daily, Sundays excepted, at 2.40 P. M.; freight received up to 12 M., for the train of same day.

RATES OF FARE.

Covington to Lexington	$3 00
Covington to Paris	2 40
Covington to Cynthiana	2 00

FOR THROUGH TICKETS,

Apply at the Cincinnati, Hamilton and Dayton Railroad Ticket Office, W. A. Latham, Agent; Little Miami Railroad Ticket Office, P. W. Strader, Agent; or at the Depot, Covington.

J. M. DOUGHERTY, Superintendent.

☞ The Omnibus Line will call for Passengers in any part of the city, by leaving directions at the above offices. CLAYTON & GRANT.

oct. 17.

Shortest Route to Indianapolis, Chicago, and St. Louis by Indianapolis & Cincinnati Railroad,

VIA LAWRENCEBURG,

IN connection with the **OHIO & MISSISSIPPI RAILROAD.** Passenger Trains leave Cincinnati at 7:15 A. M., and 3:15 P. M. Arrive at Indianapolis at 11.30 A. M., and 8:30 P. M.

By morning train passengers arrive at Chicago in 14 hours, and at St. Louis in 28 hours.

Freight shipped to Indianapolis and all other points West and North without delay at cheapest rates.

Cars run from Lawrenceburgh to Terro Haute, Lafayette, Peru and Chicago, without unloading.

Office, foot of Main street corner of Water street.

SIDNEY RICE, Agent.

Cincinnati Sept. 28. 1854.

BANK NOTE ENGRAVING.

DANFORTH, WRIGHT & Co.,

No. 25 West Third Street, Cincinnati.

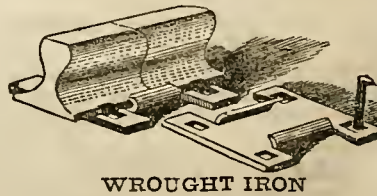
Bank Notes, Drafts, Bills of Exchange, RAILROAD BONDS, & CERTIFICATES (mr3) Engraved in a style unsurpassed.

FREIGT CARS FOR SALE.

15 PLATFORM AND 15 HOUSE CARS FOR SALE. Iron Trucks adapted to guage of four feet eight and a half inches.

OLMSTED, GOODMAN & CO.
jan11-tf

RAILROAD SPIKES,



WROUGHT IRON

Chairs and Fastenings.

THE undersigned will continue to manufacture with increased facilities, HOOK & FLATHEAD R. R. SPIKES, of all Patterns, WROUGHT and CAST CHAIRS, and FASTENINGS, BOILER RIVETS, BOLTS, SHIP and BOAT SPIKES, &c.. &c.

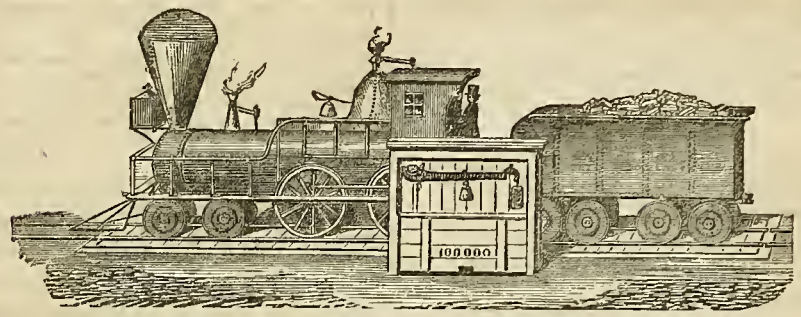
The best quality of refined iron is used, and all orders filled with despatch. J. HOPKINSON SMITH, No. 25, South Charles st.

☞ Please direct the name in full.

Baltimore, August 31–†

ISAAC RIGDON. EDWARD C. RYLAND. WM. HUDDART.

OHIO SCALE WORKS.



Rigdon, Ryland & Co.,

No. 39 Vine Street, between Front and Columbia streets,

CINCINNATI.

WE are now prepared to furnish **Railroad Track and Depot Scales** of all sizes, which we warrant in every respect equal to any manufactured in the United States.

Being practical workmen ourselves, we feel confident that we can furnish the West and South with as good an ticle and cheaper than can be bought East.

rCincinnati, June 29, 1854.

KENTUCKY LOCOMOTIVE WORKS.

CORNER OF KENTUCKY AND TENTH STS.

LOUISVILLE, KY.

THE Proprietors of the Kentucky Locomotive Works would respectfully inform Railroad Companies and the public generally that, having completed their establishment, they are now prepared to receive and execute orders with fidelity and dispatch.

They will contract for

Locomotives, Passenger, Baggage, Freight, Gravel and Hand Cars,

Of every style and pattern, as well as all kinds of St and Machinery required for railroads.

Particular attention will be paid to repairing, which they have every facility.

They are also prepared to contract on favorable terms for building all kinds of Machine Tools, such as Turning Engines, Lathes, Planers, Drills, Slotting, Spliting, and Shaping Machines, of every variety of pattern.

Having also a large FOUNDRY connected with the establishment, orders for Castings are solicited, and will be filled with promptness.

Car Wheels of any pattern can be furnished on short notice. Double and single plate and Spoke Wheels of all sizes constantly on hand.

☞ Communications or orders must be addressed to OLMSTED, TENNYS & PECK,

je.8-tf Louisville, Ky.

C. THOMSON & CO.,

MANUFACTURERS OF

PATENT PAD LOCKS,

For Railroad Switches, Merchandise Cars, Stores, Cemeteries, Iron Safes, &c.,

Cor. Railroad Avenue and Market st.,

an.12† NEWARK, N. J.

Norris' Locomotive Works,

PHILADELPHIA.

ENGAGED for many years in manufacturing Locomotives, offer to Railroad Companies to construc of any plan or size,

LOCOMOTIVES OF SUPERIOR QUALITY.

Our facilities for doing work have been largely increased this year, and orders can be executed with dispatch

jy. 27. RICHARD NORRIS & SON.

ASHCROFT'S METALLIC STEAM GAUGE.

(BOURDEN'S PATENT,

THE subscribers offer for sale this valuable Gauge. It is adapted to Locomotive and other steam boilers, indicating with accuracy the continual variations of steam within the boiler, enabling the Engineer to maintain a uniform and safe pressure. Any of the Eastern Railroads may be referred to for proof of its importance and value. BRIDGES & BROTHER,

sep.15-tf 64 Courtlandt St., New York.

Lightner's Patent Axle Boxes for Railroad Cars.

THE attention of Railroad Managers and others is called to this valuable improvement in

AXLE BOXES.

The first cost and "fitting up" of these boxes is 20 to 25 per cent below that of most boxes in use. They will save about 75 per cent in consumption of oil. The construction is simple; they are not liable to become loose, nor "heated" by severe service. The Reservoir is held close to the shaft, and the oil journals, are secure from dust yet easy of access; the brasses may be removed from the journals, while under the car, in a few minutes. Cars furnished with these boxes run from 4 to 5 weeks without replenishing the oil, and are not detained from the road for repairs ONE TENTH part of the time which is necessary when other boxes are used.

The business of a railroad can be done with a much less number of cars, with these boxes than if any other kind are used.

The first railroad men in the country have certified that Lightner's improvements in AXLE BOXES are among the first of the times.

Models and Testimony of the above Boxes, may be examined, and arrangements may be made for the right to use the same, with the subscriber.

WILLIAM SHERBURNE,
PRINCIPAL AGENT,

May 18.6. Office, No. 64 Courtland st., New York.

GUNPOWDER,

MANUFACTURED BY

The Hazard Powder Company.

HAZARDVILLE, CONN.

H. G. HAZARD, President.

A. E. DOUGLASS, Secretary.

THE undersigned are always prepared to furnish Mining and Blasting Powder to any extent, delivered at any point on the lines of railroads, or any other places of public improvements in the West or South, at the very lowest rates. Also, SAFETY FUSE of the best Eastern manufacture.

We would respectfully urge all contractors and consumers to call upon or correspond with either of us before arranging for their supplies elsewhere.

To the trade generally we would offer all the brands of Sporting and Rifle Powder manufactured by the above concern. M. D. W. LOOMIS,

Southeast'y er Main and Second Sts.
Cincinnati, Ohio.
S. H. LOOMIS,
Nashville, Tenn.

August 16, 1854. [an.18†

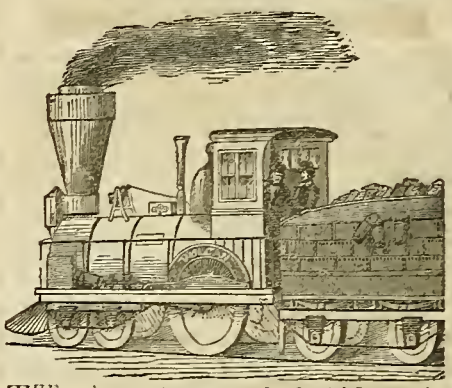
Myers' Patent Cylindrical Car.

NOTICE.—The Subscriber having become proprietor of MYERS' PATENT CYLINDER CAR, for a considerable portion of Western territory, including the State of Ohio, offers the same to Rail Road Companies on favorable terms. The public will be furnished within a short time with complete explanations of its operation, together with the results of actual experiments testing its applicability to all the uses for which it is recommended. W. CLOUGH,

South-western Car Works.

Madison, Indiana. May 11.

Cincinnati Locomotive Works!



THE undersigned are prepared to furnish Locomotives equal in efficiency and durability to the best Eastern manufacture. Also, Shaping and Slotting Machines suitable for railroad shops. Also, all kinds of heavy forging and casting done at short notice. Also, bolts for bridges cut with dispatch.

ap. 20 MOORE & RICHARDSON.

WASON'S CAR MANUFACTORY,

Near the Pittsburgh R. R. Shops,

CLEVELAND, OHIO.

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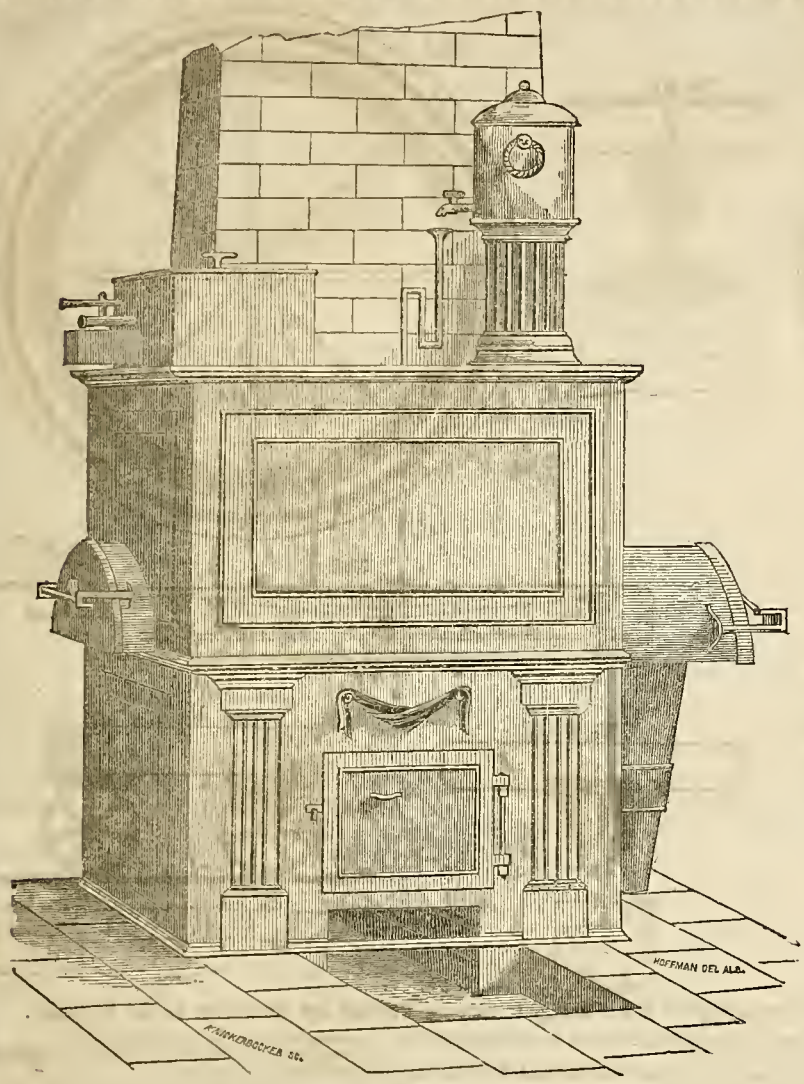
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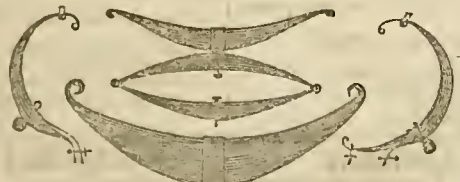
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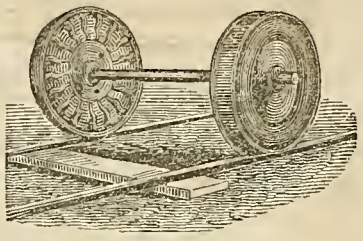
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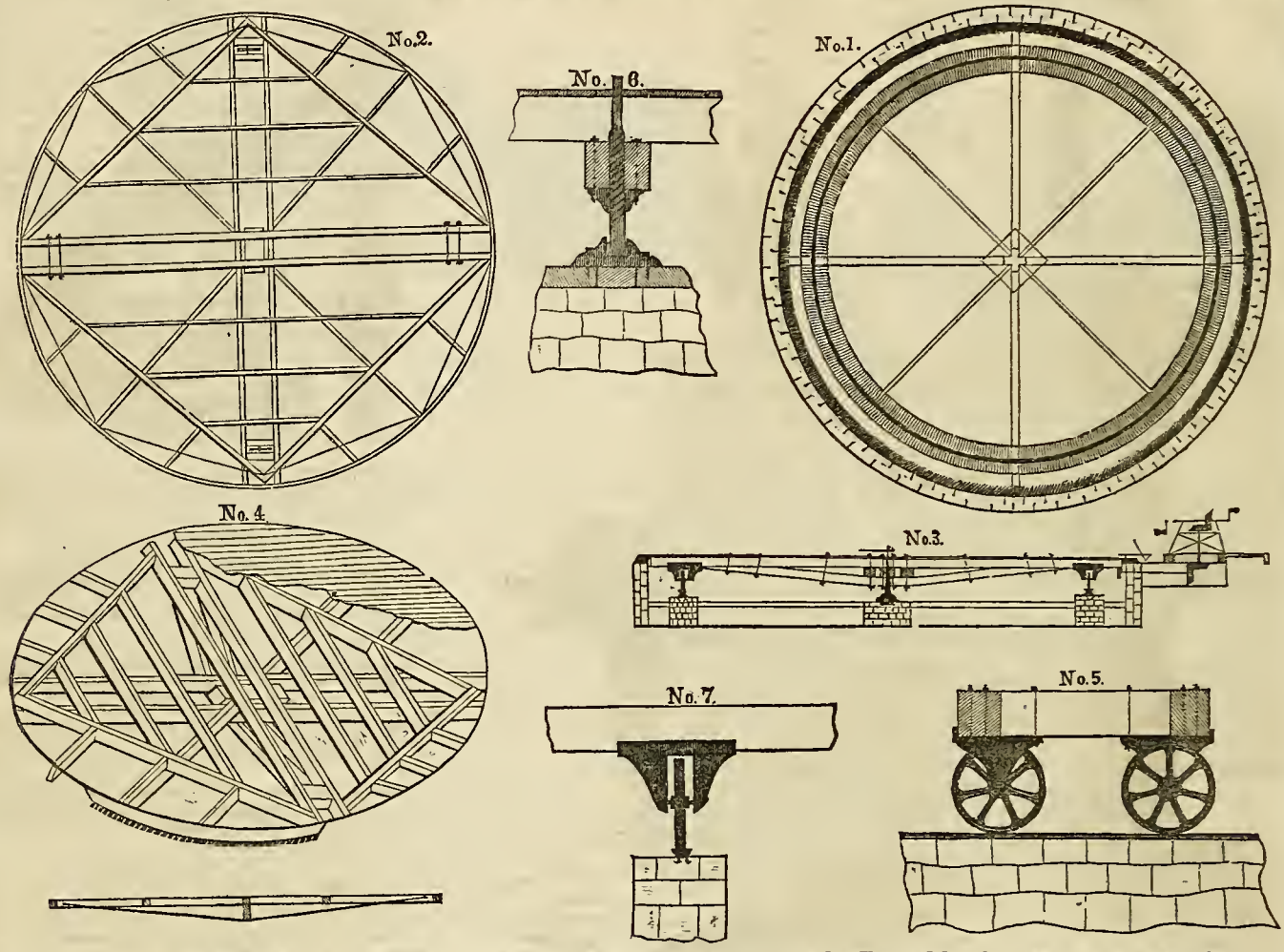
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DESCRIPTION OF PLAN.

Fig. 1, of the above cut, represents the foundations, consisting of *Bank* and *Track Walls*, the latter made of cut, the former of hammer-dressed stone, with cut stone coping. The Track is bent of the ordinary T rail, spiked and leaded to the stone track walls. The Center Pier is made of cut stone, with a step for screw and pivot bolted to the same.

Fig. 2, shows the framing.

Fig. 3, is a side view of Main Truss, with the mode of gearing, including the mitre-wheels, iron crank frame, rack and pinion, foundations, pivot wheels and pedestals.

Fig. 4, gives a perspective view of rim, segments, decking, etc.

Fig. 5, is an end view of the main trucks, with pedestals and wheels.

Fig. 6, is a screw for pivot, 6 inches in diameter, working in a steel step through a nut for adjustment.

Fig. 7, shows a cross section of track wall, well, and pedestal

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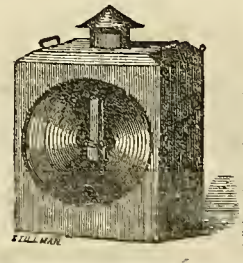
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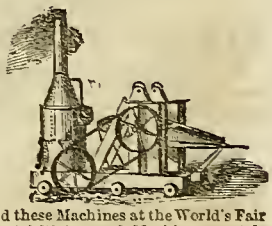
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Railroad Record.

E. D. MANSFIELD, - - - - - - Editor.
J. A. JAMES, W. WRIGHTSON, } - - - Associate Editors.

CINCINNATI:
THURSDAY MORNING,.....FEB. 15, 1855.

E. D. MANSFIELD,

May be found at the office of the *Railroad Record*, 167 Walnut st., between the hours of 11 A. M. and 1 P. M.

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RAILROAD EARNINGS.—We would again call the attention of Superintendents to the importance of regular and reliable reports of the earning of their respective roads, with comparative statements of the business of the present and past year. No good road need to fear the publication of its earnings; and this, if done with regularity, would do much to sustain the confidence of stockholders and the public in the soundness and safety of railroad investments.

RUNNING ARRANGEMENTS BALTIMORE AND OHIO RAILROAD.—Our readers and especially those who wish to travel east will find in their proper place in our advertising columns the advertisement of the Baltimore and Ohio and its connecting railroads. For freight or travel this road can compete favorably with any other.

A MAGNIFICENT SAFE.—We saw on Saturday last a magnificent Fire Proof Safe, of the manufacture of Hall & Dodds, of this city. It is designed for keeping the most costly articles of a Jewelry establishment, and is 7 feet 5 inches high, 5 feet 1 inch wide and 3 feet 2 inches deep. It looks as though it could defy the element. Messrs. Hall & Dodds have a well earned reputation. Their sales have stood the most severe accidental tests.

REVIEW—SUMMARY OF RAILROADS IN THE U. S.

Having given a review in detail of railways in the United States, we shall now give the general summary. Several accounts of railways have been given; but not one that we have seen is correct. Many unfinished lines have been put down as completed; and others, that are not undertaken at all, are set down, as in progress.

The following summary, both of aggregates and of the principal Lines is, as near correct, as it can be made. We shall give 1st. The aggregate by sections. 2. By States. 3. The CONTINUOUS *Trunks* through the U. States.

1. AGGREGATE.

	No. Roads.	Complete.	In Pro'ss.
Railways of the North and Middle 10 States	199	8,112 miles	2,076 miles.
Railways in the South, 6 States	62	3,456 "	2,201 "
Railways in the North-West, 6 States	115	6,248 "	6,433 "
Railways in the South-West, 8 States	59	952 "	5,423 "
Aggregate	435	18,845 "	16,133 "

We will compare this with two other statements published:

Hunt's Merchants Magazine	445	21,528	16,738
American Railroad Journal	——	19,438	——

The difference is, that the *Merchant's Magazine* has set down some roads, in the West, twice over, and thus made 500 miles in Ohio, and 800 in Illinois, and some in Indiana, as *complete* which are not in operation at all, or are twice stated.

2. AGGREGATE BY STATES.

	No. Roads.	Complete.	In Progress.
Maine	12	455 miles	91 miles.
N. Hamp. & Vermont	26	909 "	83 "
Massachusetts	42	1,135 "	67 "
Connecticut & R. I.	13	638 "	101 "
New York	32	2,504 "	575 "
New Jersey	10	457 "	—— "
Pennsylvania	62	2,218 "	1,118 "
Delaware	2	16 "	43 "
Maryland	6	240 "	—— "
Virginia	16	1,201 "	601 "
N. Carolina	8	344 "	360 "
S. Carolina	13	689 "	240 "
Georgia	15	982 "	460 "
Florida	4	—— "	560 "
Ohio	41	2,344 "	1,801 "
Indiana	26	1,388 "	1,413 "
Illinois	27	1,909 "	1,556 "
Michigan	7	434 "	200 "
Wisconsin	8	173 "	450 "
Iowa	5	—— "	983 "
Tennessee	17	290 "	1,164 "
Kentucky	12	190 "	641 "
Alabama	6	244 "	494 "
Mississippi	7	93 "	630 "
Louisiana	6	138 "	175 "
Missouri	5	60 "	895 "
Arkansas	2	—— "	410 "
Texas	4	—— "	940 "

The areas of the several great sections, and the proportion of *completed* railways within them are as follows:

	Surface.	Railways.	Ratio.
North & Middle	168,288 sq. m's	8,112 miles	1 to 21
South	180,437 "	3,456 "	1 to 53
North-West	290,259 "	6,248 "	1 to 47
South-West	579,895 "	952 "	1 to 580

There are certain interesting conclusions to be drawn from the above facts.

1. If all the railways really undertaken in the North-West are finished, *the whole will only equal, in proportion, the amount in the North and Middle section.* Hence, railways are not only, not overdone, in the north-west; but they cannot be for many years to come. And, we shall confidently leave events to prove, what we have often asserted, that the investment in the main lines of railway in the north-west, is *the most profitable investment which at this time can be made.*

2. If *six times* the amount of railways in the south-west is made, which now exists, it would then only be *equal to the proportion in the other parts of the South.* Hence, the railways undertaken in such states as Kentucky, Tennessee and Missouri, must ultimately prove very valuable.

3. It will require the construction of *eighty thousand miles of railway in the Valley of the Mississippi*, beyond what now exists, *to make the proportion equal to that in the Northern and Middle states;* and it will require two hundred and forty thousand miles, to make it equal to that of Massachusetts!

But, as the population of many of the states in the Valley is progressing with immense rapidity, it is very obvious they will soon require them; hence, railway construction must go on, and will soon progress as rapidly as ever.

3. MAIN LINES.

There are in the U. States five Main Lines, which pass from the Atlantic Slope into the interior, and constitute the most remarkable series of inter-communication on earth. They are as follows:

1. THE BOSTON LINE.—This line may be said to commence at Augusta, (capital of Maine), and proceed through Portland, Boston, Albany, Buffalo, Cleveland, Toledo, and Chicago, to St. Louis, as follows, viz:—

Augusta to Portland	60 miles.
Portland to Boston	105 "
Boston to Albany	200 "
Albany to Buffalo	301 "
Buffalo to Toledo	270 "
Toledo to Chicago	247 "
Chicago to St. Louis	285 "
Aggregate	1,468 "

Here is nearly *fifteen hundred miles of continuous railway* from East to West!

2. THE NEW YORK LINE.—This connects with the Western part of the former; but the special New York line may be stated thus:—

New York to Dunkirk	460 miles.
Dunkirk to Cleveland	142 "
Cleveland to Cincinnati	258 "
Cincinnati to Louisville	137 "
Aggregate	974 "

Here is another distinct line of about one thousand miles, from the city of New York to the falls of Ohio.

3. The Philadelphia Line.—

Philadelphia to Pittsburgh	353 miles.
Pittsburg to Crestline	187 "
Crestline to Indianapolis	206 "
Indianapolis to Terre Haute	76 "
Aggregate	822 "

Here are eight hundred miles of continuous railway connecting Philadelphia with Terre Haute on the Wabash, thence to St. Louis. It will be almost one thousand miles between Philadelphia and St. Louis.

Philadelphia will have two other Western lines, one by Marietta to Cincinnati; and one by the *Ohio and Indiana* line to Fort Wayne.

4. The Baltimore Line.—

Baltimore to Wheeling	380 miles.
Wheeling to Columbus	181 "
Columbus to Dayton	69 "
Dayton to Indianapolis	108 "
Indianapolis to La Fayette	73 "
Aggregate	811 "

West of Columbus, the Baltimore line may proceed to Cincinnati, to Louisville, to Terre Haute, or any other point.

The main Baltimore line will be through Parkersburgh by the North-Western, and the Marietta Road to Cincinnati.

5. The Southern Line.

Washington to Richmond	130 miles.
Richmond to Petersburg	22 "
Petersburg to Wilmington	226 "
Wilmington to Kingsville	171 "
Kingsville to Charleston	103 "
Charleston to Augusta	137 "
Augusta to Atlanta	171 "
Atlanta to Chattanooga	138 "
Aggregate	1,196 "

Here is another immense line of *twelve hundred miles*. The connections through Alabama and Louisiana are not yet completed; but when made, will bring this line up to two thousand miles. When the main northern and middle lines are completed to the western boundaries of Missouri and Iowa, as they soon will be, they will also be two thousand miles each, and then the U. States will be opened East and West, by vast lines of *chemin de fer*, to which there will exist no parrallels on earth. In the meantime, there must be full twenty thousand miles more; and beside these, thousands on thousands of miles of double track.

Notwithstanding the recent explosion of railroad bankers and depression of stocks, it is perfectly evident to discerning minds, that the amount of railway construction will not materially diminish for another generation; and that railway stocks must soon rise to their real value, which is quite as high, intrinsically, as that of any other species of property.

Alabama and Florida Railroad.—We learn from the Greenville Alabamian, that the work on this road has been commenced in earnest. A large force are already engaged on the line near Greenville.

CITIES OF THE WEST, NO. 5.—INDIANAPOLIS, IND.

Indianapolis is one of the most flourishing—perhaps, the largest town in Indiana. It is situated on the west Fork of White river; but has no navigation. It is in the midst of a great plain, which is the same extending from the Muskingum river to the Mississippi. On every side the eye wanders over an expanse of land, without meeting a single eminence. Indiana is yet a new state, and there is wanting there evidences of high culture, and adornment, which so much please the eye in older states. Indeed, the land round Indianapolis, cannot be said to be of the best quality. After ascending from the hills of the Ohio, and getting on to this great plain, the soil seems to be generally of the light clay character. The forests are heavy; but have few of those trees peculiar to rich ground. Notwithstanding this, the land is easily cultivated, and will, undoubtedly, produce good crops of small grain. In the midst of this plain has sprung up the City of Indianapolis; founded first by the State Government, and now boasts itself of being a "Railroad City." Its progress in population has been thus:—

In 1840	2,692
In 1850	8,091—200 per A'n.
In 1853	12,000— 50 "

Indianapolis will, probably, contain 22,000 inhabitants in 1860.

It is handsomely laid out, with a large *circular* public square, in the midst of which is a quadrangular house, built for the governor; but, which the governor does not inhabit, it being found too large and inconvenient. Around this circle, most of the churches and public buildings are erected. It has the disadvantage of placing the buildings on *diverging radii*, so that no two houses are parallel to one another; a sad defect in architectural appearance. The present boast of Indianapolis, seems to be the Union Depot,—a very large building erected for the accomodation of various railways. Of these, there are no less than EIGHT finished, and centering there, viz:—

Madison and Indianapolis	87 miles.
Jeffersonville	108 "
Terre Haute	73 "
La Fayette	64 "
Peru	73 "
Indianapolis and Bellefontaine	84 "
Central	108 "
Cincinnati and Indianapolis	110 "

These are so many *radii*, connecting Indianapolis with Cincinnati, Louisville, Madison, Terre Haute, Chicago, Dayton, and the Eastern Cities. The Indiana roads are very well managed; and it is quite cheering to pay a visit to Indianapolis, and see the cars departing and coming in every direction.

Indianapolis, however, is relying too much on railways, and too little on home industry. The *crossing* of roads may make a village; but cannot make a city without internal resources to support them.

TRADE BETWEEN THE LATITUDES.

Legitimate commerce is the exchange of the products of one country or climate for those of another differing in soil and adaptability. Now it will be seen at a glance that countries situated in the same latitude can only have fortuitous advantages for commerce, such as abundance of timber, peculiar adaptability to certain cereals, or superior skill in the mechanical arts, etc. These, it is true, furnish a lucrative basis of commerce, but a commerce which can extend *so* far and no farther. But with the different latitudes of our own and other countries the case is totally different. There must be an almost entire exchange of products; each varying degree of temperature brings with it a corresponding variation of agricultural productions—productions necessary to the comforts of the world. Thus, in our country, we have the sugar region, the cotton region, the tobacco region, the corn region, the wheat region, the potato region, etc., each of which, by its peculiar fitness for these products, renders the cultivation of them most profitable to the husbandman. Now the planter cannot live on cotton, and the northern farmer cannot clothe himself with wheat. Hence there must be exchange, and this is commerce. Where, then, are the natural channels of trade? and where should its artificial avenues be opened? The inference is easily drawn; just where the exchange will be the most profitable—and that is between the different latitudes.

Look for a moment at a map of our country; there spread out before you is nature's grand system of engineering. Consider the course of the St. Lawrence, the St. John's, the Penobscott, the Kennebec, the Connecticut, the Hudson, the Delaware, the Susquehanoa, the Potomac, the Mississippi, the Rio Grande, the Colorado, the Columbia; do they not flow mainly from the north to south, or diagonally across the different latitudes? And especially the greatest of them all, the Mississippi stretches from the sugar region of Louisiana almost to the farthest limits of the Irish potato. Surely this great system was not laid out, with all its branching streams, without some design to usefulness and applicability.

Turn now to Europe, view its great water sheds, and the direction of its streams, the Volga, the Don, the Dnieper, the Dniester, the Danube, the Vistula, the Rhine, and the Rhone, all embracing in their course, from five to fifteen degrees of latitude, and many of them running in a direction nearly due north and south.

Look now at Asia, its great rivers, the Lena, the Yenesei, the Obi, the Cambodia, the Irrawaddy, the Ganges, the Indus, and the Euphrates, all follow one general course from south to north, or north to south. The Hoang-ho and the Yang-tse-kiang being hardly exceptions to the principle, as the different

elevation of their summits affords them as great a variety of climate as though their whole course lay north and south.

In Africa the only two considerable streams, the Nile and the Niger, cross the latitudes. While in South America the Columbia and Orinoco, the St. Francisco and the Paraguay, follow, in their general course, a northerly and southerly direction; and the Amazon, which, in its main course, runs east and west, descends from the high lands of the Andes to the ocean, a difference of elevation equivalent to a very considerable difference of latitude. The Amazon, too, by its tributaries, drains a broad belt; the Branco, a branch of the Madeira branch of the Amazon, rises near the 20th parallel of south latitude, and near the head waters of the Pilcomayo branch of the Paraguay; and the Negro branch of the Amazon on the north, rises near the second degree of north latitude; hence the territory drained by this mighty stream stretches over twenty-two degrees of latitude. Comparing now the courses of the rivers of the world it will be seen to be a general rule, that *every* considerable stream *crosses* the *parallels of latitude*, that it takes in its course countries of varied products, due to the variations of climate, occasioned by difference of latitude; and that where there is an exception to this rule, the table lands along the stream afford the varieties of climate usually occasioned by differences of latitude. It has been found, by observation, that 400 feet of elevation occasion a difference of temperature equal to one degree of latitude; one mile, or 5280 feet of elevation, will make a difference of temperature equal to over *thirteen* degrees of latitude. Five miles, or the height of our highest mountains, will give a difference equal to *sixty-six* degrees of latitude. Hence it will be readily seen that the Amazon may pass through a region as varied in climate, soil, and productions as that of our own Mississippi.

Now, to apply the principle here laid down, to the internal improvement of our country. Does it not seem a necessary inference when we view the perfect system of engineering which nature has adopted for our guidance, that those roads are most necessary to the comfort and well-being of our people, which most conduce to the necessary exchange which must take place between north and south, and the intermediate sections. It is not mainly the competition between the labor and skill of the eastern farmer or manufacturer and his neighbor of the west, that will support an expensive system of railway improvements. Information and skill may soon be acquired, and competition assume the form of successful rivalry. But a trade based upon the differences which nature has placed between neighboring regions, is based on a foundation which art cannot undermine, and which agricultural skill and experience will only augment and increase.

Communications.

Editor Railroad Record:

Dear Sir: The remarks of the Editor, in the Railroad Advocate, of January 27, and communication in that of the 3d inst., relative to Boring Tools having horizontal face plates, have induced us to say a few words relative to their introduction into this part of the country, with a view of establishing for them an American origin.

If the opinion of traveling agents for the sale of English Tools, and operatives from English and American shops is sufficient evidence, then the fact can be established that they were first in use in the West.

In 1840, Mr. L. H. Corey, a member of our firm, designed and built a tool of this description, to swing seven feet, having the cross slide rut supported by, and moveable on, two cast iron uprights—the mandril having a horizontal and vertical motion with feed geer attached to the latter—the same cutter operating at any point in a diameter of seven feet.

In 1845, our business compelled us to build another, when we made an improvement, by which the mandril could be thrown from a vertical position so as to bore, or face off to any required bevel—with the vertical and horizontal feeds attached.

As early as 1845, a number of sketches had been taken of these tools by workmen in our employ, from different parts of the country, who expressed themselves satisfied that the tool was not in use elsewhere.

From long experience we are convinced they are the most useful tool we have in use, and judging from our sales of them to go to Louisville, St. Louis, Boston, New Orleans, and elsewhere, they are appreciated by others as highly as ourselves.

The demand for them is such, that we have found it necessary to get up patterns fur five different sizes.

Very truly yours,

NILES & CO.

Cincinnati, Feb. 13, 1855.

Racine and Mississippi R. R. Company.—At a meeting of the Stockholders of this Company, held at their office in this City, the following gentlemen were elected Directors for the ensuing year, viz:—

Henry S. Durand, Marshall M. Strong, Reuben M. Norton, Elisha Raymond, John Dickson, Charles Herrick, C S. Wright, City of Racine; Simeon D. Clough, of the Town of Racine; Edward Elderkin, Elkhorn, Walworth Co.; Wm. C. Allen, Delavan, Walworth Co.; John Williams, Darien, Walworth Co.; William T. Goodhue, Beloit, Rock Co.; F. W. Merrill, Rockton, Ill.

At a subsequent meeting of the Board, Henry S. Durand was unanimously re-elected President, A. J. Redburn, Secretary, and Marshall M. Strong, Esq., Attorney.

The annual report will be furnished to the Stockholders and public early next month.—*Racine Ad.*

Railroads.

LEXINGTON AND DANVILLE RAILROAD.

We are pleased to learn that this short but important work is now in a condition which will require but a small outlay to put the first section in running order. The character of the country, and the necessity of crossing the Kentucky river by a bridge, renders the road necessarily a somewhat expensive one, but the same circumstances also give it its importance, as it is mainly by this channel that we, of Cincinnati, and the North must seek a passage to the whole South. Hence it may not be unreasonable to expect that, when completed, it will do a large and lucrative business.

In a recent speech at Lexington, General Leslie Combs, the President of the Company, gave some highly interesting details of the condition of the work and the finances of the company. He stated, "that from an official report just made to him by the engineer of the company, the amount of money expended between Lexington and Nicholasville, (say 13½ miles,) was $80,314 14 for graduation and masonry; $104,000 for iron rails, besides chairs, spikes, and cross-ties, now ready to be laid down; and for the right of way, 66 2-3 feet wide, and stations, an average of $1200 per mile—equal to $16,200. Total amount actually paid, $200,514 14. Several thousand dollars had also been advanced to a responsible contractor for building depots, offices, etc., which would, no doubt, be constructed as soon as needed.

"To complete the graduation and masonry to Nicholasville would require less than forty thousand dollars, at present contract prices; and laying down the rails and distributing materials could be done for $500 per mile—say $6,750. Total, $46,750. Not one-fourth as much as had already been expended.

"From Nicholasville to the Kentucky river—8½ miles—there had been expended for graduation, masonry, tunneling, $85,676 94; for right of way, water-stations, etc., an average of $1200 per mile, equal to $10,200—total, $95,876 94. In additiun to which nearly all the cross-ties were already on the line, ready to be laid down.

"The engineer is confident from actual measurements and accurate estimates, that the remaining graduation, masonry, and laying down the rails from Nicholasville to the Kentucky river, can all be done for less than fifty thousand dollars."

Too much credit cannot be given to Gen. Combs for the energy and ability with which he has carried the road through difficulties which would have sunk, under any other management, almost any road in the country. It is due entirely to his tact and perseverance that the company are now entirely free from debt.

REPORT OF THE INDIANAPOLIS AND CINCINNATI RAILROAD CO.

We have been favored with the Semi-Annual Report of this flourishing Company for the six months ending Jan. 1st, 1855. The following is the summary of the receipts and expenditures :—

	For Passengers.	For Freight.	Total.
In July	$ 8,036 79	$ 7,803 83	$15,840 62
In August	13,227 39	12,514 94	25,742 33
In September	16,089 44	15,021 90	31,111 34
In October	18,557 88	14,824 35	33,382 23
In November	20,735 13	16,666 38	37,401 51
In December	13,836 60	17,912 37	31,748 97
Total	$90,481 23	$84,743 77	$175,225 00

To which add for transportation of Mail $3,384 37
For transportation of Express 957 55

Makes total receipts for transportation $179,566 92
Total expenses on account of transportation being about 46¾ per cent. of gross earnings 83,469 79

Net receipts for six months $96,097 13
From which deduct interest for 6 months on 1st and 2d Mortgage Bonds $29,750 00
Also, interest 6 months on Income Bonds 8,900 00 38,650 00

Will leave applicable to dividends $57,447 13

Being a little over 4 7-10ths per cent. on Capital Stock.

Total number of Through Passengers for six months 23,609
Total number of Way Passengers for 6 months 41,025

Total number of Through and Way Passengers 64,635
Average distance traveled by each passenger, 53 1-10 miles 415
Average number of passengers per day $580 00
Average receipts for passengers per day 4,990
Number of tons of Through Freight carried westward 4,737
Number of tons of Way Freight carried westward 10,319
Number of tons of Through Freight carried Eastward 12,845
Number of Tons of Way Freight carried Eastward 9,727
Total tonnage Westward 23,164
" " Eastward .....
Total receipts for Westward Freight $39,427 87
" " " Eastward " 45,315 90
Average tonnage per day 210¾
Average Freight receipts per day $543 21

In the exhibit made to the Stockholders on the first of July last, of the operations of the road for the seven months ending the first of July, the receipts on account of transportation during that time were $145,917 80
Add receipts from July to Jan. 1st, as above. 179,566 92

Makes the receipts for the first thirteen months, since the road has been opened. $325,514 72
Gross receipts per mile 3,616 83
Cost of Road and Equipments per mile 24,205 21
The net Earnings for the first seven months, after paying interest on Bonds, was 41,809 24
Add net Earnings for last six months 57,447 13

Makes Total net Receipts $99,256 37
Being over 8 1-10th per cent. on the Capital Stock.

Although the receipts during the past year have exceeded our anticipations, yet from several causes they have fallen short of what would have been realized under ordinary circumstances. The general failure of the wheat and corn crops along the line of the road, the unusual low stage of the Ohio river for the last eight months, and the decrease in the number of hogs usually shipped to the Cincinnati market from this section of the State, have all contributed to diminish our revenues. If the crops of the next season are as good as they generally are, I think we may fairly calculate that the receipts of the Road will be increased from 15 to 20 per ceut. over those of the present year.

Since the report made in July, suitable freight and passenger houses have been erected at Lawrenceburg and Shelbyville, which, with those heretofore built at Greensburg and Indianapolis, make the depot accomodations sufficient for a large increase over the present business of the road. At Indianapolis, an Engine House and Repair Shops have been completed sufficient for the services of the Road.

The Road is well provided with Water Stations, and the track is in good repair, having been thoroughly ballasted with gravel throughout its whole extent, except for about eight miles, which will require an additional coat of gravel in the Spring.

The movement of the trains upon the Road has been conducted with remarkable promptness and care, no serious injury having yet occurred to the machinery, and none whatever to a passenger.

At a meeting of the Board held at Indianapolis, January 15th and 16th, the following Report from the Committee on the subject of Dividends, was made by Vachel Worthington, Esq., and approved by the Board :

The Committee on dividends beg leave to present the following Report and Resolution for adoption :—

It will be perceived from the Report of the President that the net earnings of the Road up to the first of January, 1855, amount to $99,256 37; equal to 8 1-10 per cent. upon the Company's capital stock paid up. To these earnings the stockholders are justly entitled, in some form or other. It should be given to them in cash, and if not so given, some good reason should be assigned for it.

The Report of the Treasurer shows the cost for the construction of the Road to be $1,772,013 00. The cost of the lands reserved for the use of the Company $63,275 00. The cost of Road Equipments, $343,181 61. The stock account, $1,213,723 38. Bonds due in 1866, $500,000 00 ; and in 1862, $350,000 00 ; and due in 1867, $8,000 00, bearing interest at 7 per cent. per annum ; and income bonds due in 1857, $170,360 00 ; and real estate bonds due in 1858, $200,000 00, bearing interest at 10 per cent per annum. The floating debt amounts to $194,498 66 ; while bills receivable amount to $129,226 89, and real estate, not needed for the uses of the road, is estimated at $299,466 00.

The floating debt properly belongs to the construction account, and inasmuch as bills receivable and real estate cannot be made available to discharge it, at present, nor the stock account enlarged, nor a funded debt raised, except at a great sacrifice, there has been, and can be, no other alternative, but to apply the net cash earnings to that purpose, and divide, among the stockholders, an equivalent in some other shape.

It is the undoubted right of the stockholders to have the just earnings of their property, if practicable, in cash ; but the rights of creditors are still higher, and must be provided for. We therefore recommend the net earnings of the Road, and the proceeds of the real estate, and bills receivable, not otherwise pledged, to be applied to discharge the floating debt, until the same be fully paid, and, in the meantime, that bonded dividends be declared half yearly.

It will be perceived the ten per cent. bonds fall due in two years, and a portion of the 7 per cent. bonds in seven years ; it is, therefore, advisable that the dividend bonds be thrown forward to suit the convenience of the Company. We, therefore, recommend they be made payable in ten years, hearing interest at the rate of seven per cent. per annum, both principal and interest payable in New York.

Your committee believe it to be the true policy of the Company not to divide over eight per cent. per annum, until the floating debt be discharged, and its finances become perfectly easy, and they doubt not the net earnings for the year 1855 and thereafter will justify at least that dividend. The net profits for 1854 will be subject to taxes for that year not yet paid. They, therefore, recommend the adoption of the following :

Resolved, That a dividend be made among the stockholders of seven per cent. upon the capital stock paid up in full, from the net earnings up to the first day of January, 1855, in dividend bonds, payable on the first day of January, 1865, bearing interest at the rate of seven per cent. per annum, payable half-yearly, on the first days of July and January of each year ; principal and interest payable at the Office of the Ohio Life Insurance and Trust Company, in the City of New York; and that the President and Secretary cause said bonds to be prepared and to be executed by them on behalf of the Company, and ready for delivery to the stockholders, at the Company's office at Indianapolis, and its transfer office in the City of New York, upon demand, on and after the 15th of February, 1855, in such form and for such amounts, as they may deem most advisable.

THE PUBLIC WORKS OF PENNSYLVANIA.

ANNUAL REPORT OF CANAL COMMISSIONERS.—We are indebted to several attentive friends at Harrisburg, for copies of the Annual Report of the Canal Commissioners. It is quite a voluminous document, but the following are the principal facts:—

The fiscal year terminated on the 30th of November, and the receipts for tolls amounted to $1,876,078. The expenditures to $1,101,570. Gross revenue $774,508. Increase of nett receipts over 1853, $102,172.

Whilst the gross receipts from the Delaware, Susquehanna and North and West Branch divissions have increased $137,901.30, the main line of canal and railroad from Philadelphia to Pittsburg has fallen off as compared with 1853, $195,312.33,

This falling off of revenue from the main line isattributable to five causes, viz :

1st. In 1853 the tolls paid by the Pennsylvania railroad company for the transportation of its freight over the Allegheny Portage Railroad amounted to $213,000. On the 15th of February last, on the completion of its own road over the mountain, the company withdrew its business from the State road. That source of revenue consequently ceased after the first two and a half months of the last fiscal year. The withdrawal of this business will alone account, independently of other causes, for nearly the whole falling off in revenue from the main line.

2d. The unprecedentedly long period of low water in the Ohio and its tributaries, caused an almost entire suspension of transportation to and from the commercial points, on those streams. They are the principle feeders to our main line, and every thing which affects the communication with them, must necessarily have a deleterious tendency upon the receipts from the public works. This low water commenced early in the summer, and continued, almost uninteruptedly, to the close of canal navigation.

3d. The drouth which so materially injured the growing crops in portions of our own State, affected the local receipts at every office on the main line.

4th. On the 26th of September last, the aqueduct over the Allegheny river, near Freeport, gave way and was entirely destroyed rendering one hundred and four miles of the canal nearly useless until the 8th day of November, a period of six weeks. During this interval, in addition to the loss on the local business, the board were compelled, to preserve the through trade, to enter into the arrangement, notice in another part of this report, with the Pennsylvania Railroad Company, securing to the through transporters, the right of passing their cars and freights over that company's road between Conemaugh station and Pittsburg, at the same rate of tolls that that company paid to the State for an equal distance over the Philadelphia and Columbia Railroad, in addition to the tonnage tax. In making this arrangement, it became, as a matter of course, necessary to

lower the then existing tolls on through goods, so as to enable the transporters to meet their proper proportion of the extra expense thus incurred in consequence of their inability to use the Western division.

5th. In establishing the toll sheet at the commencement of the year, the board were compelled, by the low rates at which through goods were carried by the various competing lines, to make large reductions in the tariff of tolls. If this course had not been adopted, a loss of revenue must have been the inevitable result, as the several rival railroad lines were determined, as recent circumstances have shown, to secure the carrying trade to their respective roads, even at a loss to the stockholders who had invested capital in the hope of receiving a remunerating interest.

These may be regarded as the principle causes of the falling off of the revenue from the main line. Compared with the increase in the receipts from the New York State canals, our own lines present a favorable result. It is estimated that the deficiency in the revenue from the New York canal will exceed four hundred thousand dollars, while the decrease in the gross receipts from the Pennsylvania line of improvements amount to only $57,121 03.

There is now a probability that the necessity for a low rate of tolls which prevailed during the last fiscal year, may, for the future be obviated.

The receipts and expenditures for the year constitute the sum and substance of the report, and we therefore give them in detail:

RECEIPTS FOR ALL PURPOSES.

Columbia Railroad.

Philadelphia	$432,076 41
Paoli,	24,762 22
Parkesburg,	43,332 24
Lancaster,	58,484 61
Columbia,	362,869 29
	821,524 77

Portage Railroad.

Hollidaysburg,	$41,485 97
Johnstown,	36,539 80
	$78,025 77

Main Line of Canal.

Columbia, (including out-let lock),	$84,940 00
Portsmouth,	30,917 94
Harrisburg,	24,251 51
Newport,	5,008 54
Lewistown,	8,741 81
Huntingdon,	6,568 58
Hollidaysburg,	27,717 77
Johnstown,	1,651 83
Blairsville,	3,080 60
Freeport,	2,521 48
Pittsburgh,	81,275 08
Out-Let Lock at Portsmouth,	1,357 45
Clark's Ferry Bridge,	1,112 85
Freeport aqueduct,	223 03
Juniata aqueduct,	90 56
	$279,459 63

Delaware Division.

Easton,	$319,362 63
New Hope,	29,563 41
Bristol,	26,401 02
	$365,327 07

West and North Branch and Susquehanna Divisions.

Dunnsburg,	$28,063 52
Williamsport,	30,267 38
Northumberland,	35,537 14
Beach Haven,	214,216 50
Liverpool,	28,657 10
	331,741 64
Total receipts,	$1,876,078 88

EXPENDITURES.

For maintaining motive power on the Philadelphia and Columbia Railroad, exclusive of the purchase of locomotive power,	$300,276 98
For repairs on the Philadelphia and Columbia Railroad,	77,933 93
For collectors, weigh-masters, Inspectors, and incidental expenses of their offices,	12,550 86
	390,761 77
For maintaining motive power on the Allegheny Portage Railroad, including the management and repairs of State trucks and the purchase of ropes,	261,185 03
For repairs,	61,415 56
For collectors, weigh-masters, inspectors, and incidental expenses of their office,	3,311 07
For use of Pennsylvania Railroad,	12,500 00
	338,391 66
For ordinary repairs on main line of canal,	138,429 66
For breaches,	25,603 08
For road and farm bridges,	4,791 75
For lock-keepers,	29,165 00
For collectors, weigh-masters, and incidental expenses of their offices,	18,725 81
	216,714 70
For repairs on Dolaware division,	31,383 66
For breaches,	16,158 20
For lock-keepers,	6,376 00
For collectors, weigh-masters, inspectors, and incidental expenses of their offices,	5,053 16
For road and farm bridges,	907 16
	59,878 07
For repairs on Susquehanna division,	20,804 94
For bridges on do.	875 00
For Kepairs on West Branch division,	15,935 34
For breaches on do.	3,248 14
For bridges on do.	2,371 16
For repairs on lower North Branch division,	31,605 47
For breaches on do.	3,988 74
For bridges on do.	1,699 63
For lock keepers,	7,046 00
For collectors, weigh-masters, inspecors, and incidental expenses of their offices	8,249 92
	95,824 34
Total expenses,	1,101,570 54
Receipts over expenses,	774,508 34

NOTE.—If to this sum be added the tonnage tax from the Pennsylvania and the Lancaster and Harrisburg railroad companies, amounting to $141,935 24, the net revenue for the year would be $916,438 58.

The following in relation to the Philadelphia and Columbia Railroad will be read with interest:

The cost of carrying a passenger in 1854, was sixty-two cents, being six and one-half cents more than the cost in 1853. This increase is accounted for by the fact that in 1853 the through passenger was calculated to and from Dillerville, seventy miles, and in the statements for 1854 to and from Columbia, eighty-one miles. Besides, in 1854, an additional train was put on the road for the accommodation of the public, which has not been long enough established to insure the anticipated increase in the through travel.

In 1853, the cost of transporting a ton of freight was sixty-six cents and six mills for the whole distance from Philadelphia to Columbia, or eight and one-fourth mills per mile. In 1854 it was seventy-six and one-half cents for the whole distance, or nine and three-eighth mills per mile.

It will be seen by the report of the Superintendent, that the increase in the tonnage is eleven per cent. over 1853, and that the increase in the motive power expenses of the road is twenty-one per cent. This last mentioned increase was caused by the rise in the price of fuel, labor and materials, and the putting on of an additional passenger train.

A comparative statement of the business for 1854 and 1853 exhibits the following results:

Year.	Trips made by locomotives.	No. cars carried.	Tons of cl'd freight carrried.	Cost of motive power proper.
1854,	10,332	178,393	437,238	$291,961 47
1853,	9,571	169,650	394,251	241,152 81
Increase,	761	8,743	42,987	50,808 66

In every branch of the motive power department of the road, the business has been conducted with unremitting attention to the safety of the traveler, and to the dispatch of freight. It is doubted whether any railroad in the United States, of the same length, and doing the same amount of business, is managed with more skill, energy and economy, than the Philadelphia and Columbia railroad. But one death has occurred during the year, where the passenger observed the precaution to maintain a seat in the car, and that resulted from the breaking of an axle after the car had run off the track. In respect to freedom from destruction of life, this road may safely challenge comparison with any railroad of similar extent. Since the introduction of motive power, in 1834, so far as can be ascertained, only three passengers have been killed, who maintained their positions in the cars. When the large number of persons who have been conveyed over the road, in the last twenty years, is taken into consideration this result will no doubt surprise many who have been deluded by the croakings of those who are constantly endeavoring to decry the management of this important link in the chain of our internal improvements.

The Report concludes with this language:

"In their last report, the Board estimated the gross receipts for 1854, at $2,100,000. Had the upper division of the North Branch canal been brought into use, as was then confidently expected, it is not now doubted but that it would have reached that sum, notwithstanding the Board, in order to enable the transporters to keep on the main line at all, were obliged to reduce the tolls to a lower point than they anticipated at the time the report was made. When it is remembered that the finished portion of the North Branch canal is but seventy-three miles in length; that the principal tonnage carried over it is coal; that the tolls at Beach Haven office amounted to $214,216 the present year; that that portion not yet brought into use is ninety-five miles, and that it would afford an outlet for coal to a large and populous portion of our own State, as well as a vast number of the citizens of our sister State, New York, and of the country bordering on the neighboring lakes, and that we would receive in exchange from that State, salt, plaster, grain, &c., &c., it is not perceived why the receipts of the latter should not exceed those of the former so soon as the new portion shall have been brought into successful operation. Should this be accomplished by the early part of the approaching summer, the Board have entire confidence, that with the increased receipts on the now finished lines, which will result from the contemplated modifications of the toll sheet, the gross revenue from our public works will amount the coming year, to two millions two hundred thousand dollars.

Various official documents are given, most of which, however, have already appeared in our columns.

SANDUSKY, MANSFIELD, AND NEWARK RAILROAD.

The New Board of Directors of the Sandusky, Mansfield, and Newark Railroad Company held a meeting in Mansfield, on Friday last, and elected the following officers for the coming year:

President—W. H. Stockwell, of Cin.
Vice President—J. Purdy, of Mansfield.
Secretary—J. W. Sprague, of Huron.
Treasurer—E. G. Woodward, Mt. Vernon.
Acting do.—A. G. Marshal, Sandusky.

John R. Robinson, Esq. was reappointed to the Superintendency of the Road, which will be highly gratifying to the business men of the whole line, as it is to ourself, for we know of no man who could fill this responsible and arduous position so well as Mr. Robinson, or who combines the business qualifications far-sightedness, and enterprise which so eminently characterize and fit him for its superintendence. Mr. Robinson had much to surmount when he first undertook the control of the Road; but he has proven himself equal to the task, and the past is a surety for the future in pushing forward its interests and necessarily the interests of those having business with it.—*Mansfield Banner.*

READING RAILROAD.—The local receipts on the Reading Railroad for the last year were $3,781,639 91.

COMPARATIVE SAFETY OF ENGLISH AND AMERICAN RAILWAYS.

It is probably well known that accidents on American railways, in proportion to the number travelling, are three times as frequent as in England, and nine times as frequent as in Prussia, while with us the speed is not so high. One very great safeguard, which should never be omitted in any railway system, is this: Throughout Great Britain a competent person, an "inspector," traverses every foot of the railway track once a day. Working hands are under his control, and all indications of danger—a bolt starting out, sleepers settling, rails fractured—are at once repaired. Each inspector has a certain distance to look over. The effect of storms, washing up of the track, fallen trees or rocks, obstructions placed by malicious persons, are all guarded against as far as practical. A track often gets gradually out of repair, and the first indication we have of it is, a train "runs off," and another casuality is added to the long chapter of accidents "where nobody is to blame." Can it not be perceived that life and property with us would be far more safe with such a system of daily inspection? Some roads have them; but many do not. Inspection and superintendence cost money, but often one single accident will be of more pecuniary damage to a company than would arise from employing a hundred extra hands, with good salaries. All employed persons, too, should be held, to a strict personal accountability in case of accidents. If this were the case we should see fewer casualities, and imprisonment for manslaughter would often follow, instead of the only punishment now frequently meted out to a culpable person, and recorded in the brief sentence: "The company discharged him."—*Am. Quar. Review.*

Miscellaneous.

AMERICAN WOODS FOR MACHINES.

Each species of wood has some superior value for certain uses. It is not possible to define the adaptedness of wood under all circumstances for machine or other purposes, as the growth of the timber gives various qualities. We purpose to give the leading characteristics, by a knowledge of which, with a little experience, a workman may make judicious choice of appropriate woods. The various species used in the temporate zone exhibit a similarity of structure, and are influenced in a great measure by the same general laws affecting the growth, strength and decay of their fibres. Of the concentric layers the heart or central portion is the hardest and most compact. From the heart to the exterior, the layers become more open in texture, and that portion the lightest in color enclosing the heart, is called alburnum or sap wood, which in some species never makes sound timber, but tends to decay, from the fermentation of the sap it contains, and the imperfect formation of the woody fibre. Unless the bark and sap wood are removed from choice timber, their decay starts the decomposition of the heart wood, which when once commenced cannot be thoroughly stayed without resort to strong chemical agencies. Sap wood is also more subject to the attack of worms, insects and molesusca, as the borers of salt water. Woods used in machines, are termed either *hard*, *soft*, *resinous*, or *exotic*; though the gradations, of character are such as to make it difficult to classify them specifically.

Certain species of the bark are most valuable for all purposes requiring great strength and stability, and for resisting the influences of changeable heat and moisture. Heat and moisture are the usual causes of decay. The White and Live Oaks are the best of the American species, and the Red Canada is the only other species deemed of much value compared with other woods. For unyielding frame work, great strength, and durability, in wet positions the White and Live Oaks are the best of all American timbers; and choice trees from good positions, will afford as good wood as any in the world. To secure the greatest value to this wood, by a short process of seasoning, it should be entirely freed of the sap wood, immersed in a running stream for a month, to wash out the fermentable sap, and then allowed four to six weeks for drying, that the shrinkage may not be so hasty as to produce serious cracks. Steaming woods instead of seasoning tends to weaken the cohesion of the woody fibres, but may allow a uniform texture if judiciously managed. These remarks apply to any variety of wood.

Next to the Oak, of the woods of American growth, adapted to machines, is the White Walnut or Hickory, and is especially useful where elasticity is required, or for curvilinear forms,—which may be had by steaming and drying it confined to the shape desired, as for sleigh runners. The same process may be applied to Ash wood, which being more easily worked for joints and surfaces is generally preferred, though more liable to decay in tenon joints. The elasticity of these woods fit them for bearing strains, where yielding is allowable, as for carriage axles and bodies, agricultural machines, and for the frame work of many other machines.

The European Elms rank nearly equal to our best Oaks for machinery, but the American species are of a more open texture, and less durable, particularly those grown in swampy soils. Selected timber from Elms grown in dry positions, is firmer and more durable, but it is all highly prized for some purposes as it is not liable to split even when roughly used. It is useful for strength in irregular shapes, and for allowing the passage of bolts, screws and nails. All our Elms tend to twist and warp in seasoning which is proportioned to the texture of the fibre, depending upon the soil and speed of growth.

Beech wood possesses great toughness, and the closeness of its grain adapts it for tools and helves. It is prized for forge hammer helves. Iron in proximity to this wood is corroded, there should therefore be a coating to the iron of boiled oil or paint. Pieces that will bear it and of small size, should be heated to redness and immersed in the oil.

Maple wood in general makes strong frame work. The Bird's Eye Maple is tough, firm, fine grained wood mostly used in cabinet work. The common Maple is easily worked, and its texture adapts it to callender and press rolls. Its general features are allied to the Sycamore, or Buttontree, the wood of which is softer than Beech, but close grained. It makes good screws, and may be used for like purposes, and turning in general.

Locust Tree wood is adapted specially for tree nails and like purposes, on account of its toughness. It is used extensively in shipbuilding.

Dog wood is tougher than Locust, and is used for the same purposes, but is in insufficient quantities, of less size and not as easily wrought.

Birch is a fine grained wood, suitable for turning.

The Holly, abundant in Western Virginia, is very fine grained wood, suited for turning, inlaying and veneering. It is comparatively small, and requires nice treatment to prepare it for use.

The Horse Chesnut and Buck Eye woods are of a similar character to the Holly, not so close grained, but furnish large pieces.

There are other hard woods in America in abundance, but these we have noted are the principle species, and embrace those of special adaptability to machinery. The leading features of Chesnut, Cedar, and Black Walnut, are well known, though not much used in machinery, save as with Chesnut and Cedar they are used to resist influences of moisture, for which they are almost equal to White Oak. The Chesnut will not make a strong frame work, and the Cedar is not obtained in sufficient quantity or in large pieces. The Black Walnut is used more for its color and the finish it takes for furniture. For strong carved work, Cedar is esteemed most highly. For patterns and light carving, Linden is adapted, as it does not split easily. Of the light woods, Linden is one of the most valuable, for the facility with which it may be worked in all directions.

Poplar is soft and light and easily carved, but will not bear much exposure to wear.

Plane tree, Buttonwood, or Cottonwood, very abundant in the Mississippi Valley, is a light, open textured wood.

There are three species of the Pine having peculiar qualities for machines,—the White, Northern Yellow, and Southern Pitch Pine. These two last make excellent ship timber, and strong and durable frame work for any purpose. They will resist a great amount of wear, and make durable floors. The White Pine affords the greatest support for a given weight of any of the timbers used.

Cypress.—There is no wood that resists decay more effectually than Cypress under the same circumstances. It is mostly used for shingles.

Of the quality of wood, as to age and condition, a knowledge can only be obtained by observation. Wood that has begun to decay, either before or since being cut, loses its adherent pliability, and glossy smoothness. Each species of wood is affected differently under treatment, even under the same circumstances, and decay may be induced by various causes. Storms may rupture the fibres of a tree and produce shakey timber, which is likely in its course to induce a tendency to decay, beside weakening the wood for use. Decay induced by broken limbs, the boring of insects, blight from drought,—all seriously impair the quality of wood. The judgment exercised in respect to each piece as used, is the only sure test, for the eye soon learns to discover defective quality. As a general rule every species of wood grown upon high situations, is firmer in texture than that produced in wet places; and trees of slow growth afford tougher wood than fast grown. Medium sized trees, according to the species, afford the most durable woods. Very large trees have their heart wood with less sap than is essential to a healthy strength, and young trees have too much sap wood. Timber should be cut at that season when there is least sap in it. Beside the extra moisture of sap, it contains a proportion of mucilage, sugar and starch, these naturally tend to fermentation when deprived of the controlling influence of life in the wood, and consequently wood cut while full of sap, tends to decay. When the sap first falls it leaves through the alburnum a portion of starch, which is consumed in sustaining a degree of warmth in the tree during winter. It follows from these facts, as from experience, that timber should be cut at the latter part of midwinter, before the influences of spring have any effect, to secure the wood in its strongest and most durable condition.

Seasoning by artificial means, as a general rule, impairs the quality of timber, yet it is highly probable that a good process discreetly managed, may more than make amends, for there are chances of accidents to stored wood. There is a tendency for all fluids to exchange positions by mixing, even though it be essential to pass through substances deemed impermeable, as bladder skins; so likewise is there a determination for the sap of a tree, when immersed to be replaced by water, and that further replaced until it finds no soluble portions to take up. A running stream exerts a far more speedy influence, when the butt is upwards, the value of this point may be illustrated in the difference of decay in posts, whether the larger or smaller end be planted in the earth. Sap or water traverses from the butt to the smaller end of the log far more readily than the reverse. There is a force in a running stream, which estimated by the time it exerts its influence upon a log, is probably of as great value as in the tendency to solution above referred to.

Nearly all the scientific works published in America, treating upon the elements of machines, have based their explanations upon the natural history of the woods in Europe—taking these principles from the same sources as those pertaining to mathematics. This leads us to great errors and misunderstanding of the work, for there is a great difference in the species of wood bearing the same name in Europe and America. For instance, there is nearly as great difference between European Elms and our common species, as there is between our common Elm and Linden.—*Mining Chronicle.*

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

CORRECTED TO WEDNESDAY OF EACH WEEK.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'D.	ASK'D.
Alabama and Tennessee	1st mortgage, convertible till 1872	7	1872		
Baltimore and Ohio	Transferable. Taxed	6	1885		
Do do	Coupons. Not Taxed	6	1875		
Do do	" "	6	1880		
Do do	"	7	1860		
Do do		6	1885		
Bellefontaine and Indiana	1st mortgage, convertible	6	1866		
Buffalo and Penn. State Line	1st mortgage, not convertible	7	1866		
Chicago and Rock Island	1st mortgage, convertible	7	1870	90	90
Chicago and Mississippi	1st " "	7	1862		
Do do	2d " "	7	1874	55	
Chicago and Aurora	1st " "	7	1866		
Cincinnati and Fort Wayne					
Cleveland, Columbus, and Cincinnati	1st mortgage, convertible	7	1859		
Do do do	No mortgage, convertible	7	1855		
Cleveland and Mahoning					
Cleveland, Painesville and Ashtabula	1st mortgage	7	1861		
Do do	2d " not convertible	7	1861		
Cleveland and Pittsburgh	1st " convertible	7	1860		
do do	1st " 2d sec. convertible	7	1873		
Cleveland and Toledo,	1st mort. not conv. '73	7	1863	72¼	
Cleveland, Zanesville, and Cincinnati					
Cincinnati, Hamilton and Dayton	1st mortgage " till 1855	7	1867	75	80
do do do	2d mortgage	7	1868		80
Cincinnati, New Castle and Michigan	1st mortgage, real estate, convertible	10	5 & 10 y's	30	
Cincinnati Western	1st " " " "	10	5 & 10 y's		
Cincinnati, Wilmington and Zanesville	1st "	7	1862		
Cincinnati, Indianapolis and Chicago					
Columbus and Lake Erie					
Columbus, Piqua and Indiana	1st mortgage, convertible	7	1862	75	76
Do do do	2d "		1852		
Columbus and Xenia	1st mortgage, convertible	7	1859		80
Covington and Lexington	2d " till 1862	7	1883	62½	65
Do do	1st " not "	10		65	66
Dayton and Michigan	1st " "	7	1867		
Dayton and Western	1st " "	7	1862		
Dayton, Xenia and Belpre	1st "	10	1864	32	35
Eaton and Hamilton	1st mortgage	7	1862		60
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.	7	1862		
Evansville and Illinois	1st Mortgage, convertible 1857	7	1862		
Frankfort and Lexington	1st " "	6			
Franklin and Warren					
Galena and Chicago Union	Pledge of 2d section, convertible	10	1853-6	90¼	
Hillsboro and Cincinnati	1st mort.			60	
Illinois Central	1st mortgage, not convertible	6	1875	72½	73
Illinois and Wisconsin		10			
Indiana Central	1st mortgage, convertible	7	1866	63⅜	75
Do do	" "	10	1857		80
Indianapolis and Bellefontaine	1st " "	7	1860-1		75
Indianapolis and Lafayette	" "	7	1861		
Jeffersonville	1st " not "	7	1861		
Junction (Ohio)	1st " "	7	1867		
Do do	2d " "	7			
Lawrenceburg and Upper Mississippi	1st mortgage, convertible	7	1866		75
La Crosse and Milwaukee		8	1864	77	82
Little Miami	1st mortgage, not convertible	6	1863		
Do	" " till 1855	7	1861		
Louisville and Nashville					
Lyons', Iowa, Central	1st mortgage, convertible	7	1873		
Mad River and Lake Erie	1st mortgage, convertible till 1855	7	1855-6		75
Do do	2d " "	7	1866		75
Do do	Dividend	7	1860		75
Madison and Indianapolis	1st mortgage, convertible after 1853	6	1861		
Maricttta and Cincinnati	1st "	7	1868		
Do Do. } united	2d "				
Hillsborough and Cincinnati }	1st "				
Maysville and Big Sandy					
Maysville and Lexington	1st mortgage, convertible	6	1873		
Memphis and Charleston					
Michigan Central	No mortgage, convertible	8	1860	97	
Do do	" "	8	1855-6		
Do do	" not "	8	1857-8		
Michigan Southern	1st " " "	7	1860-90	100	100
Milwaukie and Mississippi	1st " " " 1857	8	1862		
Mobile and Ohio	1st mortgage 6s. 1884				
Nashville and Chattanooga					
New Albany and Salem	mortgage on 1st section	10	1858-62		
Do do	1st " on other sections, convert.	8	1864-75		
New Castle and Richmond	1st " convertible	6	1873		
New York Central				87	88
New York and Erie	1st mortgage, not convertible	7	1867		
Do do	2d " convertible	7	1875	80½	85
Do do		7	1883	87	
Northern Cross, Ill	1st mort. conv	8	1873		
Northern Indiana	1st mortgage, not convertible	7	1861	79	
Do do	1st mortgage Goshen line		1868		
Do do	Construction Bonds			79	80
Ohio Central	1st mortgage, convertible	7	1861 69		
Ohio and Mississippi	2d " convertible	7	1880	60	65½
Ohio and Indiana	1st " "	7	1867		
Ohio and Pennsylvania	" "	7	1865-		
Do do	Income. No mortgage, convertible	7	1872		
Pacific, Mo					
Panama	1st mortgage, convertible	7	1866	88½	91
Parkersburgh (or Northwestern Va.)	" Guar. City of Baltimore	7	1873		
Pennsylvania	1st mortgage, convertible till 1860	6	1880		
Peru and Indianapolis	1st " convertible	7			
Rock River Valley Union	1st " convertible	7	1872		
Sandusky and Mansfield	1st "	7	1860		
Do do	2d "	10	1853-7		
Scioto and Hocking Valley	1st " conv. coupons	7	1861		
Southwestern, Tennessee					
Springfield and Columbus					
Steubenville and Indiana	1st mortgage, convertible	7	1865		
Terre Haute and Alton	1st " convertible		1862-72		
Do do	2d " do	8	1865		
Terre Haute and Richmond	1st mortgage, convertible	6	1866		
Toledo, Norwalk and Cleveland	1st "	7	1863	87	88
Do do do	2d "				
Do do do	" Guar of C. C. & C.		1883		

TABLES OF RAILROAD SHARES.

☞ The following quotations are not PER SHARE, but upon the HUNDRED DOLLARS.

	shares.	off'd.	ask'd.
Baltimore and Ohio	100	44	44
Bellefontaine and Delaware	50		
Bellefontaine and Indiana	50	42½	43
Belleville and Illinoistown			
Buffalo and Pennsylvania State Line			
Central Military Tract			
Central Ohio	50	47½	50
Chicago and Rock Island		80	81
Chicago & Miss., (Alton & Springf'd,)			
Cincinnati, Cambridge and Chicago			
Cincinnati and Fort Wayne		10	
Cincinnati Hamilton and Dayton	100	67½	70
Cincinnati, Indianapolis and Chicago			
Cincinnati, Logansport and Chicago	50	10	10
Cincinnati Western	50	10	20
Cin. Wilmington and Zanesville	50	32	35
Cleveland, Columbus and Cin	100	96	98
Cleveland, Medina and Tuscarawas			
Cleveland, Painesville and Asbtabula	100		
Cleveland and Pittsburgh	50		40
Cleveland and Mahoning			
Cleveland and Toledo	50	60½	62
Cleveland, Zanesville, and Cincinnati			
ClintonLine			
Columbus and Lake Erie			
Columbus, Piqua and Indiana			
Columbus and Xenia		90	91
Covington and Lexington	50	27½	35
Covington and Ohio, Va			
Dayton and Michigan	50		
Dayton and Western	50	17½	20
Dayton Short Line	50		
Dayton, Xenia and Belpre			
Detroit and Pontiac			
Eaton and Hamilton	25	2	
Eaton and Piqua			
Erie and Northeast			
Erie and Kalamazoo			
Evansville and Crawfordsville			
Fort Wayne and Mississippi	50		
Fort Wayne and Southern	25	12½	
Franklin and Warren			
Galena and Chicago Union	100	89	90
Greenville and Miami	50	20	
Hannibal and St. Joseph			
Harlem,		30¼	32
Hudson River		37½	40
Henderson and Nashville			
Hillsboro' and Cincinnati	50	20	25
Illinois Central 10 per cent	100	97	100
Illinois and Wisconsin			
Indiana Central	50	45	47
Do do 10 per cent	50		
Indianapolis and Bellefontaine	25	47½	50
Indianapolis and Cincinnati	50	45	50
Indianapolis and Lafayette	50		
Jeffersouville and Indianapolis	50		
Junction (Ohio)	50	15	
La Crosse and Milwaukie	100		
Lake Erie, Wabash and St. Louis			
Lawrenceburg and Upper Mississippi	50		
Lexington and Frankfort			
Lexington and Danville			
Little Miami	50	95	96
Logansport and Pacific			
Logansport and Marion			
Louisville and Frankfort	50		
Louisville and Nashville	100		
Macon, Georgia	10		
Mad River and Lake Erie	50	36½	40
Madison and Indianapolis	50		—
Madison, Indianapolis and Peru	50	20	
Marietta and Cincinnati	50	25	30
Marion and Mississinewa Valley			
Maysville and Lexington	50		
Maysville and Big Sandy			
Memphis and Charleston			
Michigan Central		76	81
Michigan Southern		84	86
Milwaukie and Mississippi			
Mobile and Ohio			
Nashville and Chattanooga			
New Albany and Salem	50	17½	
New Orleans and Ohio			
New York Central		80	90
New York and Erie	100	46½	48
Northern Indiana		85	86
Ohio and Indiana			
Ohio and Mississippi	50	30	35
Ohio and Pennsylvania	50		85
Ohio River and Wabash			
Pacific, Mo			
Panama		98	
Parkersburg, or Northwestern Va			
Pennsylvania	50	43¼	44
Peru and Indianapolis	25	27½	
Sandusky and Mansfield	50		
Sandusky, Mansfield, and Newark	50		
Reading		72¾	75
Scioto and Hocking Valley	50		
Southwesteru Indiana			
Southwestern, Tenn			
Springfiled Mt. Vernon and Pittsb'gb.	50		
Springfield and Columbus			
Steubenville and Indiana			
Terre Haute and Alton			
Terre Haute and Richmond			
Toledo and Illinois			
Toledo, Norwalk and Cleveland	50		

STOCK TABLE.

CORRECTED WEEKLY.

Government Securities.

	INT.	DUE.	OFF'D.	ASK'D.
U. S. Loan	6	1856	102	105
Do	6	1862	112	114
Do	6	1867	115¼	116
Do	6	1868	116¾	118
Do (int. ceased July 1).	5	1853		102
Do Coupons		1862		118
Do "	6	1867		118
Do "		1853		101

State.

Alabama	5	....		
California	7	1870	84	85
Arkansas	6	....		96
Georgia	6	....	95	95
Do	7	....		
Illinois Canal Bonds		1860		
Do do registered		1860		
Do do		1847		
Do do registered		1847		
Do do Internal Impt.	6	1847	90	91
Do Interest do		....		60
Indiana	5	....	80	85
Do	2½	....	47	50
Do Canal Loan	6	....		
Do do preferred	5	....		
Do special preferred	5	....		
Kentucky, 30 years	6	1871	95½	
Do 15 years	6	....		
Do large bonds	6	1869-72	97	
Do	5	....		
Louisiana	6	....	85	
Michigan	6	....	96	95½
Missouri	6	....	92½	95
North Carolina	6	....	96	97
Ohio	6	1856	100	
Do	6	1860	100	98
Do	6	1870		
Do	6	1875	97	
Do	5	1855		
Do	5	1864		
Pennsylvania	6	....		
Do	5	1870	83	84
Tennessee, new loan	6	1890		90
Do Coupons	5	....		
Virginia Coupons	6	1886	95¾	97

City Securities.

Albany	6	1871-81		97½
Allegheny	6	1875-7		77
Baltimore	6	1870-90	91¼	92
Do	5	1865		
Boston Bonds	4½	1860		
Chicago	6	1873-7	92½	95
Cleveland	6	1879	101¾	102¼
Cincinnati	6	1860-92	89¾	90¼
Do	6	1897		
Do	5	1884		
Do W. W.	6	1865		
Jeffersonville, Indiana	7	1872-82		
Lawrenceburgh, Ia	7	....		
Louisville	6	1880	84	89
Memphis	6	1882		
New York	7	1857	100½	
Do	5	1858-60	96	98
Do	5	1870-5	100	
Do	5	1890		
Philadelphia	6	1876-90	87½	88
Pittsburgh	6	1869-78	75¼	76½
Do coupons	6	1883		
Racine	7	1873	61½	63
St. Louis	6	1870	79	80
Wheeling	6	1872		

County Bonds.

Bourbon, Ky	6	1881		
Darke, O	7	....		
Fairfield, O	7	1862		
Fayette, Ky	6	1881-3	70	72½
Hancock Co	7	....	60	
Mason, Ky	6	1881	67	66½
McCracken co. Ky., endorsed by New Orleans and Ohio R.R.				
St. Louis	6	1866	76	77
Do	7	1871		

Banks.

OHIO.

Ohio Life Insurance and Trust Co	80	85
Franklin do		
Commercial do		
Cincinnati Ins. Co	84	
State Branches		

KENTUCKY.

Bank of Kentucky and Branches		
Northern, and Branches	100	
Southern, and Branches		
Bank of Louisville	93	
Kentucky Trust Co		
Farmers' Bank of Kentucky	93	98
Newport Safety Fund Bank		
Commercial Bank of Kentucky		

INDIANA.

State Bank and Branches		

TENNESSEE.

State Bank and Branches		
Union		
Planters'		

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g.
On New York	Sight	½	¾ prem.
Boston	Sight	½	¾ prem.
Philadelphia	Sight	½	¾ prem.
Baltimore	Sight		¾ prem.
New Orleans	Sight	¼	½ to 1 prem.
England		109	109½.

SPECIE.

GOLD.

California clean, ₱ oz	$17 60	@	$17 65
Spanish Doubloons	16 00	@	16 00
Patriot Doubloons	15 60	@	15 80
Sovereigns	4 84	@	4 86
Guineas	5 00	@	5 00
American, new	1 00	@	1 01
American, old	1 06	@	1 06½
Portuguese	1 00	@	1 01

SILVER.

American Dollars	1 04	@	1 04
American, halves	1 04	@	1 04
Spanish Dollars	1 00	@	1 00
Spanish Quarters	1 00	@	1 00
Mexican Dollars	1 05	@	1 05
Five Franc pieces	97	@	

LAND WARRANTS.

	Off'd.	Ask'd
160 acre warrants	$178	
80 acre warrants	89	
40 acre warrants	44½	

CINCINNATI STOCK SALES.

AT THE STOCK BOARD,

MERCHANTS' EXCHANGE

And at Private Sale.

BY HEWSON & HOLMES.

For one week ending February 14th, 1855.

$4000	Port Lawrence Township, Lucas Co., 7 per cent. Bonds	(& int.)		$60 00
3000	Ohio & Miss. 2d Mort. 7 per ct. Bds.	"		60 00
2500	Cov. & Lex. 6 per cent. Income	"		62 50
2000	" " 2d Mort. 7 per ct.	"	(& int)	60 00
2000	Hills. & Cin. 1st " " " "	"		60 00
5000	Col., Piqua & Ind. 2d Mortgage 7 per cent. Bonds	(& int.)		50 00
2000	Cin. Ham. & Day. 2d Mortgage 7 per cent. Bonds	(& int.)		75 00
25	Shares Bellefontaine & Ind. R. R. Stock			42 50
110	" Cin. Ham. & Day.	"	"	67 50
231	" Cincin. & Chicago	"	"	.88 to 10 00
120	" Cin., Wil. & Zanes.	"	"	$32 to 33 00
20	" Columbus & Xenia	"	"	90 00
37	" Coving. & Lexing.	"	"	27 50
61	" Dayton & Western	"	"	17 50
40	" Ft. Wayne & South.	"	"	12 50
30	" Indiana Central	"	"	45 00
50	" In'napolis & Belle.	"	"	47 50
90	" Junction	"	"	15 00
64	" Little Miami	"	"	$92 to 95 00
15	" Mad. In. & Peru	"	"	20 00
170	" Ohio & Mississippi	"	"	30 00

Monetary and Commercial.

The great feature of the week is the prospect of a speedy resumption of navigation, which has been suspended in consequence of ice in the river. We have had a severe rain storm, accompanied with warm weather, and the ice is moving off. Many predicted a great rise, but we have not heard of sufficient thaw at the head waters to warrant the belief.

The absolute stagnation of business, occasioned by a stoppage of navigation, is an excellent commentary on our railroad policy. We have many railroads running East to connect us with the great commercial marts of the Atlantic coast, but *not one* as yet to connect us with the great cities of the South and South-West. Here we think a great mistake has been made. We should have a passage to the East, unquestionably, and such a passage is profitable to us; but it is far more profitable to the Eastern cities than it is to us. Their interest lies with us; ours with those west and south of us. It would do well for Cincinnati to adopt the plan pursued by others, and take most interest in the roads which will open a market for her wares, and bring to her the material to supply the wants of her legitimate circle of trade.

The money market exhibits no material change from our last quotations, strictly first class paper sells readily at 10 to 12 per cent., and other varieties at whatever rate the drawer is forced to give.

The market for eastern exchange has not been very active, we quote it buying at ½ and selling at ¾ per cent. premium. Exchange on New Orleans is scarce, and sells at from ¼ to 1 per cent premium.

The stock market begins to exhibit signs of firmness. A month or two ago, when stock was offered for sale, the shrewdest could not foretell at what price it would be sold; but now there is getting to be a fixed value to stocks and bonds, below which holders will not part with them.

There is no new feature to notice in our advices from the East, the principal feature in the money market being continued ease and the absence of the pressing demand noticed throughout the fall.

Our usual reports from New York have not reached us this week, we presume, in consequence of the state of the roads.

PORT OF QUEBEC.

Statement of total values, Imports and values of goods, entered (at this port) for consumption, with amount of duties collected in the year ended 5th January, 1855, as compared with the year ended 5th January, 1854.:

Total Imports for year ended 5th Jan. 1854, not including goods in transitu	£1,130,233	14 10
Do. do 5th Jan., 1855	1,802,429	14 10
Increase in 1854	£612,196	00 00
Value of goods entered for consumption year ended 5th January, 1854	£1,141,425	7 5
Do. do do 1855	1,743,661	12 9
Increase	£603,236	5 4
Total Duties collected in the year ended 5th January, 1854	£128,459	15 5
Do. do. 1855	179,149	12 8
Increase	£50,686	17 3
Total Imports of all kinds collected in year ended 5th January, 1854	£140,582	8 11
Do. do do 1855	195,202	0 8
Increase of Duties in year 1854, ended 5th January, 1855*	£54,619	11 9

Value of Free Goods ent'd to	5th J'y, 1854	£63,315	6 1
" " "	5th J'y. 1855	77,377	4 6
" of Goods Warehoused, to	5th J'y, 1854	153,722	2 11
" " "	5th J'y, 1855	211,624	2 4
" " paying 2½ per ct.	5th J'y, 1854	394,744	8 11
" " 2½ "	5th J'y, 1855	713,248	18 5
" " 12½ "	5th J'y, 1854	553,962	19 1
" " " "	5th J'y, 1855	883,426	4 3
" " 20 "	5th J'y, 1854	3,570	19 10
" " " "	5th J'y, 1855	4,301	12 8
" " 30 "	5th J'y, 1854	7,497	8 11
" " " "	5th J'y, 1855	15,554	14 0
Specifics "	" "	5th J'y, 1854	167,143	0 2
" "	" "	5th J'y, 1855	172,182	7 6

* NOTE.—It is probable that the operation of the Reciprocity Treaty has effected a diminution in the total collections of not less than £2,751 17s. 7d.

FOX AND WISCONSIN IMPROVEMENT.

We find in the last Green Bay Advocate the Second Annual Report of Messrs. M. L. Martin, and U. H. Peak, Committee of the Directors, to the stockholders of the Fox and Wisconsin Rivers Improvement Company. It is an interesting statement, and must be entirely satisfactory to the stockholders to whom it is especially addressed, as well as to the public at large who take a lively interest in this important enterprise. We learn from the report that the company have bent all their energies during the past year, to the improvement of the Lower Fox River, and with such success, that the work is almost completed, and will be ready for use by the opening of navigation in the spring. In the detail of their operations, the Directors stated that they have finished five locks and one guard lock, at Grand Kankana, the upper terminus of the Canal; the locks being of stone, faced with plank, with chambers, 160 by 40 feet. The entire line of the Canal, one and a half miles, at this point had been previously completed, and all that remains to admit boats drawing five feet water, is to finish and hang the gates. At little Chute, three locks have been built, and the canal completed, with the exception of 10,000 yards of excavation, which will be speedily finished. At Cedar Rapids, Grand Chute and Menasha, the work, though

not so far advanced, has made satisfactory progress.

The work done and paid for, since the organization of the Company, is as follows:

Grand Chute	$47,852 56
Cedar Rapids	8,665 80
Little Chute	60,403 57
Grand Kankana	42,650 91
Menasha	6,939 61
Total	$166,542 48

The cost of completing and putting in use these several improvements, is estimated by the Engineer, as follows:—

Grand Chute	$10,031 65
Cedar Rapids	901 85
Little Chute	7,583 68
Kankana	2,887 00
Menasha	10,884 65
Total	$32,388 83

The Directors say, that "the whole work is constructed of durable material, and for permanency and style of workmanship, will challenge comparison with any similar structure in the Union." Anticipating a large increase in the commerce of the lower Fox, from the early completion of the Improvement, and the consequent necessity for an increased tonnage, the company have expended $16,929 during the year in the construction of the necessary docks, warehouses, boats, and barges. They have ready for use two freight barges of 200 tons each, a freight propeller of 140 tons, a steamer of the largest size that can navigate the river, and a third barge on the stocks.

Notwithstanding the stringency of the money market, and the embarrassment of different sorts which surrounded the company, they have in fulfilment of their contract with the State, paid off $123,480 of the State indebtedness, leaving only $8,000 of outstanding warrants yet to be redeemed. The following abstract of the Treasurer's account for 1854, closes the report:—

RECEIPTS.

Sale of the Company's Bonds	$239,000 00
Sale of lands	18,123 04
Tolls and rents	882 58
Personal property	597 05
Bills payable	44,133 28
Back money to contractors	31,112 70
	$333,848 66

EXPENDITURES.

On work between Lake Winnebago and Green Bay	$177,084 01
State Indebtedness	123,480 81
Dredge boat expenses	3,697 83
Docks, warehouses, etc	16,922 42
Real Estate charges	303 00
Engineering, etc	4,287 36
Contingent Expenses	3,623 42
Interest on Bonds	4,449 71
	$333,848 66

Respectfully submitted,
M. L. MARTIN, } *Com. of Dir.*
U. H. PEAK, }

Green Bay, Dec. 20th, 1854.

We give the Company credit for having done a good year's work, and we hope that the Hon. M. L. Martin and his enterprising associates will reap liberal returns from the capital, time and labor they have so freely invested in this great improvement.—*Milwaukee Sentinel.*

ROCK RIVER VALLEY UNION RAILROAD.

We are assured by some of the parties in the management of the affairs of this railroad company, that the arrangements made for selling the road meets the views of, and is entirely satisfactory to the board of directors. The directors found it difficult to obtain a voluntary conversion of *all* bonds and debts into stock upon fair terms, and, therefore, united with the bondholders in requesting the sale of the road as the *only* mode practicable for freeing the company from its embarrassments. In this way *all* the bonds and *just* debts are converted into stock of the company, thereby fully complying with all the conditions of subscriptions recently made on the line of the road, and cutting off all *unjust* claims against the company, if any there are. The sale is to take place March 24.

The bondholders have appointed agents to buy the road, and instructed those agents, immediately after the sale, to issue new stock to all parties justly entitled thereto. This removes all encumbrances from the road, and clears the way for a vigorous prosecution of the work, so that we cannot doubt, with the substantial subscriptions already obtained, and others which will be readily added, this road will be pressed forward to completion at an early day.

No one, it seems to us, can doubt but stock in this road, when completed, must be as good paying stock as in any road in the whole west. As it is the agents of the bondholders who distribute the stock after the sale, and they are instructed to issue the new stock at par, dollar for dollar, for all just indebtedness, we are very sure that the smallest amount of stock will be issued, which will answer the demands of the strictest justice any honesty.

This plan of resuscitating the road strikes us as the best for the company and the country through which it passes, as it certainly is for all stockholders and creditors, that could be desired, while at the same time it is highly honorable on the part of the bondholders.

We look forward with great anxiety to the completion of the road, and look upon this as an important move in that direction.—*Zanesville Gazette.*

SAVANNAH AND GULF RAILROAD.

The following communication to the Savannah Journal of January 20, may be interesting to our readers, as indicating the feelings of the planters of large sections of the southern states, at present destitute of railroad facilities. Much of the south has heretofore moved slowly in the march of improvement; but our neighbors of the sunny clime are now more universally alive to the importance of facilitating commercial intercourse and travel, than we give them credit for:

We feel most sensibly that the occasion is unseasonable, the times are unpropitious for a great work of this character, but it has been commenced, and indeed progressed until it has acquired the confidence and favor of many who had looked upon it with distrust or jealousy; and we most fervently hope that it may not be fated to keep company with our "Brunswick bubble."

We must have a railroad. Our section of country has become too pleasant and dear to us for us all to quit it—and we can not enjoy its advantages without a road. It is true, money is scarce, but it will make labor much cheaper—cotton is low, but it makes the burthen of our freights and expenses fall the more heavily upon us. The prospects of the planter are gloomy ahead, but it satisfies many that their labor can be as well applied to railroads as to the cotton field. And your city has suffered greatly from the disasters of the past year, but this only makes it the more necessary that she should make the greater effort to regain her prosperity. And what can do more for her than the completion of a great work which will pour within her market all the produce of an extensive and fertile region, that heretofore has had no commercial connection with her. When you get to Thomasville, we will send you 150,000 bales of cotton or more, and will add nearly or quite *fifty per cent.* to the business of your city. Surely this is a prize worth contending for, even though it may require an extraordinary effort. And yet when this is gained, it is but the beginning—the glimmering morning of a glorious futuro for your city, and a bright day for us.—*Savannah Journal,*

LOCOMOTIVE WORKS.
NILES & CO.,
CONGRESS STREET, CINCINNATI,
BUILD to order Locomotives of any required size or plan, and are prepared to execute all orders in their line with promptness.
Orders solicited for Iron and Brass Castings, Flue and Cylinder Boilers, Tyres, Tyre, Lathes, Planing Machines, and other tools, Shafting, &c., &c.
feb. 13, 1855 6m.

CLINTON ROBSON & CO.,
BRASS FOUNDERS,
No. 154 Front street, between Pike and Butler sts.,
CINCINNATI OHIO.
STOP COCKS, Bibb, Flange, Valve, Gauge, and Cylinder Cocks; Oil Cups, Oil Cocks, Oil Globes, Couplings, Salt Well, and Hose Joints; Steam Whistles, Distillery Work, General Brassers, Anti Friction Metal, Spelter Solder, and Copper Rivets.
Pumps of all descriptions, Brass and Composition Castings, Dixon's best Black Lead Crucibles.
Also, Dr. Ransom's Patent Constant Suction Pump for Railroad Water Stations.

RAILROAD IRON.
I WOULD respectfully call the attention of Railroad Companies and Contractors to my facilities for
NOTCHING RAILROAD IRON
Suitable to be spiked in the Chairs. My Portable Punching Machines, for which I received Letters Patent, enable me to make contracts for punching iron at a less price than can be done with any other Punching Machine now in use.
Orders solicited, and work executed in any part of the United States. Address,
S. M'KENNA,
jan11.-tf. Box 705, Cincinnati P. O., Ohio.

T. N. RAFFINGTON.
GENERAL ENGRAVER,
North East Corner Fourth and Walnut Streets, over Ohio Savings Bank,
CINCINNATI.



ALBERTH. NICOLAY,
AUCTIONEER.
HOLDS his regular auction sales of Stocks, Bonds, and other securities, every Monday and Thursday, at 12½ o'clock, at the Merchants' Exchange. First class Stocks, and Bonds, at private sale.
Office No. 4 Broad street, New York.

Rawdon, Wright, Hatch & Edson,
BANK NOTE
ENGRAVERS AND PRINTERS.
Also, engraved in a style corresponding in excellence with that of Bank Notes—
RAIL ROAD, STATE, AND COUNTY BONDS,
BILLS OF EXCHANGE, CHECKS,
Drafts, Certificates of Stock and Deposit, Promissory Notes, Bill and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, &c., &c.
Constantly on hand, Bank Note Paper, made to order of a superior quality.
The above office is under the supervision of
GEORGE T. JONES,
South-East corner of Main and Fourth Sts., Cin.
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Lithography and Engraving.
RAILROAD BONDS,
CERTIFICATES AND MAPS,
BUSINESS AND SHOW CARDS,
Views of Buildings, Diplomas, and Portraits,
And all kinds of
Lithographic Engraving,
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Executed in the finest style.
MIDDLETON, WALLACE & CO.
No. 115 Walnut Street, Odd Fellow's Building,
tmr3 Cincinnati, Ohio.

NOTICE TO CONTRACTORS.

Nashville & North-Western R. R.

PROPOSALS will be received at the Office of the Nashville and North-Western Railroad Company, for the Graduation and Masonry of said road, in sections of twenty or thirty miles.

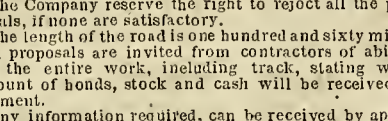
The Company reserve the right to reject all the proposals, if none are satisfactory.

The length of the road is one hundred and sixty miles, and proposals are invited from contractors of ability for the entire work, including track, stating what amount of bonds, stock and cash will be received in payment.

Any information required, can be received by application to N. MACNEALE, *Chief Engineer.*

Nashville, Tenn., 25 Jan., 1855. febtolmy

Important to Railroad Companies, etc.



Leavitt's Railroad Frog-Points, Cast Steel Tools, etc.

THE undersigned, having discovered that cast steel, in a liquid state, can be moulded into any shape or form, are, by means of this valuable discovery, manufacturing

RAILROAD FROG-POINTS,

Lathe Mandrels, Guages

of every description for blacksmiths use; Steps for Mill Spindles and Shafting, Swage Hammers, and almost all the different variety of tools which are difficult to forge. Articles made in this manner, are much superior to forged productions, as the steel out of which they are manufactured, loses none of the carbonic element, but retains it in all its original purity, while under the repeated heats to which it is subjected by the old and tedious process, it loses much of this valuable property. They are also produced in a much more perfect state, needing little or no fitting or dressing, having all the accuracy of shape which moulded articles possess. They can, also, be furnished at one-half the cost of the others.

The qualities of the Frog points have been already tested by the Ohio and Mississippi Railroad Company, to whom the manufacturers are furnishing them through G. Recker & Co., Cincinnati.

Measures have been taken to secure a patent for this valuable invention. LEE & LEAVITT,
15 Walnut-st, Cin'ti.

N. B.—They would also call the attention of the public to their valuable and extensive assortment of cast steel saws, and circular saw mills, etc.

CINCINNATI STOCK SALES.

HEWSON & HOLMES,

Have constantly on hand and for sale at the Stock Board, Merchant's Exchange, and at private sale, Railroad, Bank, and Insurance Stock, and Railroad Bonds.

Regular sales at Stock Board on Wednesday and Saturday of each week.

FOR SALE.

Bellefontaine and Indiana Railroad Stock.
Central Ohio Railroad Stock.
Cincinnati, Hamilton and Dayton Railroad Stock.
Cincinnati and Chicago Railroad Stock.
Cincinnati, Wilmington & Zanesville Stock.
Columbus, Piqua & Indiana Stock and Bonds.
Columbus & Xenia Stock.
Covington & Lexington Stock and Bonds.
Eaton & Hamilton Stock.
Fort Wayne & Southern Stock.
Greenville & Miami Stock.
Hillsboro' & Cincinnati Stock.
Indiana Central Stock.
Indianapolis & Cincinnati Stock.
Junction (Indiana) Stock.
Little Miami Stock.
Mad River & Lake Erie Stock.
Madison, Indianapolis & Peru Stock.
Marietta & Cincinnati Stock.
New Albany & Salem Stock.
Ohio & Mississippi Stock.
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In quantities varying from 10 and upward.
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83 & 85 Walnut Street. dec27

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AUCTIONEER.

No. 38 West Third Street,

CINCINNATI, OHIO.

THE subscriber is prepared to make contracts to sell at auction any claas of property that may offer on reasonable terms. ISAAC OSBORN DAVIS.

Locomotive for Sale.

ONE 8 wheel, 16 ton Engine, Cylinder 13 by 20, 4½ feet driving wheels, 2 pair drivers connected, and truck. Tender holding about 1400 gallons.

The Engine is in good condition; manufactured by Rogers, Ketchum & Groavenor, Patterson, N. J.

Address ENOCH JOHNSON,
Sup't C., Z. & C. RR.
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DURYEE & FORSYTH'S

PATENT

PLATFORM SCALES.



WE NT>SOER A FORSDURYEE & FORSYTHYS UNRIVALLED PLATFORM SCALES, FIRE PROOF SAFES, TRUCKS, LETTER PRESSES, AND SUGAR MILLS.

We deem it unnecessary for us to say a word in their commendation, as their reputation for accuracy, adaptation, and durability, is too well known to require it. HEWSON & HOLMES,
dec27 83 and 85 Walnut-Street.

ADRIAN H. MULLER & CO.

AUCTIONEERS

Of the City of New York.

Hold their regular Auction Sales of Stocks, Bonds and other Securities every Wednesday at 12½ o'clock, at the Merchants' Exchange. They would respectfully tender their services in the negotiation of the same, either at private or public sale.

Office, No. 2, Pine Street, corner of Broadway, Metropolitan Bank Building.

REFERENCES BY PERMISSION:

Moses Taylor, Esq.; W. W. DeForest, Esq.; Geo. S. Robins, Esq.; Dow D. Williamson, Esq., Pres. Farmors' Loan and Trust Co.; Wm. F. Hayemeyer, Esq., Pres. Bank North America; Edward Whitehouse, Esq.; Mossrs. Camman & Co.; Messrs. Carpenter & Vermilye; Messrs. Fisher, Denny & Co.; Messrs. Wm. & Jno. O'Brien; Messrs. Week, & Co. mh9 6*

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SELLERS & DANA,

AGENCY FOR THE SALE OF

Railroad Materials and Machinery,

THIRD STREET, (west of Burnet House.)

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HAVING OPENED a depot for the sale of all articles used by Railroad Companies, we will fill orders promptly at manufacturers' prices, and are now prepared to furnish

Locomotives, Cars, Car-Wheels, and Axles. Ames' Tire and Crank Axles, Chairs and Spikes. Locomotive Head Lights, (of several makers) Car, Conductor's, Signal, Switch, Stoker and other Lanterns. Drawbridge and cross Road aignal Lights; Gum Packing and Hose, assorted Car Trimmings, Enameled head and seat Linings, Plated and White Metal Letters.

—ALSO—

Machinists' Tools, particularly adapted to Railroad Work, Mill Work, Shafting and Shop outfits, Punching and Shearing Machines, for Boiler Work; Planers, Lathes, Drills, Portable Forges, etc., etc. Oak-Tanned Belting, of superior quality of all sizes. jy.1†3.

GEORGE H. KNIGHT,

PATENT ATTORNEY,

141 Main St., Cincinnati, Ohio.

REFER TO

Judge McLean, U. S. S. C., Prof. John Locke, Cincinnati, Ohio, Niles & Co., Cincinnati, Ohio, W. B Chapman, Prest. Pharm. Soc'y, Gen. James Semple Ills., Judge Walker, Cincinnati, Ohio. Elijah Coffin, Richmond, Ind, Col. S. H. Long, U. S. Top. Engineer

CHARLES FRODSHAM'S

IMPROVED WATCHES!

BEGGS & SMITH,

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HAVE received from Mr. Simon Willard, Boston, Agent for the United States, the sole and exclusive agency for the sale of **CHARLES FRODSHAM'S** NEW SERIES OF IMPROVED CHRONOMETER WATCHES, in the states of Ohio, Indiana, Illinois, Michigan, Iowa, Wisconsin, Missouri, Kentucky and Tennessee.

In the Watches of the New Series, Mr. FRODSHAM has succeeded by a more perfect method of compensation, a more correct adjustment in isochronism, and an entirely new and peculiar construction of the train, by which more power is obtained without increase of size, in producing timekeepers of wonderful and unrivalled accuracy. The great importance of the improved watches is a perfect regularity of time under every variety of climate, motion and position. So perfect are the adjustments, that the most violent exercise, such as horseback riding, jumping, etc., produces on them no sensible effect They are therefore, particularly adapted to Railroad purposes.

Liberty is given to refer to the following gentlemen, who, among many others, have proved the excellence of Charles Frodsham's Watches as timekeepers:

Gen. John S. Tyler		Massachusetts
John E. Thayer, Esq.		"
Enoch Train	"	"
E. C. Bates,	"	"
F. W. Thayer,	"	"
Wm. Whiting,	"	"
Geo. M. Thacher,	"	"
David Dyer,	"	"
Alvin Adams,	"	"
Billings Briggs,	"	"
David Weld,	"	"
Hon. Ebenezer Lane,		Sandusky.
E. F. Osborne, Esq.		Ohio.

The Prices of the New Series Gold Cases, are According to Size, viz:

SIZE 12	
" 14	$230
" 16	
" 18	250
" 20	275
" 22	300

Recommendations:

Boston, Sept. 3, 1853.

The Compensated Lever Watch I purchased of you, made by Charles Frodsham, London, No. 7300, has varied but thirty seconds from mean time in six months, by actual daily comparison with your regulator.

Yours, &c., ALVIN ADAMS.

Mr. Simon Willard.

Boston, Feb. 4, 1854.

Mr. S. Willard Dear Sir—The Frodsham watch, No. 7557, I purchased of you last October, has performed wonderfully well. I have compared it almost daily by your Astronomical clock, and its variations for ninety days is but one second, or a loss of but one-hundredth of a second per day. I consider it better than any Marine Chronometer I ever used.

Yours truly,
FISHER A. NEWELL,
Late master of Sch., Honoluln.

Sandusky, Ohio. Jan. 1, 1854.

Mr. S. Willard, Dear Sir—More than six months ago I purchased of you two of Frodsham's best watches—up to this time, one of them, No. 7551, has altered from mean time but twenty-seven seconds, and the other, No. 7517, but twenty-three seconds in the same period.

Yours, respectfully.
E. F. OSBORNE.

To Mr. Simon Willard.

Gentlemen—On the 1st of April last I procured from Mr Willard, of Boston, one of Frodsham's improved series of watches. It was regulated and set to Cincinnati time. It has not, in that period, been suffered to run down, nor have the bands been moved, and to day it is 20 seconds only slow. Respectfully yours,
HENRY O. AMES,
Sup,t Cin. Ham.. & Dayton Railroad.

August 18, 1854.

To Messrs. Beggs & Smith.

The following is an extract from a letter of William Brown, Esq., Springfield, Ohio, engineer on the M. R. & L. E. R. R., who has personally kept the rate of several of Frodsham's watches.

"Finally from what I have known of Frodsham's watches, I am very strongly impressed with the idea, that they are a decided improvement on all other timekeepers, and were they set in gimballs and used with the same care, I think their performance would equal that of Mr. Frodsham's celebrated box chronometer, and would answer the same purpose for determining longitudes."

Sept. 21-0*



(On Baltimoro & Ohio Railroad, midway between Baltimore and the Ohio River.)

MANUFACTURERS of *Engine Lathes, Planing Machines, Drill Presses, Hand Lathes, and other Machinists Tools.* These tools are built in a superior manner, from the very best materials, and are particularly adapted for railroad shops and all others repairing first rate machinery. Our location is very advantageous for shipping work to the West or South. Orders and communications receive prompt attention. Address
nov9-6m. SHRIVER & BROTHERS, *Fulton Works, Cumberland, Maryland.*

THOS. M CASH,
PHILADELPHIA RAILWAY AGENCY.

For the purchase of all articles required by Railway Companies, On Commission.

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Richard Norris & Son, Locomotive Builders, Philad'a.
Wm. D. Lewis, Esq. Pres't Catawissa R. R. Co. "
Charles H. Fisher, Esq., "
Jno. Caldwell, Esq., Pres't S.C. R.R.Co. Charleston, S.C
. Pinckney Huger, Esq., Pres't. N. E. R.R.Co. "

Oct. 13-tf.

STEREOTYPE FOUNDRY,
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L. JOHNSON & Co.'s TYPE FOUNDRY.

C. F. O'DRISCOLL, (Successor to A. C. JAMES,) is prepared to execute in the best manner all kinds of

STEREOTYPING,

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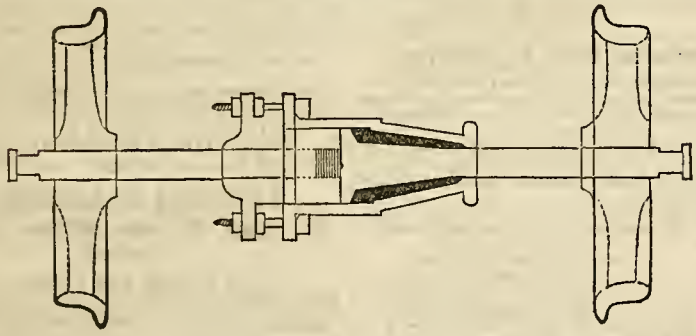
Card and Job Type, Cuts, Rules, &c. &c.

from the foundry of L. JOHNSON & CO., of Philadelphia, and will furnish to order PRINTING MATERIALS OF EVERY KIND,

AT THE FOUNDRY PRICES.

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No. 167 Walnut Street,
Cincinnati, O

DENNEY'S DIVIDED CAR AXLE.



PATENTED JANUARY 31ST, 1854.

THE ATTENTION OF RAILROAD COMPANIES is respectfully invited to an examination of the merits of this valuable invention, which offers to add largely to the safety of life and property.

The valuable features of this arrangement of axle are, a saving of full fifty per cent. in motive power on crooked roads: the rails are protected from being destroyed by the flanges of the wheels coming in contact with them on the curves, as is the case with the stiff or rigid axle, which not only destroys the rail but puts a constant strain upon the wheel and axle, causing the wheel on the inner rail to trip or revolve upon the rail under the weight of the car and its load, while the opposite wheel is traversing its greater distance; the tendency of which, is to wear the wheel flat, and cause it, or the axle, to break sooner or later. There is less danger of the car leaving the track from its having become spread.

Axles fitted in this way do not require to be near so large, and yet contain more strength than the common axle, for the reason that the liberty given to the wheels, which allows them to accommodate themselves to the curvatures of the road, removes wholly the strain thrown upon the ordinary axle; and therefore, it requires no more strength of iron at any point between the wheels, than is contained in the bearings, which in the ordinary axle, is not more than one-third of the strength of the other portions of the axle.

The elongated bearing which forms the connection is so proportioned as not to wedge or become tight in the alloy, the wear being almost imperceptible, requiring to be set up not oftener than once in twelve months, by a slight tightning of the screw nuts. If, from long service, the alloy becomes worn out, it can be refilled, making it as perfect as when first filled up, and the gauge of the wheels will never become changed so as to injure the running of the car.

It is after a series of the most careful experiments, conducted through a period of time sufficient to test in the most satisfactory manner, the real merits of divided car axles, and a thorough and practical test in real service of over two years, that we now offer to Railroad Companies one that we are assured will give universal satisfaction in its operations, and both simple and cheap in its construction.

We are now ready to dispose of rights to use the above axle on the following terms: We guarantee full and perfect satisfaction by giving ample time to thoroughly test its merits, and will require no payment to be made until such satisfaction has been given. All applications to be made to

SAMUEL L. DENNEY,
Christiana, Pa.
Or, to **CHRISTIAN UMBLE,**
Gap, Pa.

1-0f

TYLER DAVIDSON & CO.,
Agents for the
BOSTON BELTING COMPANY

India Rubber Machine Belting in any quantity, from 2 to 20 inches.

India Rubber Steam Packing;

Mixed	do	do	1-32 to ½ inch thick.
Plain	do	do	1-32 to 1 inch thick.
Pure	do	do	

Pipe and Manhole Rings, all sizes;
Square or Rope Packing, do.

HOSE.

India Rubber, Hydrant, Conducting, Fire Engine, and Locomotive, of all sizes, manufactured from the best of Vulcanized Rubber, and for sale only by the agents.

Car Springs, and all other kinds of Vulcanized India Rubber used for Mechanical and Manufacturing purposes.

The undersigned, having been appointed Agent of the Boston Belting Company, beg leave to advise Dealers and Consumers that they are now prepared to supply the above goods in any quantities, on the most favorable terms. On hand and for sale,

50,000 Feet Vulcanized India Rubber Machine Beltings, from 2 inch to 20 inches, 3 and 4 ply.

TO STEAMBOATS AND RAILROADS.

India Rubber Hose, for Pavements, Streets, Gardens, Locomotives, Engines, etc.

40,000 feet Hose, 3, 4, 5, 6, and 7 plys, suitable for pavements, streets, gardens, locomotives, fire engines, etc., 1 to 3 inch, warranted extra quality. Also,

THE vulcanized India Rubber Break Springs now in use by all the Eastern Railroads, and posessing decided advantage over the Steel Springs now in use, for the following reasons:

1st, They are much easier put on.

2d, They are a great deal cheaper.

3d, They are much more durable than steel, and no time lost in making them, the weather having no effect on them.

ALSO—Large 6 inch hose for water stations. This is a new and important invention. The coldest weather will have no effect on them whatever They are warranted to remain as pliable, in the COLDEST of weather, as they are in 150 Fahrenheit heat.

Armitage Anvils, 10 casks, assorted weights n w in store.

Allen's Revolvers and Self-Cocking Pistols.—Now in store, a large assortment of the above, 3, 4, and 5 inch Revolvers; 3, 4, 5, and 6 inch Pocket Pistols. Also, Dueling Pistols.

Leland's Superior C. S. Car and Auger Bitts.—All sizes.

Brass Kettles, and Sheet Brass, &c.—Brass Kettles, assorted from 6 to 30; Sheet Brass assorted from No. 0 to 30; Brass Wire, do do do.

Star Breast Chains.—Four casks of those superior double-linked Chains, just received.

Walker's Trace Chains.—70 casks of those superior goods, warranted full length and sizes, 8 to 20 links, straight and twisted, now in store.

American Anvils.—Eagle brand, faced with with cast steel, and warranted by the manufacturers equal to Armitage's Mousehole.

Plated Spoons.—Plain, tipped, and threaded heavy plate, on best quality of German Silver.

Premium Gimlet Screws.—10,000 gross just received.

Mill Saws. Hoe & Co.'s C. S. Wm. Rowland's, and W. H. Rowland's 6, 6½, 7, 7½, and 8 ft

Cross Cut Saws.—Hoe & Co.'s C. S., Johnockerell's C. S. and G. S., Wm. Rowland's and W. & H. Rowland's 5, 5½, 6, 6½, 7, 7½, and 8 feet Also, 4 and 4½ feet Tennon Saws.

Axes.—1000 doz. Axes, assorted Yankee and Kentucky patterns, first, second, and third quality

Nails.—4000 kegs Shoenberger's and Wheeling Nails, now in store.

For sale by TYLER DAVIDSON & CO.,
mr3 140 and 142 Main street

Railroad Record

PUBLISHED EVERY THURSDAY MORNING,

By T. WRIGHTSON & CO.

Office No. 167 Walnut Street,

E. D. MANSFIELD, Editor.

J. A. JAMES, W. WRIGHTSON, } Associate Editors.

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Subscriptions and communications addressed to T. WRIGHTSON & CO., Publishers, and Proprietors,

Railroad Printing.

WE have now attached to this office an extensive Composition and Press Room and Bindery, under the personal supervision of the proprietors of the Record. With confidence, therefore, we call the attention of Railroad Officers and others to our extensive establishment, containing every facility for turning out superior work in any and every department of the Printing Business.

We are fully prepared to furnish Railroad and other Reports, with or without Maps or other Illustrations, gotten up at short notice and in superior style. Also, Blanks of any description, adapted to the wants of the various departments of the Railroad service, and to the wishes and tastes of the parties.

Also, Railroad Tickets and Conductors' Checks. Our patent Card Press, enables us to supply any demand at Short Notice and in Unequalled Style.

Also, Blank Books, ruled to any pattern, with or without Printed Headings, and bound in the most substantial manner.

With the numerous facilities for doing the Best Work, we feel no hesitancy in promising full satisfaction to all who may favor us with their orders.

T. WRIGHTSON & CO.,
Railroad Record Office, 167 Walnut st Cin.

TO RAILROADS AND CONTRACTORS.

Horse Powers.—The undersigned being agents for the sale of R. H. Peaso formerly Emery & Co.'s Horse Powers, are prepared to furnish them to order. They occupy little room and do their work effectually. T. WRIGHTSON & CO.

GAS.

Aubin's Patent.—We are agents for this new and improved furnace, and having had one in operation at our office for several months past, can confidently recommend it as being simple in its operation, occupying little room and furnishing a pure and beautiful burning gas. From the peculiar arrangement of the retort it is not liable to *burn out*, thus saving a great part of the expensive repairs of other furnaces. We are prepared to erect these furnaces at our own risk and warrant them to produce good gas.

T. WRIGHTSON & CO.,
167 Walnut-st., Cin'ti.

RAILROAD MAP.

WE have now ready A Railroad Map of the West, containing all the Railroads constructing, completed, or proposed in the States of Ohio, Indiana, Illinois, and Kentucky, and portions of Wisconsin, Michigan Pennsylvania, Virginia, Tennessee and Canada, showing the termini, points upon the lines, connections, &c. of each line, all laid down accurately, by a competent hand.

The size of the sheet is 24 by 38 inches, and can be sent by mail.

Price—plain..... 40 cents.
Colored in outlines..... 50 cents.
Full colored ..... 75 cents.

Liberal discounts will be paid to those wishing them in quantities.

Railroad companies desiring a map to illustrate their road cannot find one offering greater inducements as to correctness, &c., or on better terms; as any line can be made prominent, with its connections, &c.

All orders addressed to U. P. James will secure prompt attention

ENGINEERING!!

The undersigned is prepared to furnish SPECIFICATIONS, ESTIMATES, AND PLANS,

In general or detail of all kinds of

Steam Vessels, Engines, Boilers, Mill Work, &c

Particular attention given to the superintending of LOCOMOTIVES, TENDERS, CARS,

And Railway Machinery of every Description,

While under construction.

AGENT FOR THE PURCHASE of, on commission, all articles required for Railroads, Steam Vessels, Locomotives. Engines, Boilers, Machinery, &c.

General Agent for

ASHCROFT'S STEAM GAUGE, ALLEN AND NOYES' METALIC SELF ADJUSTING CONICAL PACKING, DUDGEON'S HYDRAULIC JACK.

Also, for Water Gauges, Indicators, Steam Whistles, &c., &c.

CHAS. W. COPELAND,
Consulting Engineer,
64 Broadway, N. Y.

y5-tf

RAILROAD HOTEL.

CINCINNATI, O.

THE GIBSON HOUSE, Cincinnati, is situated on Walnut-street, between Fourth and Fifth, in the immediate neighborhood of all the Railroad Offices. For comfort and convenience it is believed that this hotel is unsurpassed. It is heated with steam from the first floor to the fifth, thus making it the most desirable winter house in the West. The proprietor hopes to enjoy a share of the patronage of Railroad men.

A. WETHERBEE, Proprietor

New Works on Civil Engineering.

THE Field Practice of Laying out Circular Curves for Railroads. By John C. Trautwine, Civil Engineer.—4th Thousand, in pocket-book form with tucks.

—ALSO—

A New Method of Calculating the Cubic Contents of Excavations and Embankments, by the aid of Tables and 10 Engraved Plates of Diagrams. By John C. Trautwine, C. E.; 2d edition.

Price, one dollar each. Postage on the Curves, five cents; on the Excavations and Embankments, eight cents. For sale by WILLIAM HAMILTON.

Hall of the Franklin Institute,
Sept. 21-3* Philadelphia, Pa.

CAR MANUFACTORY,

Dayton, Ohio.

E. THRESHER & CO., having enlarged their shops, are prepared to contract on favorable terms, for building every variety of railroad Cars, in any quantity and on short notice, made of the best materials, and of the most approved workmanship.

They are prepared also to furnish jaws and boxes; the Washburn Wheel, 30 and 33 inch, adapted to inside or outside bearing; cast iron frogs, steel plated; and switches of the most approved patterns.

They also manufacture blacksmith tuyeres, Harris' Patent; portable bolt forges: bolt heading and bolt cutting machines; upright drills, wheel presses; wood planers; tenoning and mortising machines, etc.

They respectfully invite the attention of railroad directors and superintendents to their establishment.

Dayton, Jan. 24th, 1853. jan.25-t

PROSSER'S PATENT

Lap-Welded Iron Boiler Tubes.

TUBES screwed together, flush on both sides, for Artesian wells, etc. Free-joint Tubes, for Core Bars, Awning Frames, Leaders, etc.

Brass Boiler Tubes.

Patent Wrought Iron Blacksmiths' Water Tuyeres, Water Backs, etc.

Agents for Krupp's celebrated Cast Steel for Shafts' Railway Axles, Tires, Platers' Rollers, etc.

P. S.—All Tools necessary for the construction or keeping in order of Tubular Boilers.

THOS. PROSSER & SON
au.17‡ 28 Platt street, New York.

NORTH, EAST, AND WEST!

BY WAY OF

Cincinnati, Hamilton and Dayton R.R.

WINTER ARRANGEMENT.

COMMENCING MONDAY, DEC. 11, 1854.

Passenger Trains will leave the Sixth-street Depot as follows:

FOR INDIANAPOLIS, CHICAGO, ST. LOUIS, &c., &c., &c.

At 6 A. M. and 2.15 P. M.,

Trains leave the Hamilton, Eaton, Richmond, Indianapolis, Terre Haute, Lafayette, Chicago, Galena, Rock Island, St. Louis, &c.

At 8 A M.,

For Dayton, Sandusky, Cleveland, Pittsburg, Philadelphia, Baltimore, New York, &c.

At 2. 15 P. M. and 4 P. M.,

For Hamilton, Dayton and intermediate points.

At 5.20 P. M.,

For Hamilton, Richmond and intermediate points.

The 6 A. M. Train will connect at Richmond, at 9 A. M., with Train of Indiana Central Road for Indianapolis; arrive there at 11.30, A. M; thence to Terre Haute, Lafayette, and Chicago, without detention. Time as short as any other route.

The 8 A. M. Train will connect at Dayton, at 10.20, A. M., with Mad River Train for Sandusky and intermediate points; also at Crestline at 4.20 P. M. with Ohio and Pennsylvania train for Pittsburgh, Philadelphia, Washington, &c. The same Train will connect Clyde with Toledo and Cleveland Train to Toledo, Chicago, and intermediate points. Also, with Dayton and Michigan Railroad to Troy and Piqua, and with Dayton and Greenville Railroad to Greenville. Union, and all points on Bellefontaine and Indianapolis Railroad, at 2.45 P. M.

The 2.15 P. M. Train connects at Richmond with Indiana Central Train for Indianapolis Terre Haute, Lafayette, and Chicago. Also, with Train for Hagerstown and Newcastle.

The 4 P. M. Train connects at Dayton with Train for Troy, Piqua, &c.

For further information or tickets, apply to W. A. LATHAM, General Agent, at the Office, corner Broadway and Front street, under Spencer House, or at the office on Walnut street, next door to the Gibson House, or at the Sixth-street depot.

HENRY O. AMES, Sup't.

The Omnibus Line will call for passengers, by leaving their name at the office. W. H. SMITH, Conductor.

WINTER ARRANGEMENT.

SAFETY——SPEED——COMFORT.

Cincinnati to Indianapolis.

St. Louis, Chicago, Galena and Rock Island,

BY THE WAY OF THE

CINCINNATI, HAMILTON AND DAYTON, AND EATON & HAMILTON RAILROADS.

TO CHICAGO, in..... 15 HOURS
TO ST. LOUIS, in..... 31 HOURS.

Passengers will find this the most pleasant route of any in the West, as it passes through the richest and most thickly settled portion of the State of Indiana. In taking this route, passengers will reach Terre Haute, Lafayette, Peru, Michigan City, Chicago. Rock Island, Galena and St. Louis, as soon as any other leaving Cincinnati, and with but little fatigue, in consequence of the superior manner in which the roads are constructed and managed.

THROUGH BY DAYLIGHT TO TERRE HAUTE, LAFAYETTE, PERU, &c.

Trains leave the Depot of the Cincinnati, Hamilton and Dayton Railroad as follows, viz:

First Train—Lightning Express at 6, A. M.

Second Train—Accommodation, at 2.15, P. M., connecting at Richmond with train for Hagerstown, Newcastle, &c., &c.

Third Train—Accommodation, at 5.20, P. M., for Richmond and intermediate points.

Returning, reach Cincinnati at 10, A. M. and 12 M. and 6, P. M.

Fare to Indianapolis $3 50
" Lafayette..... 5 50
" Terre Haute..... 5 75

For through tickets and information, please apply at the General Railroad Ticket Office, No. 169 Walnut-st., or to W. A. LATHAM, at Cincinnati, Hamilton and Dayton Railroad Office, corner of Broadway and Front streets, under the Spencer House, or at the Sixth-street Depot. JOHN W. SHIPLEY, Agent.

The Omnibus Line will call for passengers by leaving their orders at the offices.

WM. H. SMITH, Conductor.
feb. 8-1y D. M. MORROW, Superintendent.

Baltimore & Ohio Railroad.

380 MILES BETWEEN WHEELING AND BALTIMORE.

THIS Road was opened to the Ohio River in the spring of 1853, and has already established a high character with the business community of the West. Its facilities for the transportation of freights are already superior to those of any other great through line—while the attractions of the country through which it runs, and its many admirable provisions for the expedition, comfort and safety of travelers, it has received great favor as a passenger road.

The late completion of the Central Ohio Railroad, from Columbus to Bellaire on the Ohio, 4 miles below Wheeling, affords a direct rail connection with the entire West.

FOR PASSENGERS BY THIS ROUTE,

Through Tickets from all Parts of the West,

ARE NOW SOLD IN

Cincinnati, Louisville, Indianapolis, St. Louis Chicago, Toledo, Detroit, Cleveland, Columbus, Zanesville and other Cities.

AT ALL OF WHICH ARRANGEMENTS HAVE BEEN EFFECTED

For Sending Travelers Direct to

WASHINGTON, BALTIMORE, PHILADELPHIA, NEW YORK, and other ATLANTIC CITIES.

FOR FREIGHTS IN EITHER DIRECTION

The fullest accommodations are provided. In motive power and Cars, the company has abundant resources, which are being further extended to meet the demands of Western Trade. In the dispatch and regularity of transport. and in the careful landing of property, this road challenges a comparison with its rivals. At Baltimore, the road connects directly in the streets and at the wharves with the

PHILADELPHIA AND NEW YORK RAILROADS,

The numerous Steamers of the Baltimore Steamship Co., and the Merchants and Miner's Line to New York and Boston, the Ericsson Steamers by Canal to Philadelphia and New York,

And various other Lines of Steamers and Sailing Vessels to the Eastern Ports, and to Richmond, Norfolk, Charleston, Savannah, etc.

J. B. FORD is the Company's Receiving Agent at Wheeling.

WM. G. HARRISON, President. *JOHN H. DONE*, Mast. of Transportation, Baltimore.

je. 8†

The Shortest, Quickest and Best ROUTE TO LOUISVILLE.

MADISON, INDIANAPOLIS, PERU, TERRE HAUTE, MICHIGAN CITY, CHICAGO, GALENA, ST. LOUIS, AND NEW ORLEANS.

OHIO & MISSISSIPPI RAILROAD,

ON MONDAY, SEPTEMBER 18, AND UNTIL FURther notice, the Passenger Trains will run as follows:

For Louisville and New Albany.

Leave Cincinnati at 7.15 A. M. and 3.15 P. M., connecting with the Jeffersonville Railroad at Seymour, and arrive at Jeffersonville, opposite Louisville, at 1 o'clock P. M., and at 9 P. M.

Returning—Leave Jeffersonville at 8.30 A. M., and 3.15 P. M., arrive in Cincinnati at 2.30 P. M., and 9.30 P. M. No delays in connecting with any other Railroad,

Fare $2 50.

For Indianapolis.

Leave Cincinnati at 7.15 A. M., and 3.15 P. M., connecting with the Indianapolis and Cincinnati Railroad at Lawrenceburg, for Indianapolis, and all the principal cities and towns of the North and West.

Returning—These trains arrive in Cincinnati at 4.05 P. M., and 9.30 P. M.

Fare $3 00.

For Lawrenceburg and Aurora.

Leave Cincinnati at 7.15 A. M., 10 45 A. M., 1.27 P. M., and 5 P. M., stopping at all the regular stations.

Returning—Leave Aurora at 6.50 A. M., 3.15 P. M., 2.55 P. M., and 8.23 P M., stopping at all the regular stations, and arrive in Cincinnati at 8.10 A. M. 2.30 P. M., 4.05 P. M., and 9.30 P. M..

FREIGHT TRAINS for Jeffersonville and all intermediate stations, leave Cincinnati at 9.30 A. M.

For further information see handbills, or apply at the Ticket Office. on Fourth street, north side, four doors from Vine street, opposite new Custom-house.

S. S. POST. Chf. Eng'r and Supt.

Passengers, by leaving their address at the Ticket Office, will be called for by St. Louis and Cincinnati Omnibus Line.

Omnibuses call at all the principal Hotels, for each train. W. S. BABCOCK, Agent,

Sept 5. St. Louis and Cincinnati Omnibus Line.

1855. Winter Arrangement, 1855.

COMMENCING MONDAY, JAN. 29.

LITTLE MIAMI AND COLUMBUS AND XENIA RAILROAD.—Passengers by the 6 o'clock A. M., Train, Little Miami and Columbus and Xenia Railroad, breakfast at Cincinnati, and dine the following day in New York, Philadelphia, Baltimore or Washington City.

FROM CINCINNATI TO

To New York in	32¼ hours.
To Philadelphia in	31½ "
To Washington in	29 "
To Baltimore in	28 "
To Buffalo in	16½ "
To Dunkirk in	15 "
To Cleveland in	9¼ "
To Sandusky in	8¾ "
To Pittsburgh in	14 "
To Wheeling, in	10½ "

FOUR DAILY TRAINS.

FIRST TRAIN.—Cleveland, Pittsburgh, and Wheeling Lightning Express, at 6 o'clock A. M., for Columbus, Cleveland, Dunkirk, Buffalo, Albany, New York and Boston; Crestline, Pittsburgh, Baltimore, Philadelphia and New York; Zanesville, Wheeling, Baltimore, Philadelphia, and New York; Washington City, etc. Connects to Sandusky; also, at Xenia to Yellow Springs, and Springfield. This train stops between Cincinnati and Columbus at Loveland, Morrow, Xenia and London only.

SECOND TRAIN.—Clevelnnd and Pittsburgh Accommodation Express, at 9 o'cloek, A. M., for Columbus, Cleveland Dunkirk, Buffalo, Albany, New York and Boston; Crestline and Pittsburgh; Newark and Zanesville; Circleville and Lancaster; Blanchester and Chillicothe; Hillsborough, connects to Sandusky. This train stops at all points between Cincinnati and Columbus, except Linwood and Branch Hill.

THIRD TRAIN.—Accommodation at 3 P. M., for Circleville and Lancaster; Blanchester and Chillicothe; Hillsbnrough. This train stop at all points between Cincinnati and Morrow.

FOURTH TRAIN.—Cleveland and Pittsburgh Night Express, at 5 P. M., for Columbus, Cleveland, Dunkirk, Buffalo, Albany, New York and Boston; Crestline, Pittsburgh, Philadelphia and New York; connects at Xenia to Yellow Springs and Springfield. This train stops at all points between Cincinnati and Columbus, except Linwood and Branch Hill.

One Train on SUNDAY, at 2.30 o'clock P. M. for Columbus.

Trains run by Columbus time—7 minutes faster than Cincinnati.

FARE AND THROUGH TICKETS.

For prices of fare, through tickets, and all information, please apply at the company's new office, No. 233 west side of Walnut street, between Fifth and Sixth streets, six doors south of the United States Hotel, or at the old established General Railroad office, in the three story yellow building, south-east corner of Broadway and Front street, directly opposite the Spencer House, Railroad Hotel and Mail-boat Landing, or at the Eastern (Little Miami) Depot, East Front-street.

WM. H. CLEMENT, Superintendent.

P. W. SRADER, General Agent.

OMNIBUS LINE.

The Omnibus Line calls at all the principal hotels; and by leaving directions at the office, as above, they will make private calls in any part of the city.

COLUMBUS PIQUA, AND INDIANA RAILROAD.

New route from Columbus, West and from Urbana, East.

On and after Monday September 19, 1853, two trains per day, (Sunday excepted) each way, will run on this Road, between COLUMBUS and URBANA. Will leave Columbus at 4.50 a.m., and 3.30 p.m.—arriving at Urbana at 8.12 a.m., and 6.14 p.m. Returning—will leave Urbana, for Columbus, at 9.15 a.m., and 3.00 p.m.—arriving at 12.05 and 6.55 p.m.

The 4.50 a.m. train, from Columbus, will connect with the night Express train from Cleveland and arrive at Urbana in time for the morning train north for Sandusky and intermediate points. Persons arriving by the morning Cleveland and Zanesville trains can have a few hours at Columbus and leave by the 3.30 p.m. train—arriving at Urbana in time to get supper and take the 5.35 p.m. train for Dayton and Cincinnati.

The 9.15 a.m. train from Urbana connects with the morning train from Cincinnati and Dayton that arrives at Urbana 8.40 a.m.—arriving at Columbus at 12.05 p.m in time for the 1 p.m. train for Cleveland, connecting with the Buffalo and Dunkirk boats. The 3.00 p.m. train will leave Urbana on the arrival of the Sandusky train—reaching Urbana at 2.45 p.m.—and arrive in Columbus in time for the various night trains.

A line of Omnibuses will connect with the trains at Urbana for the conveyence of passengers to and from Piqua and Greenville over a good Macadamized road.

A. G CONOVER, Sup

Piqua, Sept. 13, 1853. s29-tf.

Covington and Lexington Railroad.

1854. 1854.

OPEN to Paris.—Direct Railroad connection with Lexington. Frankfort and Louisville.

Two Daily Passenger Trains.

On and after MONDAY Oct. 9th, 1854, and until further notice, Trains will run as follows:

Express Train leaves Covington at 7 o'clock, A. M. stopping at Grant's Bend New Philadelphia, Canton Benton, Clarkson, Demossville, Butler, Irving, Falmouth, Callenville, Boyd's, Berry's, Robinson's Garnett's Cynthiana, Laird's and Kiser's and arriving at Paris at 11.30 A. M.

Returning, leave Paris at 12 o'clock M., stopping as above, and arriving at Covington at 4.35 P. M.

Through passengers by this train connect directly at Paris with Maysville and Lexington road, and arrive at Lexington at 1 o'clock P. M., connecting at Lexington with the stage lines for Danville, Winchester, etc., and with the afternoon train of the Lexington and Frankfort road, for Frankfort and Louisville.

Returning, leave Lexington at 10 o'clock, A. M., and arrive at Covington at 4.35 P. M., in time for the Evening Express Trains North and East.

The Accommodation Train leaves Paris at 5.30 A. M., stopping at all regular and flag stations and arriving at Covington at 10 25 A. M.

Returning, leave Covington at 2.40 P. M., stopping as above, and arriving at Paris at 7.35 P. M.

Through passengers by this train lie over night at Paris and arrive at Lexington at 8.30 next morning.

Freight Trains leave Covington daily, Sundays excepted, at 2.40 P. M.; freight received up to 12 M., for the train of same day.

RATES OF FARE.

Covington to Lexington	$3 00
Covington to Paris	2 40
Covington to Cynthiana	2 00

FOR THROUGH TICKETS,

Apply at the Cincinnati, Hamilton and Dayton Railroad Ticket Office, W. A. Latham, Agent; Little Miami Railroad Ticket Office, P. W. Strader, Agent; or at the Depot, Covington. J. M. DOUGHERTY, Superintendent.

☞ The Omnibus Line will call for Passengers in any part of the city, by leaving directions at the above offices. CLAYTON & GRANT.

oct. 17.

Shortest Route to Indianapolis, Chicago, and St. Louis by Indianapolis & Cincinnati Railroad,

VIA LAWRENCEBURG,

IN connection with the **OHIO & MISSISSIPPI RAILROAD.** Passenger Trains leave Cincinnati at 7:15 A. M., and 3:15 P. M. Arrive at Indianapolis at 11.30 A. M., and 8:30 P. M.

By morning train passengers arrive at Chicago in 14 hours, and St. Louis in 28 hours.

Freight shipped to Indianapolis and all other points West and North without delay at cheapest rates.

Cars run from Lawrenceburgh to Terre Haute, Lafayette, Peru and Chicago, without unloading.

Offiee, foot of Main street corner of Water street.

SIDNEY RICE, Agent.

Cincinnati Sept. 28, 1854.

BANK NOTE ENGRAVING.

DANFORTH, WRIGHT & Co.,

No. 25 West Third Street, Cincinnati.

Bank Notes, Drafts, Bills of Exchange, RAILROAD BONDS, & CERTIFICATES

tmr3; Engraved in a style unsurpassed.

FREIGT CARS FOR SALE.

15 PLATFORM AND 15 HOUSE CARS FOR SALE. Iron Trucks adapted to guage of four feet eight and a half inches.

OLMSTED, GOODMAN & CO†

jan11-tf

RAILROAD SPIKES,



WROUGHT IRON

Chairs and Fastenings.

THE undersigned will continue to manufacture with increased facilities, HOOK & FLATHEAD R. R SPIKES, of all Patterns, WROUGHT and CAST CHAIRS, and FASTENINGS, BOILER RIVETS BOLTS, SHIP and BOAT SPIKES, &c.. &c.

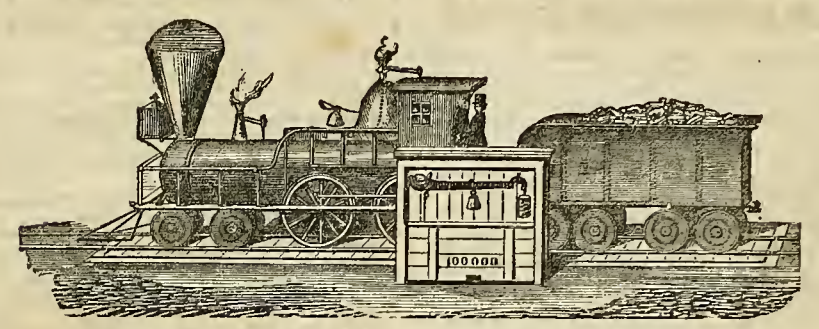
The best quality of refined iron is used, and all orders filled with despatch. J. HOPKINSON SMITH, No. 25, South Charles st.

☞ Plense direct the name in full.

Baltimore, August 31-†

ISAAC RIGDON. EDWARD C. RYLAND. WM. HUDDART.

OHIO SCALE WORKS.



Rigdon, Ryland & Co.,

No. 39 Vine Street, between Front and Columbia streets,

CINCINNATI.

WE aro now proparod to furnish **Railroad Track and Depot Scales** of all sizes, which we warrant in every respect equal to any manufactured in the United States.

Being practical workmen ourselves, we feel confidont that wo can furnish tne West and South with as good an ticle aud cheaper than can bo bought East.

rCincinnati, June 29, 1854.

KENTUCKY LOCOMOTIVE WORKS.

CORNER OF KENTUCKY AND TENTH STS.

LOUISVILLE, KY.

THE Proprietors of the Kentucky Locomotive Works would respectfully inform Railroad Companies and tho public generally that, having completed their establishmeut, they are now prepared to receive and execute orders with fidelity and dispatch.

They will contract for

Locomotives, Passenger, Baggage, Freight, Gravel and Hand Cars,

Of every stylo and pnttorn, as well as all kinds of St and Machinery required for railroads.

Particular attention will bo paid to repairing, wbicb they havo evory facility.

They are also prepared to contract on favorable terms for building all kinds of Machine Tools, such as Turning Engines, Lathes, Planers, Drills, Slotting, Spliting, aud Shaping Machines, of every variety of pattern.

Having also a large FOUNDRY counected with the establishment, orders for Castings aro solicitod, and will be filled with promptness.

Car Wheols of any pattern can be furnished on short notice. Double and single plate and Spoke Wheels of all sizes constantly on hand.

☞ Communications or ordors must be addressed to

OLMSTED, TENNYS & PECK,
Louisville, Ky.

je.8-tf

C. THOMSON & CO.,

MANUFACTURERS OF

PATENT PAD LOCKS,

For Railroad Switches, Merchandise Cars, Stores, Cemeteries, Iron Safes, &c.,

Cor. Railroad Avenue and Market st.,

an.12† NEWARK, N. J.

Norris' Locomotive Works,

PHILADELPHIA.

ENGAGED for many years in manufacturing Locomotivos, offer to Railroad Companies to constrne of any plan or size,

LOCOMOTIVES OF SUPERIOR QUALITY.

Our facilities for doing work have been largely increased this year, aud orders can bo executed with dispatch.

jy.27. RICHARD NORRIS & SON.

ASHCROFT'S METALLIC STEAM GAUGE.

(BOURDEN'S PATENT)

THE subscribers offer for sale this valuable Gauge. It is adapted to Locomotive and other steam boilers, indicating with accuracy the continual variations o fsteam within the boiler, enabling the Engineer to maintain a uniform and safe pressure. Any of the Eastern Railroads may be referred to for proof of its importance and value.

BRIDGES & BROTHER,
64 Courtlandt St., Now York.

sep.15-tf

Lightner's Patent Axle Boxes for Railroad Cars.

THE attention of Railroad Managers and others is called to.this valuable improvement in

AXLE BOXES.

The first cost and "fitting up" of these boxes is 20 to 25 per cent below that of most boxes in use. They will save about 75 per cent in consumption of oil. The construction is simple; they are not liable to become loose, nor "heated" by severe service. The Resevoir is held close to the shaft, and the oil journals, are secure from dust yet easy of access; the brasses may be removed from the journals, while under the car, in a few minutes. Cars furnished with these boxes run from 4 to 5 weeks without replenishing the oil, and are not detained from the road for repairs ONE TENTH part of the time which is necessary when other boxes are used.

The business of a railroad can be done with a much less number of cars, with these boxes than if any other kind are used.

The first railroad men in the country have certified that Lightner's improvements in AXLE BOXES are among the first of the times.

Models and Testimony of the above Boxes, may be examined, and arrangements may be made for the right to use the same, with the subscriber.

WILLIAM SHERBURNE,
PRINCIPAL AGENT,

May 18.6, Office, No. 64 Courtland st., New York.

GUNPOWDER,

MANUFACTURED BY

The Hazard Powder Company,

HAZARDVILLE, CONN.

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THE undersigned are always prepared to furnish Mining and Blasting Powder to any extent, delivered at any point on the lines of railroads, or any other places of public improvements in the West or South, at the very lowest rates. Also, SAFETY FUSE of the best Eastern manufacture.

We would respectfully urge all contractors and consumers to call upon or correspond with either of us before arranging for their supplies elsewhere.

To the trade generally we would offer all the brands of Sporting and Rifle Powder manufactured by the above concern.

M. D. W. LOOMIS,
Southeastern Main and Second Sts.
Cincinnati, Ohio.
S. H. LOOMIS,
Nashville, Tenn.

August 16, 1854. [au.18†

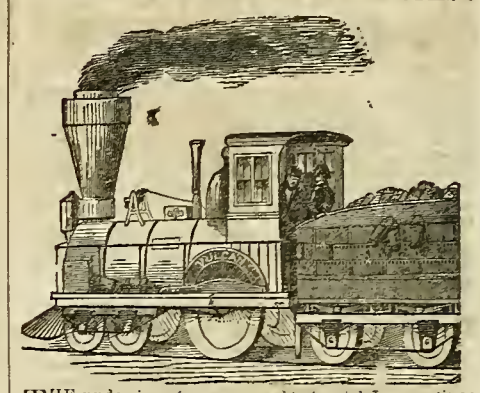
Myers' Patent Cylindrical Car.

NOTICE.—The Subscriber having become proprietor of MYERS' PATENT CYLINDER CAR, for a considerable portion of Western territory, including the State of Ohio, offers the same to Rail Road Companies on favorable terms. The public will be furnished within a short time with complete explanations of its operation, together with the results of actual experiments testing its applicability to all the uses for which it is recommended.

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THE undersigned are prepared to furnish Locomotives equal in efficiency and durability to the best Eastern manufacture. Also, Shaping and Slotting Machines suitable for railroad shops. Also, all kinds of heavy forging and casting done at short notice. Also, bolts for bridges cut with dispatch.

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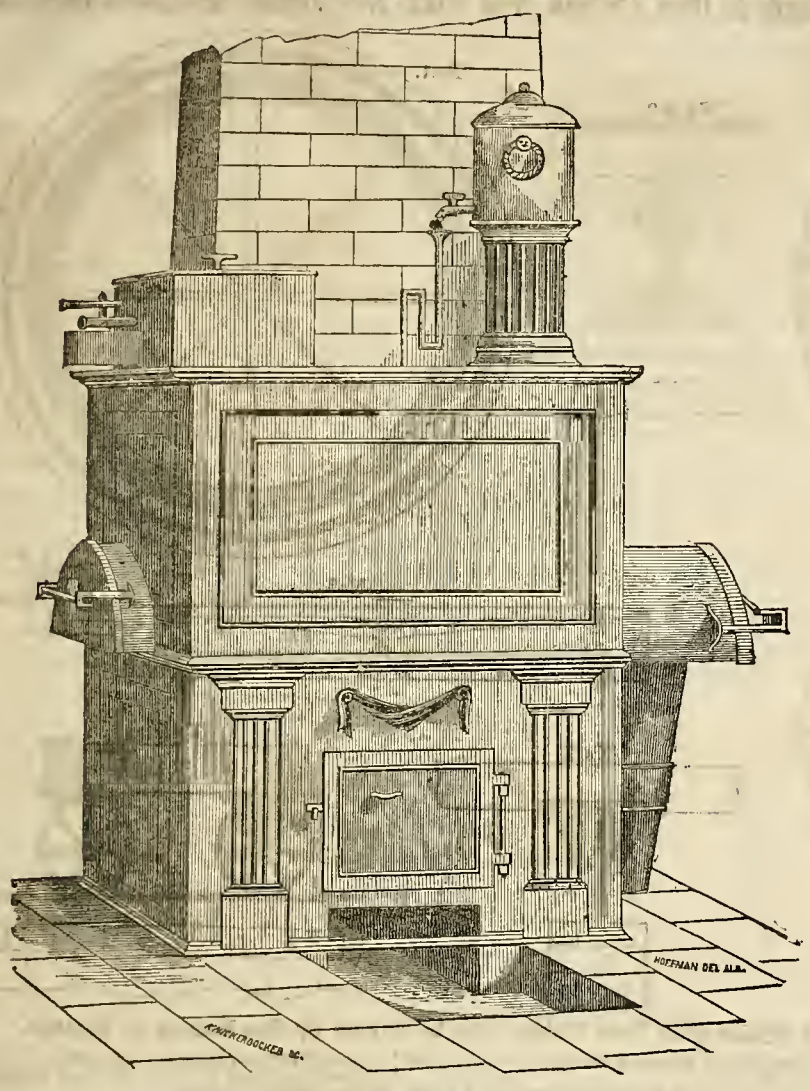
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References.

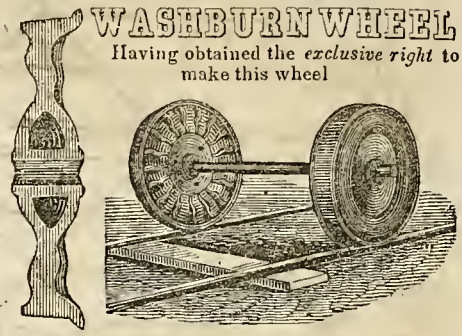
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THOS. SHARP, Supt. R. F. & P. R. R. Richmond, Va

†May 19.

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THE Proprietors of this establishment would respectfully call the attention of Railroad Companies in the West and South to their establishment at Cincinnati.—Their facilities for manufacturing are extensive, and the means of transportation to the different points speedy and economical, They are prepared to execute to order on short notice, eight-wheeled Passenger Cars of the most superior description. Four or eight-wheeled Baggage, Cattle, Freight and Gravel Cars. Also, Crank and Lever Hand Cars, Trucks, Wheels, and Axles fitted.



WASHBURN WHEEL

Having obtained the *exclusive right* to make this wheel

In Cincinnati, Covington and Newport, they are now prepared to furnish Railroad Companies with that Celebrated wheel, with or without Axles. Also, Journal Oil Boxes of any pattern, and Castings for cars fitted to order at the shortest notice.

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Passenger Cars of the most superior description,

Second Class Passenger, Mail Express, and Baggage Cars; Freight, Cattle, four or eight wheeled Gravel Cars. We manufacture a superior

CAR WHEEL,

Over 2500 of which are now running on the Central Ohio Railroad, and many of these have been in use on the road over two years, having in that time only three to crack, and two to be renewed in consequence of the wearing of the Chill. We have also commenced the manufacture of the celebrated

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And are prepared to furnish this wheel, with or without axles. Also, castings for Cars fitted to order at the shortest notice.

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We are also agents and builders of the above celebrated Bridge. Are now placing upon the piers an iron bridge on this plan over the Muskingum river at Zanesville. We are ready to contract with companies for the construction of this Bridge. All orders addressed

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THE subscriber, late of the firm of Davenport, Bridgea & Co., Fitchburgh, Mass., having associated himself with Messrs. Wellman and Russell, under the above name, would respectfully solicit calls for any kind of Passenger, Baggage, Post Office, Freight, Coal, Gravel or Hand Cars.

Having had fifteen years experience in the business and having secured the best of workmen from the Car Factory in Cambridge, Mass., I feel confident that perfect satisfaction can be given in all work entrusted to our care.

We have now on hand the best of dry White-Oak with which we think we can build Cars as cheap and as well as any other establishment in the States.

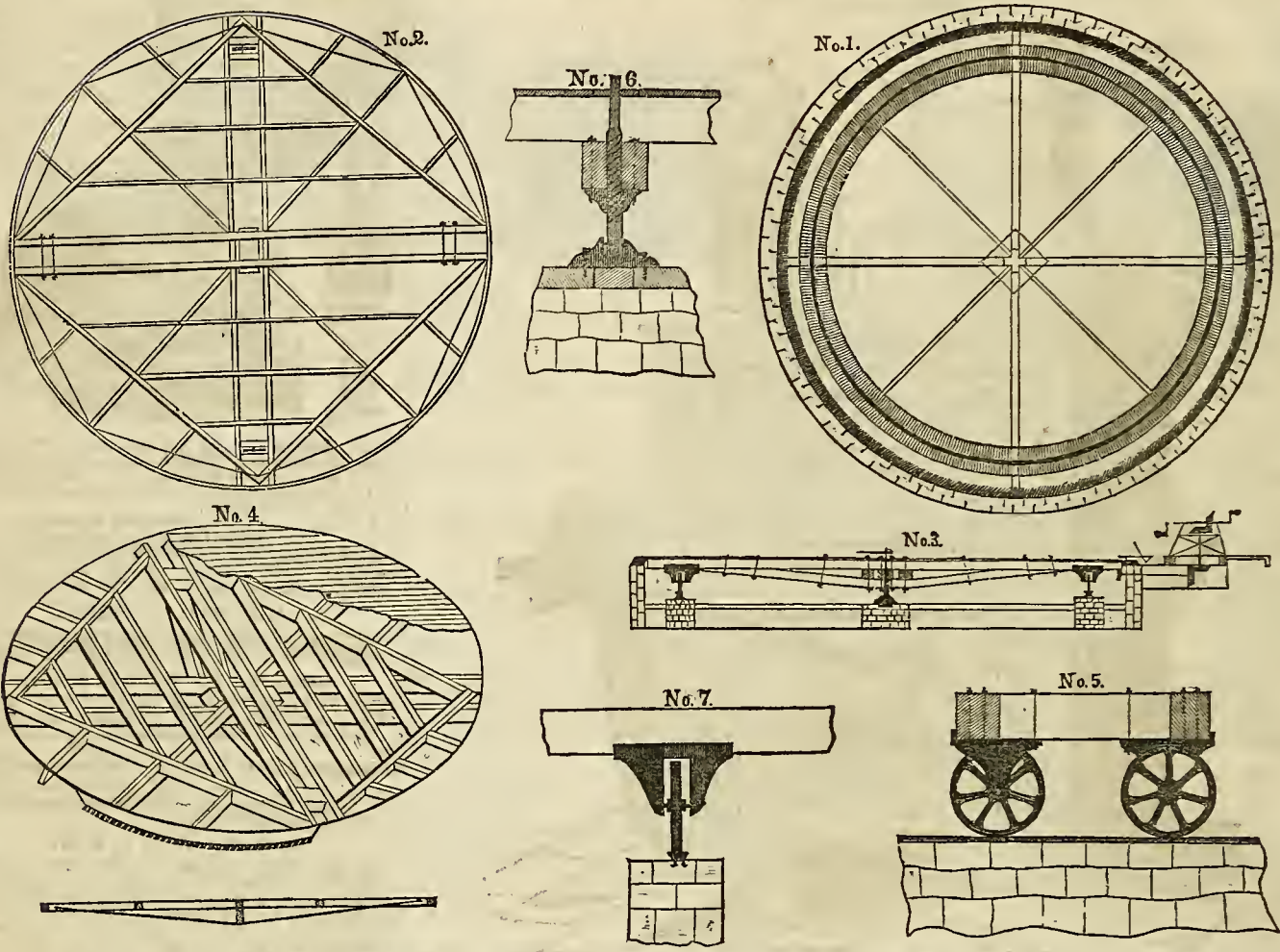
Feb. 16†* JOSEPH DAVENPORT.

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470 TONS, 47 lbs. per yard, good quality and pattern, now lying at New Orleans. For terms apply to VOSE, PERKINS & CO.,
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CARHART'S IMPROVED TURNTABLE.

Now building for 13 of the Principal Roads in Ohio, Indiana, New York, New Jersey, and North Carolina.



This Table, together with an Engine and Tender of 30 Tons Weight, can be Turned by One Man in 25 Seconds.

RAILROAD COMPANIES in want of *Turntables* of a permanent and durable character, at a low price, are respectfully referred to the annexed references. The undersigned being confident that the manner of turning engines by his Table is the most permanent, expeditious, and cheapest in the United States, solicits the attention of Engineers, and others, to his improvement. The undersigned being a practical mechanic, and having devoted his time, for the past five years, exclusively to the construction of Turn and Transfer Tables, Draw and other Bridges, is prepared with every facility for executing orders in that line with promptness and satisfaction.

The price, which is always based upon the use of the best materials and best workmanship which can be procured in the market where used, can be determined only by the locality.

REFERENCES:

New York & Erie Railroad Company.
Hudson River Railroad Co.
Ohio & Pennsylvania Railroad, J. Edgar Thomson, President, S. W. Roberts, Sup't and Engineer, Pittsburgh, Pa.
Pennsylvania Central Railroad, O. W. Barnes, Resident Engineer, Pittsburgh.
Toledo & Cleveland Railroad, Wm. Ferguson, Chief Engineer, Cleveland Ohio.
Columbus, Piqua & Indiana Railroad, A. J. Conover, Chief Engineer, Piqua, Ohio.
Cleveland, Zanesville & Cincinnati Railroad, W. H. Grant, Chief Engineer, Akron, Ohio.
Cleveland, Columbus & Cincinnati, and Cleveland & Erie Railroads, L. Tilton, Sup't, Cleveland, Ohio.
Little Miami & Columbus & Xenia Railroads, William H. Clement, Sup't, Cincinnati, Ohio.
Cincinnati, Wilmington & Zanesville Railroad, E. W. Woodward, Engineer, Circleville, Ohio.
Central Ohio Railroad, G. W. Fulton, Sup't, and S. Medhury, Engineer, Zanesville, Ohio.
Camden & Atlantic Railroad, and Dauphin & Susquehanna Railroad, R. B. Osborne, Engineer, Philadelphia.
Bellefontaine & Indiana Railroad, W. M. Roberts, Engineer, Pittsburgh, J. Nottingham, Sup't, Marion, Ohio.
Cleveland & Pittsburgh Railroad, J. Durand, Sup't, Cleveland, Ohio.
Wilmington & Raleigh Railroad, North Carolina.
Central North Carolina Railroad.
Cincinnati & Indianapolis Railroad, Indiana.
New Albany & Salem Railroad, Indiana.
Michigan Central Railroad, Michigan.
Dayton, Xenia & Belpre Railroad, Ohio.
Pomeroy Railroad, Engineer at Cincinnati.
Springfield, Mount Vernon & Pittsburgh Railroad, Ohio, Charles Anthony, President.

DESCRIPTION OF PLAN.

Fig. 1, of the above cut, represents the foundations, consisting of *Bank* and *Track Walls*, the latter made of cut, the former of hammer-dressed stone, with cut stone coping. The Track is bent of the ordinary T rail, spiked and leaded to the stone track walls. The Center Pier is made of cut stone, with a step for screw and pivot bolted to the same.

Fig. 2, shows the framing.

Fig. 3, is a side view of Main Truss, with the mode of gearing, including the mitre-wheels, iron crank frame, rack and pinion, foundations, pivot wheels and pedestals.

Fig. 4, gives a perspective view of rim, segments, decking, etc.

Fig. 5, is an end view of the main trucks, with pedestals and wheels.

Fig. 6, is a screw for pivot, 6 inches in diameter, working in a steel step through a nut for adjustment.

Fig. 7, shows a cross section of track wall, well, and pedestal

For further particulars please address,

D. M. CARHART, Cleveland, Ohio.

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No. 1, 2d STORY, APOLLO BUILDING,

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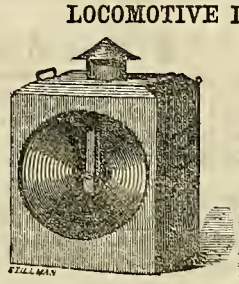
MANUFACTURERS OF

Surveyors' and Engineers' Instruments, Theodolites, Transits, Levels, &c., &c.,

REPAIRING AND ADJUSTING INSTRUMENTS DONE TO ORDER.

Orders promptly attended to.

LOCOMOTIVE LANTERNS.



I AM now manufacturing

LOCOMOTIVE

LANTERNS

of the most approved form, with true Parabolic Silver-plated Reflectors, Copper Cases, and in every way equal to the best manufactured in the country.

Orders from Railroad Companies in the West are solicited.

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"GARDNER'S ROCK DRILL."



DESIGNED for Mining, Tunneling, Quarrying Use, and Rock Excavations of all descriptions, by the use of which a saving of 50 to 75 per cent. is made. This drill can be operated by hand, horse, or steam power, and works equally as well horizontally or at any angle, as perpendicularly.

A silver medal, the highest prize, was awarded these Machines at the World's Fair

Applications for Territorial Rights and Machines must be made to the Patentee.

G. ARTHUR GARDNER,

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Railroad Record.

E. D. MANSFIELD, - - - - - - Editor.
J. A. JAMES, W. WRIGHTSON, - - - Associate Editors.

CINCINNATI:
THURSDAY MORNING,.....FEB. 22, 1855.

E. D. MANSFIELD,
May be found at the office of the *Railroad Record*, 167 Walnut st., between the hours of 11 A. M. and 1 P. M.

THE CULTURE—CROPS, AND PROFITS OF THE VINE IN THE U. STATES, EUROPE, AND ROME.

This subject is not precisely in the line of a Railroad paper; yet, in one sense it is. Since it is now established, that railways are hereafter to carry the great mass of freights in the country, all the crops of the country become of interest to them. We shall take this subject up, in detail, which will lead us to discuss the entire agriculture of the country; and we may as well begin with a new, though it be a comparatively small article of traffic. Since Noah became a husbandman and cultivated a vineyard, the vine has been one of the staple articles of agriculture. In the United States, it has only recently commenced, as an article of commercial traffic. But, there is no reason to doubt, that the cultivation of the vine will increase with immense rapidity, and that the time is not far distant, when it will be one of the staple articles of American production. Hence, it is well to look at its probable results, in the beginning.

1. Of Climate.—The first question which arises is, under what circumstances of soil, and climate does the vine grow best?

In Europe the cultivation of the vine is confined to the district within the parallel of Lisbon 38° 42′ (Sea board), and Titiacon (Caspian Sea), 46° 20′ making a *range of eight degrees*. But, it must be observed, that there are large districts within this range, where the vine will not grow. These are the elevated and exposed plains of the interiur. In Asia and Africa, the vine limit runs further south, to about 30°, but hardly as far north, making in all about twelve degrees of latitude.

In the United States, the vine limits are El Paso, in New Mexico, latitude 32°, and Ann Arbur (Michigan), 42°, making a *geographical zone of about ten degrees*. But, it must be remembered, that there are large districts, within the limits, which, on account of either the humidity of the climate, or the height of the land, will not bear vines, as a staple crop. Indeed, it may be laid down as an important fact, in agriculture, that the district of country *within which the vine will grow as a staple, profitable crop, is a narrow one.*

The grape to make good wine, *requires a mean temperature* of at least 67°, in summer. Hence the grape will not make wine to profit, north of Cleveland, and as the northern half of Ohio, Indiana, and Illinois is un a high plain, swept over by Lake winds, it is not at all probable, that wine can be made profitably north of the centre of these states. So, also, the vine will not make good wine in a very hot, or humid climate. The cultivation of the vine for wine, is, therefore, confined to a small district, and in the U. States, that district will probably be found chiefly in the Vallies of the Ohio and the Missouri.

2. Progress of Vine Culture in the U. States.—We have just begun the culture of the vine, as a staple plant. But, there are indications that we shall progress pretty rapidly. The quantity of wine made in the U. States, according to the two last censuses, was as follows, viz:—

In 1840	124,733 gallons.
In 1850	219,101 "
Increase	80 per cent.

The comparison in the following States, shows that already it is proved, that vines cannot be *profitably* cultivated in some States, where it was attempted.

	1840.	1850.
Pennsylvania	14,328 gallons.	25,990 gallons.
Maryland	7,855 "	1,431 "
New Jersey	9,416 "	1,811 "
N. Carolina	28,752 "	11,958 "
Indiana	10,265 "	14,055 "
Illinois	474 "	2,997 "
Kentucky	2,209 "	8,093 "
Missouri	92 "	10,533 "
Ohio	11,524 "	48,207 "
Virginia	13,911 "	5,408 "

This table shows the important fact, *that the culture of the grape is losing ground in the Atlantic States, and progressing with great rapidity in the Vallies of the Ohio and Missouri.* Thus, the five States of New Jersey, Pennsylvania, Maryland, N. Carolina, and Virginia, give the following aggregates:

In 1840	74,264 gallons,
In 1850	44,998 "

This is a decided falling off; but the five States in the Vallies of the Ohio and Missouri, provo the following aggregates:

In 1840	23,194 gallons.
In 1850	83,935 "

This shows an increase of 330 per cent.; but, if compared with the present time would present an immense advance. There are now about 1,500 acres of bearing Vineyards in the Ohio Valley, immediately adjacent to Cincinnati. These will average 300 gallons to an acre—making 450,000 Gallons. In 1853, the vine *crop of the Ohio Valley was six-fold that of* 1849.

An attention to *localities* will show whereto American grape culture is tending. Thus, in 1840, two-thirds the wine made in Ohio, was made in Richland County; but, in 1850, four-fifths the whole was made in Hamilton, Butler, and Clermont Counties, in the vicinity of Cincinnati.

In Kentucky, most of the wine is made in the vicinity of Louisville, and Covington; in Indiana, in the vicinity of Lawrenceburg and Jeffersonville, (opposite Louisville). These places are all in the space of 100 miles on the Ohio river. It will not be easy to predict accurately the result of wine progress in this district; but, it may safely be assumed, that in 1860, the wine manufactured in the Ohio Valley, will count by millions of gallons.

3. Product and Profit in Europe.—The following are the number of acres, and products in wine, of the Vineyards of France, Austria, Spain, and Portugal, as given in 1828:—

	Acres.	Gallons.
France	6,500,000	770,000,000
Spain	1,500,000	144,000,000
Portugal	375,000	24,786,000
Austria	4,172,500	635,994,000
Aggregate	72,537,500	1,574,080,000
Average product per acre		131 gallons

According to a long series of experiments made in France, the profits, after deducting all charges, amounted to only five per cent. on the capital employed. The total amount of capital employed, was estimated at $2,000 per acre. This includes not only the land and the vineyards, but the permanent labor, machinery, etc. On this capital the nett proceeds were only about $100 per annum. Columella made out the *profits* of an acre of land in vineyards, near Rome, to be 20 per cent.; but it is probable he estimated the capital at too small a sum.

4. Product and Profit of the Vine in the U. States.—Let us now turn to what can be made out of the vine in this country. One of the most experienced and successful cultivators of the vine here is Mr. Robert Buchanan, who has published a small treatise on the subject, which should be in the hands of every one, who intends raising the vine.

The cost of getting a vineyard thoroughly planted and bearing a full crop, at Cincinnati, is thus stated by Mr. Buchanan. He does not give the price of land. But, we may add, that at from fifteen to forty miles from the city, near railways, and in all respects convenient to market, the land may be had at $50 per acre. Mr. Buchanan's vineyard was six acres, and everything being paid for in money, the result is as follows:

Price of six acres	$300 00
Trenching two feet deep	390 00
Cuttings, sodding, and planting	265 00
Cutting and setting 14,500 hickory stakes	490 00
Cost of attending the first year, Vine dresser and hands	231 00
Second year	256 00
Haulings, cuttings, contingencies, etc	238 00
Interest on capital for two years	180 00
Six acres	$2,270 00
Actual capital per acre	378 33

This agrees so nearly with the estimates of several other persons, that it may be relied on as sufficiently accurate for a person who

wishes to plant a vineyard with a view to profit.

The *products* may be known, very nearly, by the table of observations kept by Mr. Buchanan, and which is thus :

In 1848	2	acres	530 gallons.
In 1849	3½	"	935 "
In 1850	3½	"	1,638 "
In 1851	4	"	630 "
In 1853	6	"	5,040 "
In 1854	6	"	845 "

In the year 1851, the frost cut off two-thirds the buds. In 1854, the drought was the great enemy. The averages were as follows :—

In 1848-'49	270 gallons.
In 1850-'51	300 "
In 1853-'54	485 "

The general *average* of the above, gives a small fraction under 400 gallons per acre. The result of other experiments correspond so nearly with this, that the cultivator may rely with much certainty on 400 gallons per acre, in a series of two years, *provided the vineyard is well planted and well cultivated.*

What *profit* will this produce? The following is the cost of production :—

Interest at 7 per cent. on $378 per acre, a Vineyard of six acres, as above	$158 90
Cost of attendance and culture	360 00
Taxes	10 00
Cost of making wine	150 00
Contingencies for machinery, tools, etc.	50 00
Cost of Crop	$828 90
Average product	2,400 gallons.
Average price	$2,400 00
Nett profit	1,572 10
Profit in investment, when wine is $1 per gallon	70 per cent.
At 75 cents per gallon	40 "
At 50 " " "	16 "

It thus appears, that while the vine is, as it now is in this region, unaffected by any great increase of insects, parasites, or other causes of blight, the grape may here be cultivated at a large profit, even when the wine is reduced to 50 cents per gallon. But, such is the demand for pure Catawba Wine, and such is the consumption of wine in the country, that it is safe to say, that in full thirty years to come, wine cannot be reduced to 50 cents a gallon. In all that time, the good cultivators must realize heavy profits. It is true, that now and then, as in the drought of 1854, there will be a failure almost of the grape; but the heavy crop of another year will more than bring up the average.

There must be *five millions of acres planted in vines, before the price can be reduced to a minimum in the U. States!* This fact is enough to ensure cultivators against any hazard of an overstocked market. There will probably be 600,000 gallons of Catawba wine raised in the Ohio Valley, in 1855; but this is nothing to the demand. If it were doubled (which cannot be), every year for five years to come, the market would not be overstocked.

Communications.

EDITORS RAILROAD RECORD :—At the time I became a subscriber to your journal, I felt much interest in the then contemplated railroad from Vincennes to Paducah, principally, if not wholly, in consequence of the many assurances given by some of the Directors, that Carmi, the County seat of White County, and a centre of much trade, in surplus produce, would, beyond a contingency, be made a point on the road; we are now given to understand that such will not be the fact, provided there can be found a suitable crossing below the town.

Now, I hold there are many important reasons why the road should cross the Little Wabash at Carmi, a few of the most prominent I will mention, there are multitudes of others. In the first place, both banks of the river, at the Mills, are above the highest floods ever known, the river bed, a good, nearly level, rock bottom. Materials for abutments, piers, and superstructure, on the spot, or in the immediate vicinity; never failing soft water, eight or nine feet nearer the road-bed, than at any other point on the river; also, being nearly midway between Vincennes and Paducah, makes it a desirable station for the up and down trains to pass each other, as also to obtain refreshments and other necessaries. Another consideration may be mentioned, that I think transcends all others, viz : the *people*, the *bone* and *sinew* of the country, and for whose benefit alone the road should be built, are unanimous to a man in favor of locating the road by Carmi.

Now if all these considerations, and many more might be added, are to be sacrificed, merely to shorten the road one-third of a mile, otherwise one minute in time. I am ready to own that I shall lose all interest in Western Railroads. * * * *

The above is from one of the subscribers of our *Record*, living in the east. We are not prepared to speak "by authority" in this matter, and hope that some officer of the road will favor us with the facts and reasons, if there are any for the change of location.

STATE DIRECTORS. — Governor Johnson has appointed the following named gentlemen Directors, on the part of the State in the East Tennessee and Georgia Railroad Company for the current year :

J. G. M. Ramsey, Knox County; John Jarnagan, Anderson; James A. Coffin, Monroe; Wm. Lenoir, Roane; Thomas Rogers, Geo. W. Bridges, McMinn; R. M. Edwards, D. C. Kenner, Bradley; J. A. Whitesides, Chattanooga.

Railroads.

REPORT OF THE INDIANAPOLIS AND PERU RAILROAD.

Our readers will remember that in September, 1853, the Board of Directors of this Company entered into an arrangement with the Board of Directors of the Madison and Indianapolis Railroad Company for the consolidation of the stock of the two companies, to take effect January the 1st, 1854. Under this arrangement the consolidated Company assumed the name of the Madison, Indianapolis, and Peru Railroad Company, and managed and controlled the affairs of both roads as one united organization. This arrangement was not concurred in by the stockholders of the Indianapolis and Peru Company, the Directors having never submitted it to their decision, and much dissatisfaction resulted from the action of the directory. Many of the stockholders of the Company are men of moderate means, living along the line of the road, whose principal object in taking stock was to secure its completion. These parties were always opposed to the consolidation.

On September 4th, 1854, an application was made in behalf of a large portion of the stockholders controlling a majority of the stock to the Marion Circuit Court, for an injunction against the consolidation, to restrain the consolidated Company from further managing the road. The injunction was granted, and the present directory have since then controlled and managed the road. The suit for the final decree of separation is still pending, and will, probably, be decided at the next term of the Circuit Court.

The Directors state that it is now believed that all parties consider a separation inevitable, and in view of that result they are making preparation for a full adjustment of all the unsettled accounts between the two companies.

With reference to the reports of the Secretary and Superintendent, the President says, they show the affairs of the Company to be in a much more healthy and prosperous state than was anticipated, and they have every reason to conclude that an increase of business at the rate of twenty per cent. per annum will be realized. During the short time the present Board have had the management of affairs, they have paid in real estate $38,930 49 of the floating debt, realizing at the same time full cost for the property, and they hope to pay a large proportion of the remainder in the same way.

From the Secretary's report, we learn that the—

Capital Stock of the Company is	$800,000 00
Less amount hypothecated for county bonds, for which no dividends are to be declared.	50,000 00
	$750,000 00

INDEBTEDNESS.

Six per cent. Bonds issued August 1st, 1850, due in ten years	$ 12,000 00
Seven per cent. Bonds dated July 1st, 1852, due July 1st, 1864	600,000 00
County Bonds dated Sept. 1st, 1851, due Sept. 1st, 1861, interest at ten per cent., payable annually	50,000 00
	$662,000 00

RESOURCES.

Real estate on books unsold	354,194 90
Excess of funded debt over real estate	$307,805 10

FLOATING DEBT.

Bills payable	$72,698 70
Estimated amount due contractors	25,000 00
" " of other debts	30,000 00
	$127,698 70

RESOURCES.

Bills receivable, notes uncollected	92,514 13
Excess of floating debt	$ 35,184 57
Excess of funded debt	307,805 10
Total excess of debt	$342,989 67

The indebtedness of the Company above the means provided for its liquidation, will thus be seen to be less than half its capital stock. The receipts of the Company from Sept. 4th, 1854, to January 1st, 1855, from real estate, bills receivable, rents, passengers, etc., were $95,456 59.

The expenditures for repairs, running account, etc., were	$15,466 86
Rolling stock	3,158 66
Interest	26,625 19
Debts contracted previous and during consolidation	4,698 69
Paid Indiana and Bellefontaine Railroad Co. for rolling stock purchased in 1853	37,746 82
Amount due from other roads and Post Office Department	2,512 41
Cash in hands of treasurer and agents	5,248 58
	$95,466 59

From the Superintendent's report, we learn that the total earnings of the road for 102 days, were - - - - - $50,782 66

Expenses for running and maintaining repairs, were - - - - - $22,963 73

The expenses will thus be seen to be 45 per cent. of the earnings, but as there are items included in expenses for extraordinary repairs and hire of machinery amounting to $4,500, it will be safe to estimate the expenses proper at 40 per cent. of the earnings. This would leave, after deducting interest, etc., a sum applicable to dividends equal to 6 per cent. on the capital stock of the Company.

There are in progress and approaching complotion, the Wabash Valley Railroad to be finished to Peru in the early part of the summer, connecting Peru and Toledo; the Newcastle and Logansport Railroad between Logansport and Kokomo, where it intersects the Peru and Indianapolis road; and the Peru and Laport Railroad, opening a route to Chicago and the North-west.

The length of the Peru and Indianapolis Railroad is 73 miles, 22 of which is laid with flat bar and 51 with T rail; 35 miles of the portion laid with T rail is partially ballasted, and 16 miles are upon sub-grade. The 22 miles laid with flat bar have cost as much to keep in repair, as the balance of the road. It is important that this portion should be relaid as early as possible with T rail. When this is done and the road thoroughly ballasted, it will be in condition to compare favorably with any road in the State.

SLAVE LABOR ON SOUTHERN RAILROADS.

The many necessary roads which have been projected in the southern States, and the difficulty of obtaining good laborers, is beginning to turn the attention of planters to the propriety of employing slave labor in the building of their roads. We extract the following data from the interesting report of Thos. F. Drayton, President of the Charleston and Savannah Railroad:—

"I will now undertake to show that this labor is the kind which we should use at the South, because it is cheaper, can be kept under better discipline, worked both in summer and winter, and the planter be relieved from annoyances which always accompany the introduction among our plantations of contractors with hireling white labor from the North and foreign parts.

We will first compare the cost of labor to a company owning slaves, and a contractor who hires them. The usual hire of a prime negro man in the country, to work upon railroads, is about 180 dollars per annum. If the company would purchase slaves at the present price, say $1000, the annual expense compared with the hired slave, will be about as follows:

Interest on $1,000 at 7 per cent. per annum	$70
Insurance on life at 2½ per cent	25—$95

which is a fraction more than half the sum paid for a hired hand.

I will again assume that the negro costs $1,000, and show how much cheaper he can work, when we will come to grading and excavating.

Interest on $1,000 at 7 per cent. per annum	$70 00
Insurance	25 00
Clothing	20 00
Bacon	15 00
Corn, Molasses and Tobacco	15 00
Overseeing each hand per annum	10 00
Tools, including blacksmiths and carpenters work	15 00
Doctor's fees, each hand per annum	1 00
Total expense of a slave owned by the Company per annum	$171 00

In excavating earth on railroads in the Low Country, 12 cubic yards may be assumed as an average day's work. Allowing 275 working days to a year, a negro will excavate 3,300 cubic yards. Then divide $171 by 3,300, and you have five and one-half cents as the expense of excavating one cubic yard. The price paid to contractors varies from 15 16 cents per cubic yard, demonstrating that, slaves owned by the Company can excavate earth for one-third less than the usual contract price.

Where a Company with limited means is compelled to make its engagements with its contractors at one-half in cash, and the remainder in the bonds and stock of the Company, the price paid for excavation is 25 cents per cubic yard, thus making the saving to a Company owning its own slaves, still more advantageous than stated above. It may be said that white labor can perform more and better work per diem, than the slave can, and therefore the contractor can afford to give him higher wages, and still make as high if not higher profits, than by hiring slaves. If this is so, it is contrary to my experience, for I have tried both together, several years. After the negro has had a few months practice with the spade, and learned how to use it, he can dig or ditch in our clay bottoms as much as any other man, and equally as well. In making this assertion, I am by no means singular.

In excavating rock, the experience in Virginia is decidedly favorable to the bought negro. In this kind of work, as much as $600 per annum has been made there to the hand. A smart negro will learn the trade of a mason or bricklayer in less than twelve months, and can construct culverts, bridges, abutments, locks and dams, at *one seventh* that the same kind of work will cost at contract prices. More than three-fourths of the laborers on the James River and Kanawha Canal in 1853, were slaves.

Other contractors in Virginia have from 300 to 500 slaves laboring together upon the public works, the larger the number in the gang, so much the more profitable. I mention this fact, because it is sometimes stated that slaves in large bodies cannot be worked advantageously.

To do this, however, successfully in large numbers, they must be divided into gangs of 25 or 30, with an overseer, and the requisite cooks, and mechanics for the repair and mending of carts, wagons, tools, etc., and Engineers to supervise the work of the Overseers.

In our own State, we have also striking illustrations, how easily and cheaply railroads may built be with Slave labor.

On the Cheraw and Darlington Railroad, the whole line of 38 miles has been graded, including the wooden superstructure, by the planters on or near the line, without involving a cash expenditure by the Company exceeding six thousand dollars.

On the Wilmington and Manchester Railroad, one planter has worked out with his slaves, $30,000 in the stock of the road. Others have done the same to a smaller amount. Others, again, have taken contracts at 1-3 cash, 2-3 in slave labor. All these contracts have proved in a greater or less degree, profitable to the parties, and I have been told that many would be willing to take contracts again upon the same terms, instead of resuming their former plantation pursuits.

In North Carolina, the upper portion of our own State, and Georgia, many roads have been begun, and finished principally upon the plan pursued by the Wilmington and Manchester road, all tending to prove what peculiar facilities we in the south possess for building and providing for Railroads, upon the most economical system of construction."

There is a point in these suggestions that we like, it is the tone of interest and independence that characterises the people on the line of the road. They each have a peculiar and personal interest in its completion, and they manifest by actual labor and enterprise, that they appreciate its importance to them. This is as it should be; no one has so much at stake, or is to derive so much benefit from a railroad, as the person through whose possessions it runs; and no one can operate on that road to as great advantage to himself and the company, as the resident landholder. He is there in person, and has more inducements to diligence and faithfulness, than to take care of the pittance in stock which he may receive as part pay for his labor. We like, too, the independent tone of feeling which prompts men never to entrust to others what they can do for themselves. There is time and labor enough wasted among the residents along the line of every road in the country to more than build the road if judiciously applied; and it is the judicious and systematic employment of a *people's time* that alone can secure and maintain wealth or even competence.

But there is a suggestion which we would like to make to our southern friends; they should not *wholly* neglect their agricultural interests, not even for the important purpose of building their all-important railroads. The completed railroads will add largely to the value of their products, but those crops must be produced or nothing will be gained by the road. The cultivation of the soil is the source of wealth, and the railroad only the means to make that wealth available. Hence it will be well for the planter to remember, that while in building a railroad he is benefitting himself and his posterity; yet, he must at the same time provide the means of subsistence for his household. And if he rightly manages his time, and that of his servants, he will have ample opportunity to cultivate his fields and do much for the improvements progressing around him.

AUSTRALIA.

The impetus given to immigration into this colony, by the discovery of the gold fields, is creating a necessity for railroad communication, and accordingly a gigantic project has been proposed there. It is designed to construct a railroad 1,000 miles in length, to connect the three colonies of South Australia, Victoria, and Sydney.

The plan, as detailed by Sir Henry Young, the Governor of South Australia, is that the necessary capital, which is estimated at £10,000,000, should be raised by a loan, the interest of which should be provided for by votes of the three colonies, and guaranteed at the same time by the Imperial Government, and that the lands for ten miles on both sides of the line, amounting to 12,800,000 acres, should be placed under the administration of commissioners, with a view of being gradually realised, one-half of their proceeds to be applied to redeem the loan, and the other for introducing labor.

SECOND VOLUME OF THE RECORD,

This being the close of the second volume of the *Record*, our subscribers who may wish to bind their numbers, will find a title page and index. The index is inserted in such a manner, that the binder can readily cut it out and insert it in its proper place.

We have but few copies of the *Record* which we can bind, it is therefore desirable that those who may wish bound copies should give us early notice.

We have yet remaining a few copies of the first volume, bound in our usual style.

MAYSVILLE AND LEXINGTON RAILROAD.

We learn that the President and Agent of the bondholders of this Company have recently passed over this road to ascertain the exact condition of the work, and to devise some plan to resuscitate and complete the enterprise.

The result of the examination has been a proposition on the part of bondholders, the substance of which we extract from the Carlisle Ledger:

"The amount of the bonds held by these parties is $500,000, the payment of which is secured by a mortgage upon the road. A suit is now pending to foreclose the mortgage and sell the road to pay the debt. Now it is proposed by the bondholders that a decree be rendered directing the sale of the road, and we suppose the bondholders are to become the purchasers. At any rate, whatever parties are to become the purchasers of the road, they are as a new company to issue bonds payable at some future day, bearing interest at six per cent. to the amount of $700,000, (the amount which it is estimated it will take to complete the road,) of which bonds the present bondholders propose to take one-half, and advance the money upon them. The balance of the $700,000 to be raised upon the remaining half of the bonds, by advancement upon them by individuals. Or, in other words, it is proposed to obtain loans from individuals amounting to $350,000, the new company to execute bonds to such individuals thus advancing the money, for the amounts by them severally advanced, bearing interest at six percentum. This arrangement, if carried out, will of course sink all the stock already paid in by individuals, cities and counties, and the cost of the road to the new company will be the price at which it is purchased under the contemplated sale, and $700,000 raised upon the bonds of the new company."

CINCINNATI STOCK SALES.

AT THE STOCK BOARD,

MERCHANTS' EXCHANGE

And at Private Sale.

BY HEWSON & HOLMES.

For one week ending February 21st, 1855.

$3000		Cov. & Lex. R. R. 7 per cent. 2d Mort. Income Bonds		$63 50	$54 00
1500		Cov. & Lex. R. R. 10 per cent. Income Bonds			75 00
2000		Coving. & Lex. R. R. 6 per cent. Income Bonds	(& int)		62 50
4000		Hills. & Cincin. R. R. 7 per cent. 1st Mort Bonds	(& int)	$56	60 00
3000		Ohio & Mississ. R. R. 7 per cent. 2d Mort. Bonds	(& int)		60 00
1250		Indiana. & Cin. R. R. 7 per cent Dividend Bonds	(& int)		60 00
300		Cin. Ham. & Day. R. R. 7 per cent. Divi. Scrip			80 00
20	Sh'res	Bellefontaine & Ind. R. R. Stock			45 00
56	"	Cin. Ham. & Day.	"	"	70 00
200	"	Cincin. & Chicago	"	" $10 to	12 50
75	"	Cin., Wil. & Zanes.	"	" $32 to	33 00
20	"	Columbus & Xenia	"	"	92 00
50	"	Coving. & Lexing.	"	"	28 75
40	"	Indiana Central	"	"	47 00
32	"	Indianapolis & Belle.	"	"	50 00
40	"	" " Cin.	"	"	43 00
128	"	Junction (Ind.)	"	" (& int)	15 00
35	"	Little Miami	"	"	95 00
63	"	Mad. river & L. Erie	"	"	27 50
100	"	N. Albany & Salem	"	"	15 00
30	"	Peru & Indianapolis	"	"	25 00
757	"	Ohio & Miss. R. R. Stock	(& int)	$29	32 00
25	"	Farmers Bank of Ky.			98 00
50	"	Mer. & Man. Ins. Co			70 00

Monetary and Commercial.

We have no very striking feature to notice in the week that has just passed. Business in general is returning to its legitimate channels, but in a slow and gradual manner. Improvements that are noticed may, therefore, be expected to be permanent; but our readers would do well to remember that every improvement must be exceedingly gradual, and in no respect as rapid and as soon perceived, as the downward tendency of a panic.

There is an increased demand for money, due in some measure to a partial resumption of navigation. First class paper, however, is discounted at easy rates.

Eastern exchange continues as at previous quotations ½ to ¾ per cent. premium. New Orleans ½ to 1 per cent.

At the east we notice a continuance of easy money markets, for strictly first class names at rates varying from 5 to 9 per cent.

Exchange on London is quoted at 108¾ to 109½.

The Stock market has not been so active during this week as the preceding. Prices, however, tend upward.

Messrs. Page & Bacon have resumed payment. They request all holders of drafts, notes, etc., to present them at the Bank of America, where they will be paid with interest and cost of protest. We congratulate this firm and the West on this termination of their difficulties. It proves how strong was the feeling of confidence in their integrity and soundness.

LOCOMOTIVE WORKS.

NILES & CO.,

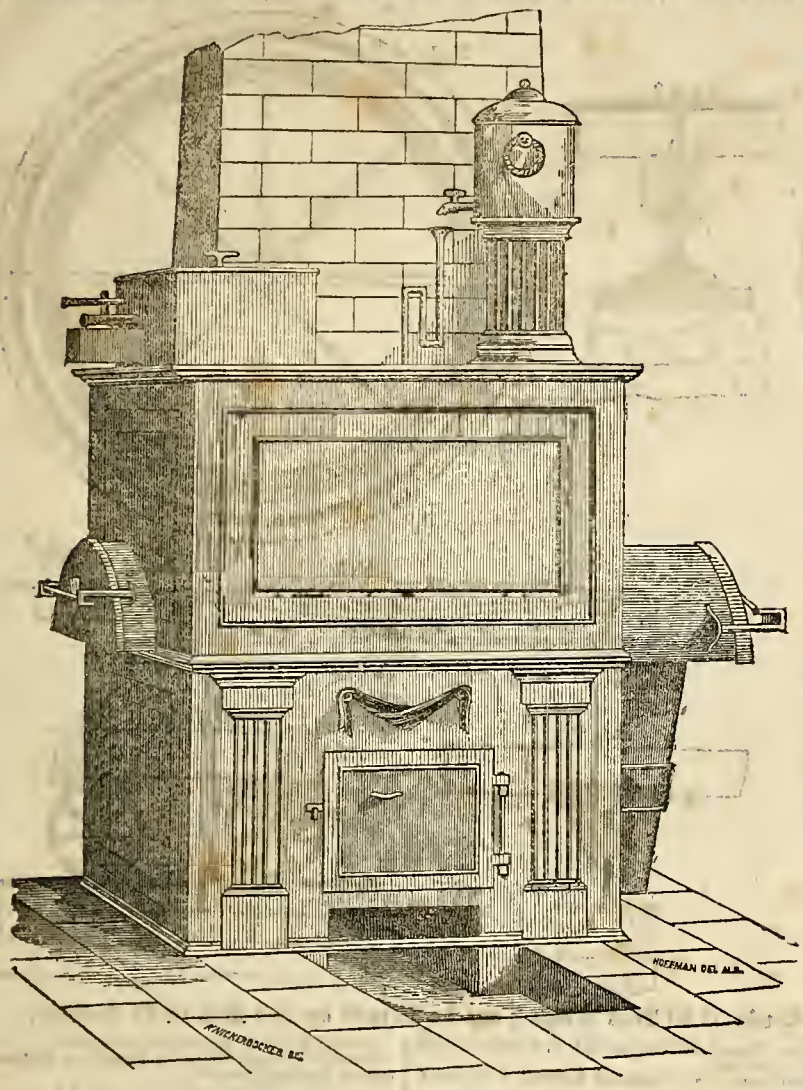
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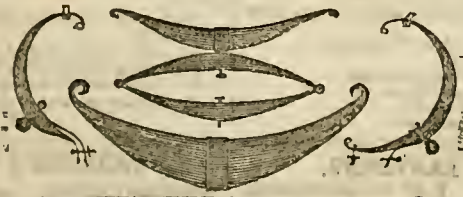
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I. R. TRIMBLE, Supt. Philad. R. R. Co.
M. B. MILLEN, Gen. Supt. C. R. R. Savannah, Ga.
EMERSON FOOTE, Supt. M. & W R. R. Macon, Ga
THOMAS DOUGHERTY, Master Mach. do.
THOS. SHARP, Supt. R. F. & P. R. R. Richmond, Va

May 19.

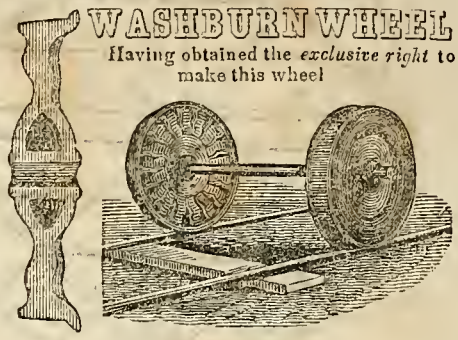
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THE Proprietors of this establishment would respectfully call the attention of Railroad Companies in the West and South to their establishment at Cincinnati.—Their facilities for manufacturing are extensive, and the means of transportation to the different points speedy and economical, They are prepared to execute to order on short notice, eight-wheeled Passenger Cars of the most superior description. Four or eight-wheeled Baggage, Cattle, Freight and Gravel Cars. Also, Crank and Lever Hand Cars, Trucks, Wheels, and Axles fitted.

WASHBURN WHEEL

Having obtained the *exclusive right* to make this wheel



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CAR WHEEL,

Over 2500 of which are now running on the Central Ohio Railroad, and many of these have been in use on the road over two years, having in that time only three to crack, and two to be renewed in consequence of the wearing of the Chill. We have also commenced the manufacture of the celebrated

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Having had fifteen years experience in the business and having secured the best of workmen from the Car Factory in Cambridge, Mass., I feel confident that perfect satisfaction can be given in all work entrusted to our care.

We have now on hand the best of dry White-Oak with which we think we can build Cars as cheap and as well as any other establishment in the States.

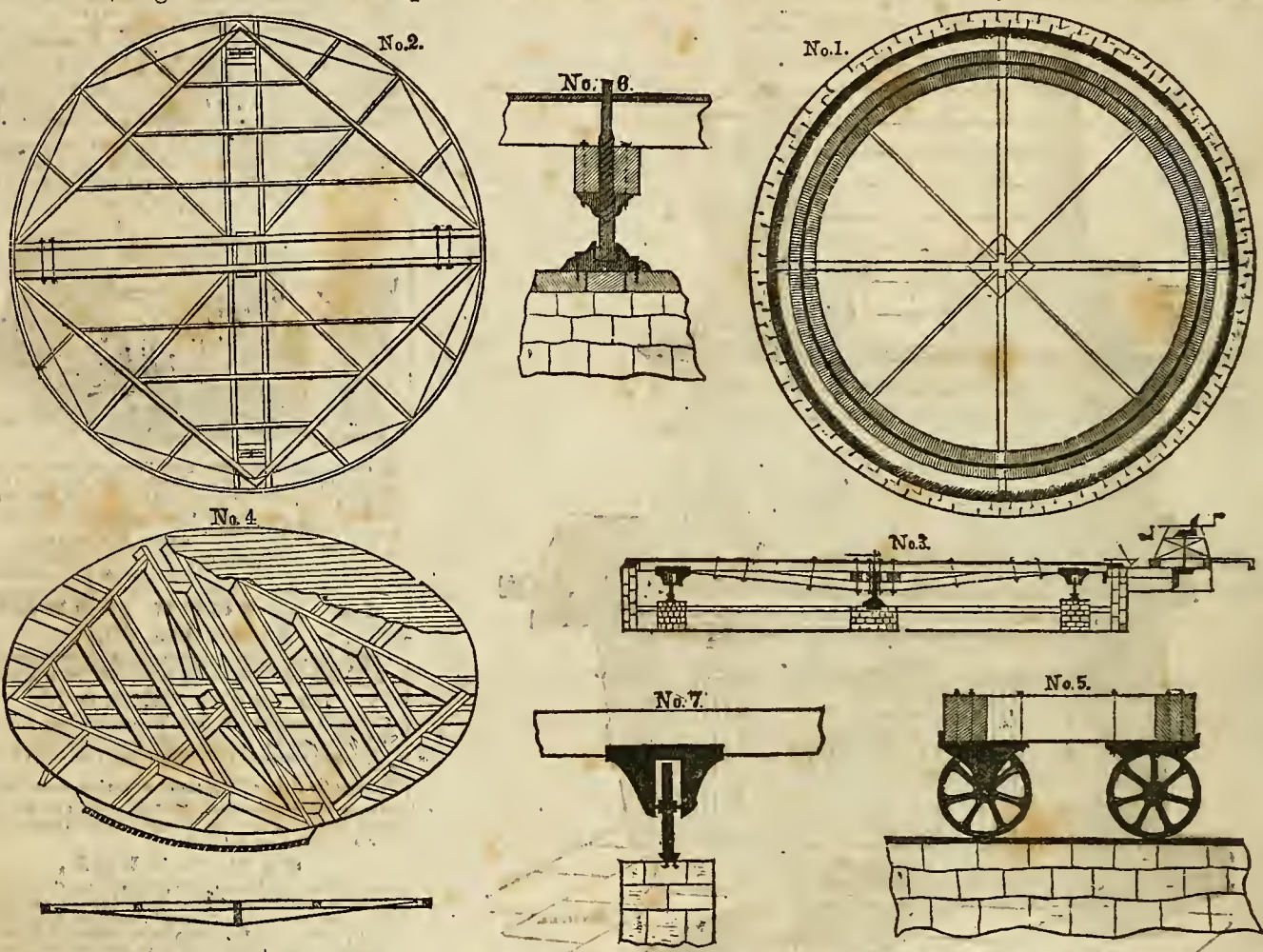
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The price, which is always based upon the use of the best materials and best workmanship which can be procured in the market where used, can be determined only by the locality.

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Ohio & Pennsylvania Railroad, J. Edgar Thomson, President, S. W. Roberts, Sup't and Engineer, Pittsburgh, Pa.
Pennsylvania Central Railroad, O. W. Barnes, Resident Engineer, Pittsburgh.
Toledo & Cleveland Railroad, Wm. Ferguson, Chief Engineer, Cleveland Ohio.
Columbus, Piqua & Indiana Railroad, A. J. Conover, Chief Engineer, Piqua, Ohio.
Cleveland, Zanesville & Cincinnati Railroad, W. H. Grant, Chief Engineer, Akron, Ohio.
Cleveland, Columbus & Cincinnati, and Cleveland & Erie Railroads, L. Tilton, Sup't, Cleveland, Ohio.
Little Miami & Columbus & Xenia Railroads, William H. Clement, Sup't, Cincinnati, Ohio.
Cincinnati, Wilmington & Zanesville Railroad, E. W. Woodward, Engineer, Circleville, Ohio.
Central Ohio Railroad, G. W. Fulton, Sup't, and S. Medbury, Engineer, Zanesville, Ohio.
Camden & Atlantic Railroad, and Dauphin & Susquehanna Railroad, R. B. Osborne, Engineer, Philadelphia.
Bellefontaine & Indiana Railroad, W. McRoberts, Engineer, Pittsburgh, J. Nottingham, Sup't, Marion, Ohio.
Cleveland & Pittsburgh Railroad, J. Durand, Sup't, Cleveland, Ohio.
Wilmington & Raleigh Railroad, North Carolina.
Central North Carolina Railroad.
Cincinnati & Indianapolis Railroad, Indiana.
New Albany & Salem Railroad, Indiana.
Michigan Central Railroad, Michigan.
Dayton, Xenia & Belpre Railroad, Ohio.
Pomeroy Railroad, Engineer at Cincinnati.
Springfield, Mount Vernon & Pittsburgh Railroad, Ohio, Charles Anthony, President.

DESCRIPTION OF PLAN.

Fig. 1, of the above cut, represents the foundations, consisting of *Bank* and *Track Walls*, the latter made of cut, the former of hammer-dressed stone, with cut stone coping. The Track is bent of the ordinary T rail, spiked and leaded to the stone track walls. The Center Pier is made of cut stone, with a step for screw and pivot bolted to the same.

Fig. 2, shows the framing.

Fig. 3, is a side view of Main Truss, with the mode of gearing, including the mitre-wheels, iron crank frame, rack and pinion, foundations, pivot wheels and pedestals.

Fig. 4, gives a perspective view of rim, segments, decking, etc.

Fig. 5, is an end view of the main trucks, with pedestals and wheels.

Fig. 6, is a screw for pivot, 6 inches in diameter, working in a steel step through a nut for adjustment.

Fig. 7, shows a cross section of track wall, well, and pedestal.

For further particulars please address,

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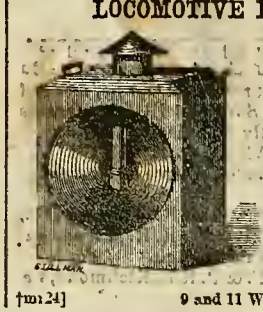
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DESIGNED for Mining, Tunneling, Quarrying Use, and Rock Excavations of all descriptions, by the use of which a saving of 50 to 75 per cent. is made. This drill can be operated by hand, horse, or steam power, and works equally as well horizontally or at any angle, as perpendicularly.

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